

2006 COUNTY SCREENING BOARD DATA



*ITASCA ROUNDABOUT
CSAH 23*

OCTOBER 2006

The State Aid Program Mission Study

Mission Statement:

The purpose of the state-aid program is to provide resources, from the Highway Users Tax Distribution Fund, to assist local governments with the construction and maintenance of community-interest highways and streets on the state-aid system.

Program Goals:

The goals of the state-aid program are to provide users of secondary highways and streets with:

- Safe highways and streets;
- Adequate mobility and structural capacity on highways and streets; and
- An integrated transportation network.

Key Program Concepts:

Highways and streets of community interest are those highways and streets that function as an integrated network and provide more than only local access. Secondary highways and streets are those routes of community interest that are not on the Trunk Highway system.

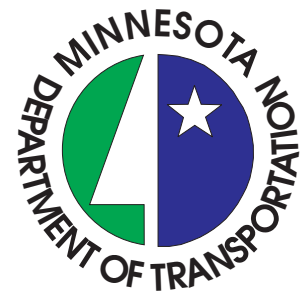
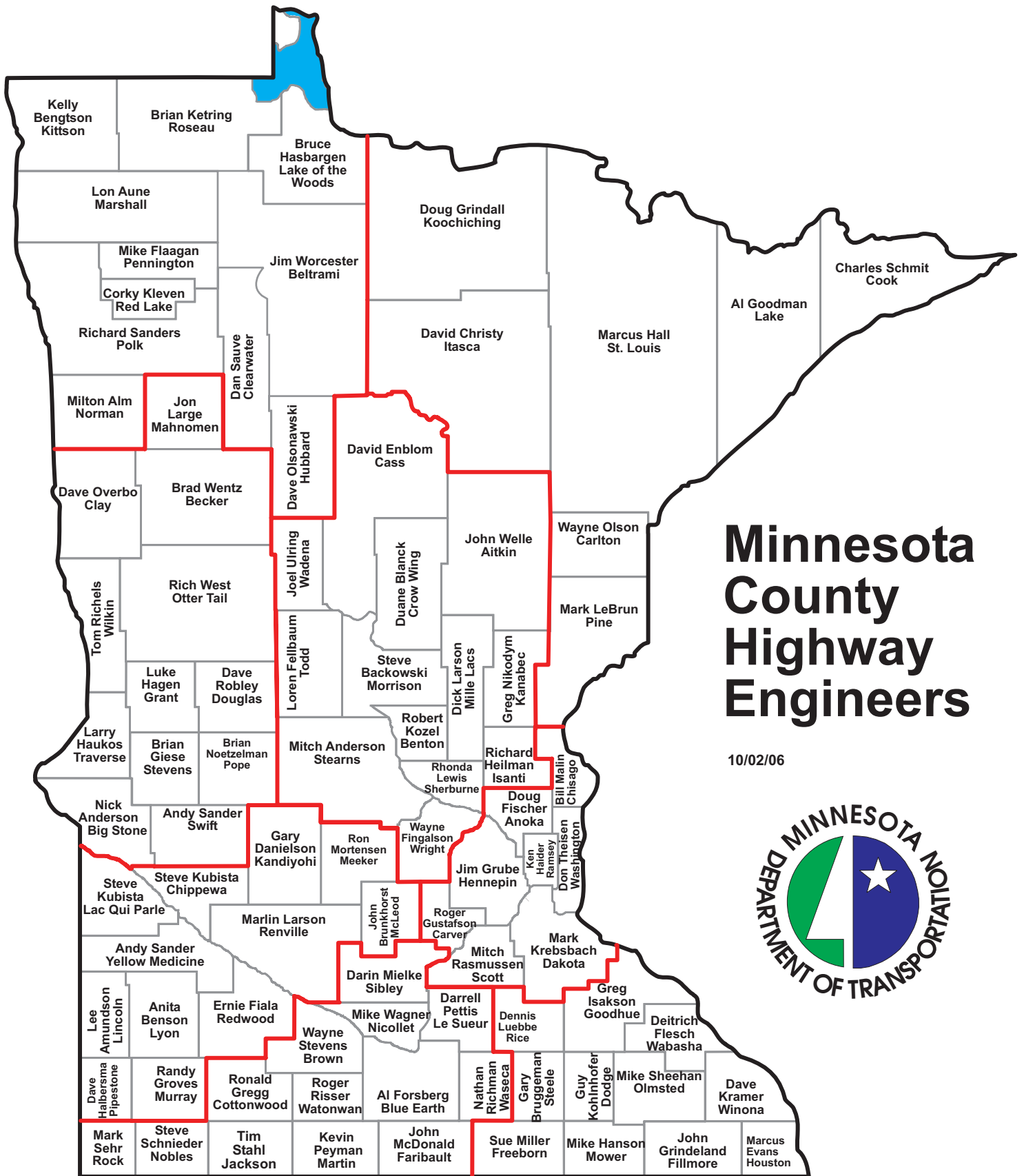
A community interest highway or street may be selected for the state-aid system if it:

- A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial
- 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; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.
- C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid highways and municipal state-aid streets.

The *Needs* component of the distribution formula estimates the relative cost to build county highways or build and maintain city streets designated as state-aid routes.



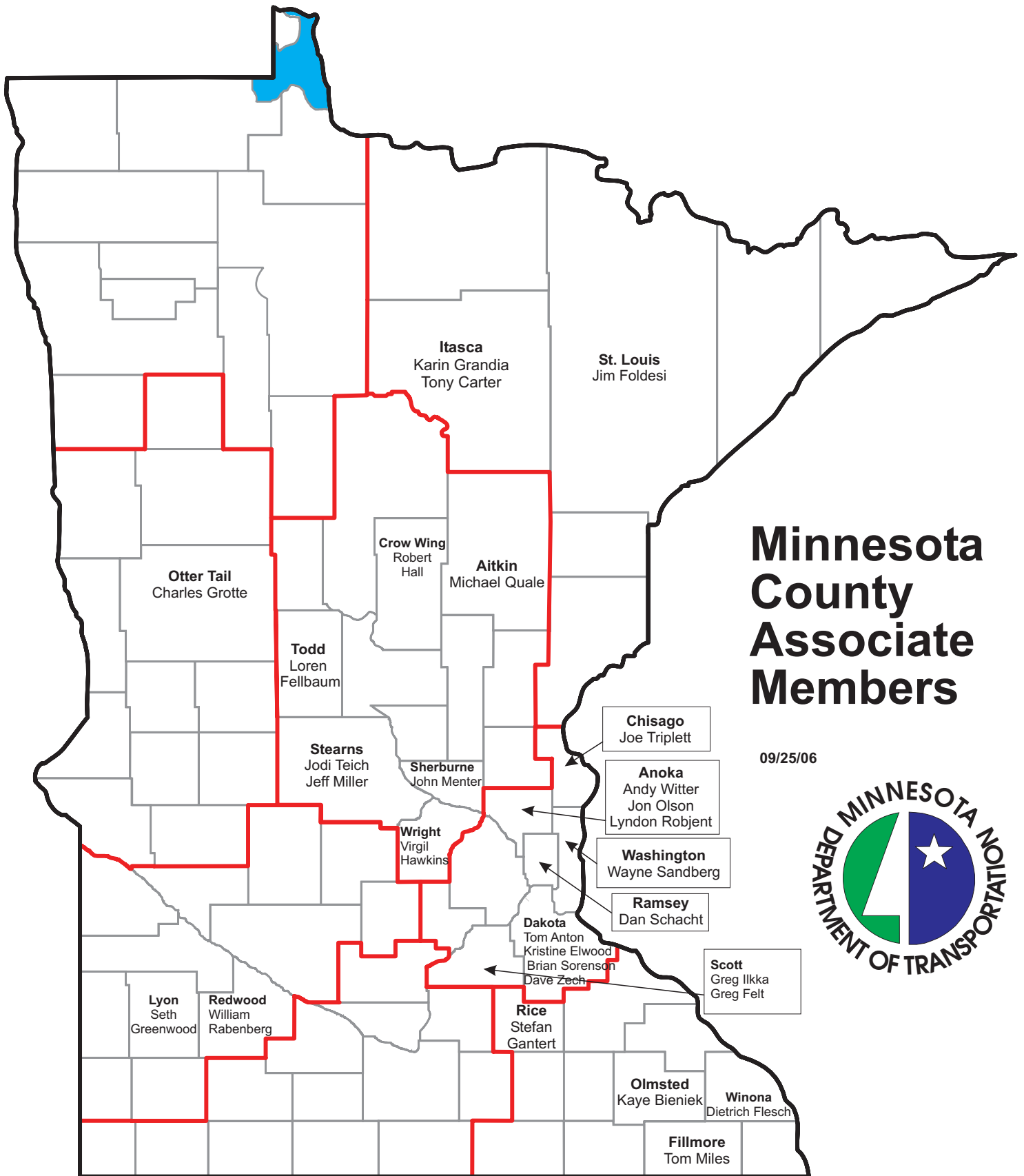


TABLE OF CONTENTS

GENERAL INFORMATION & BASIC NEEDS DATA

Pages 1-6

County Screening Board Members & Various Committees	1
CSAH Mileage, Needs and Apportionment 1958 through 2006	2-3
Comparison of the Basic 2005 to the Basic 2006 25-Year Construction Needs	4-6

NEEDS ADJUSTMENTS

Pages 7-58

Restriction of 25-Year Construction Needs Changes	8-11
Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Cost	12-22
Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Cost	24-34
County State Aid Construction Fund Balance "Needs" Deductions	36-39
Bond Account Adjustments	40-41
Special Resurfacing Projects	42-44
"After the Fact" Bridge Deck Rehabilitation Needs	45
"After the Fact" Mn/DOT Bridge Needs	46
"After the Fact" Right of Way Needs	48-49
Miscellaneous "After the Fact" Needs	50-51
Needs Adjustment for Variances Granted on CSAH's	52
Needs Adjustment for "Credit for Local Effort"	53-54
Non Existing CSAH Needs Adjustment	55
Mill Levy Deductions	56-58

TENTATIVE APPORTIONMENT DATA

Pages 59-70

Development of the Tentative 2007 CSAH Money Needs Apportionment	60 & Fig A
Recommendation to the Commissioner	61-63
Total Tentative 2007 CSAH Apportionment	64-66
Comparison of the Actual 2006 to the Tentative 2007 CSAH Apportionment	68-70

MILEAGE REQUESTS

Pages 71-93

Criteria Necessary for County State Aid Highway Designation	72
History of the CSAH Additional Mileage Requests	73-75
"Banked" CSAH Mileage	76
Olmsted County Mileage Request & foldout	77-82
Report of the CSAH Mileage Subcommittee	83-86
Historical Documentation for the Anoka County CSAH Mileage Request	87
Historical Documentation for the Carver County CSAH Mileage Request	88
Historical Documentation for the Dakota County CSAH Mileage Request	89
Historical Documentation for the Lake County CSAH Mileage Request	90
Historical Documentation for the St. Louis County CSAH Mileage Request	91
Historical Documentation for the Washington County CSAH Mileage Request	92
Historical Documentation for the Wright CSAH Mileage Request	93

STATE PARK ROAD ACCOUNT

Pages 95-102

State Park Road Account Statutes	98
Steele County State Park Road Request	97-99
Historical Review of 2004 State Park Road Account	100
Historical Review of 2005 State Park Road Account	101
Historical Review of 2006 State Park Road Account	102

REFERENCE MATERIAL

Pages 103-109

CSAH 20-Year Traffic Projection Factors	104-105
Hardship Transfers	106
Maintenance Facilities	107-109

MEETING MINUTES & RESOLUTIONS

Pages 110-134

Minutes of the May 31 & June 1, 2006 County Engineers Screening Board Meeting	110-115
Current Resolutions of the County Screening Board	116-127
County Engineer's listing	128-134

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_csa_h_books.html.

2006 COUNTY SCREENING BOARD

Chuck Schmit	(05-06)	- Cook County	- District 1
Dan Sauve	(06-07)	- Clearwater County	- District 2
Mitch Anderson	(05-06)	- Stearns County	- District 3
Brad Wentz	(06-07)	- Becker County	- District 4
Mitch Rasmussen	(06-09)	- Scott County	- Metro
Roger Gustafson	(04-07)	- Carver County	- Metro
John Grindeland	(06-07)	- Fillmore County	- District 6
Wayne Stevens	(05-06)	- Brown County	- District 7
Randy Groves	(06-07)	- Murray 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	

2006 SCREENING BOARD ALTERNATES

Dave Christy	- Itasca County	District 1
Bruce Hasbargen	- Lake of the Woods County	District 2
John Welle	- Aitkin County	District 3
Brian Noetzelman	- Pope County	District 4
Bill Malin	- Chisago County	Metro
Guy Kohlhofer	- Dodge County	District 6
John McDonald	- Faribault County	District 7
John Brunkhorst	- McLeod County	District 8

2006 CSAH GENERAL SUBCOMMITTEE

Doug Fischer, Chairman	(June, 07)	- Anoka County
Brian Giese	(June, 08)	- Stevens County
Anita Benson	(June, 09)	- Lyon County

2006 CSAH MILEAGE SUBCOMMITTEE

John Brunkhorst, Chairman	(Oct., 06)	- McLeod County
Jim Grube	(Oct., 07)	- Hennepin County
Bruce Hasbargen	(Oct., 08)	- Lake of the Woods County

CSAH VARIANCE SUBCOMMITTEE

Mike Wagner	- Nicollet County
Don Theisen	- Washington County
Rhonda Lewis	- Sherburne County

CSAH Mileage, Needs and Apportionment 1958 through 2007

October, 2006

The following information listed below is presented as historical data for the 49 years of county state aid apportionments and preliminary data for the 50th year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,503 miles of which almost 1,031 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 2007 is estimated to be approximately \$358 million (the same as for 2006). The actual apportionment which will be made by the Commissioner in January will reflect any additional change in income to the county state aid highway fund.

CSAH Mileage, Needs and Apportionment - 1958 through 2007

October, 2006

Year	Mileage	Basic 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Money Needs Apport	Apportionment Per \$1,000 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	358,601,844	9,117,963,299	179,300,922	19.66
2006	30,481.85	8,206,097,964	356,389,259	9,680,839,334	178,194,630	18.41
2007	30,506.59 *	\$8,995,176,545	\$356,389,259	\$10,561,045,010	\$178,194,630	\$16.87

Estimated

* Does not include 2006 Trunk Highway Turn Back Mileage

Comparison of the Basic 2005 to the Basic 2006 25-Year Construction Needs

October, 2006

The following tabulation indicates the various stages of the 2006 update of the CSAH Needs Study and shows the needs effect each phase produced.

Normal Update

--

Reflects the needs changes due to 2005 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1979 or earlier are eligible for complete needs. Also, any bridges built prior to 1969 are eligible for reconstruction needs. This changes several counties' needs considerably.

2005 Traffic & Factor Update

--

Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2005 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	Crow Wing	Lake	Ramsey	Yellow Medicine
Big Stone	Dakota	Lincoln	Rice	
Blue Earth	Dodge	Lyon	Roseau	
Brown	Fillmore	Martin	Scott	
Carver	Freeborn	Morrison	Stevens	
Cass	Hennepin	Murray	Swift	
Chisago	Hubbard	Pine	Traverse	
Clay	Itasca	Pipestone	Wadena	
Cook	Kittson	Polk	Watonwan	

2006 Unit Price Update

--

Shows the needs impact of the unit prices approved at the June 1, 2006 meeting.

2006 Structure & RR

--

Reflects the needs cost revision on bridges and RR crossings.

Comparison of the Basic 2005 to the Basic 2006 25-Year Construction Needs

October, 2006

County	Revised Basic 2005 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 2006 25-Year Const. Needs	Total Change From 2005 Needs	Total %	County
Carlton	\$78,388,571	\$5,913,443	7.5%	\$0	0.0%	\$7,823,664	9.3%	\$236,544	0.3%	\$82,362,222	\$13,973,651	17.8%	Carlton
Cook	48,154,274	110,443	0.2%	1,425,078	3.0%	5,927,373	11.9%	107,548	0.2%	55,724,716	7,570,442	15.7%	Cook
Itasca	147,301,913	(3,880,825)	-2.6%	(643,648)	-0.4%	13,409,105	9.4%	3,787,624	2.4%	159,974,189	12,672,266	8.6%	Itasca
Koochiching	39,101,686	635,138	1.6%	0	0.0%	1,050,061	2.6%	378,630	0.9%	41,165,515	2,063,829	5.3%	Koochiching
Lake	68,772,108	1,792,131	2.6%	1,352,878	1.9%	6,341,664	8.8%	2,088,320	2.7%	80,347,101	11,574,993	16.8%	Lake
Pine	136,453,780	(454,760)	-0.3%	(6,824,845)	-5.0%	7,092,843	5.5%	933,048	0.7%	137,190,066	736,286	0.5%	Pine
St. Louis	510,997,959	6,219,358	1.2%	0	0.0%	44,078,908	8.5%	6,346,492	1.1%	567,642,717	56,644,758	11.1%	St. Louis
District 1 Totals	1,029,170,291	10,334,928	1.0%	(4,690,537)	-0.5%	85,713,618	8.3%	13,878,206	1.2%	1,134,406,506	105,236,215	10.2%	District 1 Totals
Beltrami	106,424,369	(939,107)	-0.9%	0	0.0%	9,305,367	8.8%	285,604	0.2%	115,076,233	8,651,864	8.1%	Beltrami
Clearwater	50,549,802	(251,678)	-0.5%	0	0.0%	4,728,125	9.4%	306,642	0.6%	55,332,891	4,783,089	9.5%	Clearwater
Hubbard	58,576,922	(316,452)	-0.5%	2,161,723	3.7%	4,348,827	7.2%	192,878	0.3%	64,963,898	6,386,976	10.9%	Hubbard
Kittson	56,401,655	(1,460,139)	-2.6%	634,578	1.2%	4,397,199	7.9%	186,914	0.3%	60,160,207	3,758,552	6.7%	Kittson
Lake of the Woods	24,652,805	(602,937)	-2.4%	0	0.0%	2,979,316	12.4%	192,932	0.7%	27,222,116	2,569,311	10.4%	Lake of the Woods
Marshall	80,809,315	2,420,656	3.0%	0	0.0%	6,828,716	8.2%	734,143	0.8%	90,792,830	9,983,515	12.4%	Marshall
Norman	55,838,936	(194,620)	-0.3%	0	0.0%	7,516,490	13.5%	944,500	1.5%	64,105,306	8,266,370	14.8%	Norman
Pennington	33,864,412	4,404,609	13.0%	0	0.0%	3,755,537	9.8%	802,648	1.9%	42,827,206	8,962,794	26.5%	Pennington
Polk	135,904,986	1,019,700	0.8%	(18,110,817)	-13.2%	11,103,785	9.3%	2,695,122	2.1%	132,612,776	(3,292,210)	-2.4%	Polk
Red Lake	27,758,059	(425,380)	-1.5%	0	0.0%	2,666,670	8.3%	82,194	0.3%	29,681,543	1,923,484	6.9%	Red Lake
Roseau	69,293,569	2,256,278	3.3%	(1,638,387)	-2.3%	11,309,677	16.2%	680,862	0.8%	81,901,799	12,608,230	18.2%	Roseau
District 2 Totals	700,074,830	5,910,930	0.8%	(16,952,903)	-2.4%	68,539,709	9.9%	7,104,239	0.9%	764,676,805	64,601,975	9.2%	District 2 Totals
Aitkin	68,976,940	829,184	1.2%	0	0.0%	8,599,903	12.3%	1,273,712	1.6%	79,679,739	10,702,799	15.5%	Aitkin
Benton	39,329,179	1,370,951	3.5%	0	0.0%	7,658,136	18.8%	216,300	0.4%	48,574,566	9,245,387	23.5%	Benton
Cass	90,610,032	336,350	0.4%	3,556,661	3.9%	8,939,661	9.5%	359,916	0.3%	103,802,620	13,192,588	14.6%	Cass
Crow Wing	99,729,556	665,525	0.7%	(2,012,401)	-2.0%	18,163,991	18.5%	729,734	0.6%	117,276,405	17,546,849	17.6%	Crow Wing
Isanti	49,502,396	(336,428)	-0.7%	0	0.0%	7,667,270	15.6%	289,400	0.5%	57,122,638	7,620,242	15.4%	Isanti
Kanabec	36,502,121	210,452	0.6%	0	0.0%	4,225,751	11.5%	429,170	1.0%	41,367,494	4,865,373	13.3%	Kanabec
Millie Lacs	74,712,693	1,782,180	2.4%	0	0.0%	7,116,007	9.3%	1,013,656	1.2%	84,624,536	9,911,843	13.3%	Millie Lacs
Morrison	91,669,850	2,307,236	2.5%	1,790,496	1.9%	10,757,239	11.2%	855,204	0.8%	107,380,025	15,710,175	17.1%	Morrison
Sherburne	53,359,259	(1,508,432)	-2.8%	0	0.0%	7,222,125	13.9%	632,478	1.1%	59,705,430	6,346,171	11.9%	Sherburne
Stearns	182,312,944	(716,369)	-0.4%	0	0.0%	29,101,359	16.0%	1,299,498	0.6%	211,997,432	29,684,488	16.3%	Stearns
Todd	51,426,342	(1,714,992)	-3.3%	582,181	1.2%	4,896,795	9.7%	494,774	0.9%	55,685,100	4,258,758	8.3%	Todd
Wadena	34,614,316	1,216,864	3.5%	(479,314)	-1.3%	4,654,800	13.2%	1,153,098	2.9%	41,159,764	6,545,448	18.9%	Wadena
Wright	163,112,287	(1,893,600)	-1.2%	0	0.0%	21,517,179	13.3%	2,580,683	1.4%	185,316,549	22,204,262	13.6%	Wright
District 3 Totals	1,035,857,915	2,548,921	0.2%	3,437,623	0.3%	140,520,216	13.5%	11,327,623	1.0%	1,193,692,298	157,834,383	15.2%	District 3 Totals
Becker	81,950,556	634,948	0.8%	0	0.0%	8,259,448	10.0%	1,122,268	1.2%	91,967,220	10,016,664	12.2%	Becker
Big Stone	31,621,116	(104,601)	-0.3%	(2,138,277)	-6.8%	2,330,626	7.9%	384,142	1.2%	32,093,006	471,890	1.5%	Big Stone
Clay	76,181,841	(989,267)	-1.3%	2,308,228	3.1%	(1,632,803)	-2.1%	1,717,466	2.3%	77,585,465	1,403,624	1.8%	Clay
Douglas	69,197,990	169,610	0.2%	0	0.0%	6,253,546	9.0%	48,944	0.1%	75,670,090	6,472,100	9.4%	Douglas
Grant	27,407,363	(57,649)	-0.2%	0	0.0%	2,800,976	10.2%	22,344	0.1%	30,173,034	2,765,671	10.1%	Grant
Mahnomen	23,863,673	(829,858)	-3.5%	0	0.0%	2,130,093	9.2%	82,334	0.3%	25,246,242	1,382,569	5.8%	Mahnomen
Otter Tail	196,188,854	(1,392,070)	-0.7%	0	0.0%	21,087,537	10.8%	1,029,084	0.5%	216,913,405	20,724,551	10.6%	Otter Tail
Pope	47,951,971	(1,122,510)	-2.3%	0	0.0%	3,102,194	6.6%	125,400	0.3%	50,057,065	2,105,084	4.4%	Pope
Stevens	30,691,532	(214,377)	-0.7%	282,507	0.9%	2,872,966	9.3%	68,922	0.2%	33,701,550	3,010,018	9.8%	Stevens
Swift	43,645,787	(363,869)	-0.8%	(1,651,308)	-3.8%	4,304,916	10.3%	177,646	0.4%	46,113,172	2,467,385	5.7%	Swift
Traverse	32,913,874	(998,381)	-3.0%	(677,042)	-2.1%	6,238,757	20.0%	187,712	0.5%	37,664,920	4,751,046	14.4%	Traverse
Wilkin	55,646,076	285,820	0.5%	0	0.0%	10,356,016	18.5%	736,790	1.1%	67,024,702	11,378,626	20.4%	Wilkin
District 4 Totals	\$717,260,633	-\$4,982,204	-0.7%	-\$1,875,892	-0.3%	\$68,104,272	9.6%	\$5,703,052	0.7%	\$784,209,861	\$66,949,228	9.3%	District 4 Totals

Comparison of the Basic 2005 to the Basic 2006 25-Year Construction Needs

October, 2006

County	Revised Basic 2005 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 2006 25-Year Const. Needs	Total Change From 2005 Needs	Total %	County
Anoka	\$188,196,539	\$3,611,482	1.9%	\$814,648	0.4%	(2,525,769)	-1.3%	\$813,494	0.4%	\$190,910,374	\$2,713,835	1.4%	Anoka
Carver	110,301,347	48,759	0.0%	5,095,510	4.6%	(232,098)	-0.2%	1,121,922	1.0%	116,335,440	6,034,093	5.5%	Carver
Hennepin	694,053,714	18,748,341	2.7%	10,912	0.0%	13,530,463	1.9%	21,101,401	2.9%	747,444,831	53,391,117	7.7%	Hennepin
Scott	126,252,054	1,115,169	0.9%	(55,976)	0.0%	7,416,780	5.8%	76,804	0.1%	134,804,831	8,552,777	6.8%	Scott
Metro Totals	1,118,803,654	23,523,751	2.1%	5,865,094	0.5%	18,189,356	1.6%	23,113,621	2.0%	1,189,495,476	70,691,822	6.3%	Metro Totals
Dodge	60,194,860	(2,706,338)	-4.5%	3,268,002	5.7%	6,613,267	10.9%	331,821	0.5%	67,701,632	7,506,772	12.5%	Dodge
Fillmore	136,851,715	(219,692)	-0.2%	(6,708,917)	-4.9%	11,026,574	8.5%	2,826,208	2.0%	143,775,888	6,924,173	5.1%	Fillmore
Freeborn	97,202,726	(927,451)	-1.0%	2,322,586	2.4%	6,378,099	6.5%	222,376	0.2%	105,198,336	7,995,610	8.2%	Freeborn
Goodhue	109,085,498	(500,719)	-0.5%	0	0.0%	9,847,189	9.1%	1,035,956	0.9%	119,467,924	10,382,426	9.5%	Goodhue
Houston	77,575,191	140,543	0.2%	0	0.0%	6,904,565	8.9%	232,554	0.3%	84,852,863	7,277,662	9.4%	Houston
Mower	100,821,511	(218,322)	-0.2%	0	0.0%	9,307,521	9.3%	1,688,144	1.5%	111,598,854	10,777,343	10.7%	Mower
Olmsted	137,142,650	4,106,571	3.0%	0	0.0%	15,528,445	11.0%	1,739,522	1.1%	158,517,188	21,374,538	15.6%	Olmsted
Rice	86,197,320	(1,002,364)	-1.2%	1,750,027	2.1%	7,725,982	8.9%	833,574	0.9%	95,504,539	9,307,219	10.8%	Rice
Steele	78,421,118	997,581	1.3%	0	0.0%	7,916,752	10.0%	1,818,692	2.1%	89,154,143	10,733,025	13.7%	Steele
Wabasha	88,223,408	2,629,467	3.0%	0	0.0%	10,083,013	11.1%	1,267,234	1.3%	102,203,122	13,979,714	15.8%	Wabasha
Winona	116,289,960	(1,398,677)	-1.2%	0	0.0%	14,086,823	12.3%	1,099,204	0.9%	130,077,310	13,787,350	11.9%	Winona
District 6 Totals	1,088,005,957	900,599	0.1%	631,698	0.1%	105,418,250	9.7%	13,095,285	1.1%	1,208,051,789	120,045,832	11.0%	District 6 Totals
Blue Earth	131,985,931	807,370	0.6%	5,213,287	3.9%	13,318,837	9.7%	3,117,596	2.1%	154,443,021	22,457,090	17.0%	Blue Earth
Brown	65,411,526	(2,297,865)	-3.5%	4,453,135	7.1%	2,522,369	3.7%	1,486,980	2.1%	71,576,145	6,164,619	9.4%	Brown
Cottonwood	55,830,710	(267,459)	-0.5%	0	0.0%	5,613,449	10.1%	951,227	1.6%	62,127,927	6,297,217	11.3%	Cottonwood
Faribault	78,289,892	1,747,968	2.2%	0	0.0%	7,530,030	9.4%	1,665,621	1.9%	89,233,511	10,943,619	14.0%	Faribault
Jackson	79,114,580	1,815,098	2.3%	0	0.0%	8,613,431	10.6%	662,302	0.7%	90,205,411	11,090,831	14.0%	Jackson
Le Sueur	83,354,122	616,869	0.7%	0	0.0%	14,031,183	16.7%	99,554	0.1%	99,101,728	14,747,606	17.7%	Le Sueur
Martin	69,485,988	4,909,065	7.1%	(232,185)	-0.3%	7,450,469	10.0%	289,758	0.4%	81,903,115	12,417,127	17.9%	Martin
Nicollet	62,454,647	1,821,397	2.9%	0	0.0%	5,764,042	9.0%	414,312	0.6%	70,454,398	7,999,751	12.8%	Nicollet
Nobles	91,165,379	(4,750,989)	-5.2%	0	0.0%	5,254,510	3.2%	1,046,522	1.2%	90,215,422	(949,957)	-1.0%	Nobles
Rock	53,222,054	(588,132)	-1.1%	0	0.0%	5,128,568	9.7%	1,101,550	1.9%	58,884,040	5,641,986	10.6%	Rock
Sibley	53,748,093	(391,655)	-0.7%	0	0.0%	7,948,264	14.9%	381,036	0.6%	61,685,738	7,937,645	14.8%	Sibley
Waseca	62,404,073	44,960	0.1%	0	0.0%	4,829,863	7.7%	255,570	0.4%	67,534,466	5,130,393	8.2%	Waseca
Watonwan	44,726,498	2,243,346	5.0%	209,891	0.4%	8,920,881	18.9%	227,752	0.4%	55,328,368	11,601,870	25.9%	Watonwan
District 7 Totals	931,193,493	5,709,973	0.6%	9,644,128	1.0%	94,425,916	10.0%	11,699,780	1.1%	1,052,673,290	121,479,797	13.0%	District 7 Totals
Chippewa	42,088,384	890,389	2.1%	0	0.0%	2,291,242	5.3%	587,674	1.3%	45,857,689	3,769,305	9.0%	Chippewa
Kandiyohi	98,828,508	(498,753)	-0.5%	0	0.0%	10,958,303	11.1%	278,054	0.3%	109,566,112	10,737,604	10.9%	Kandiyohi
Lac Qui Parle	47,721,083	(49,666)	-0.1%	0	0.0%	4,658,789	9.8%	674,420	1.3%	53,004,626	5,283,543	11.1%	Lac Qui Parle
Lincoln	40,716,855	(1,121,293)	-2.8%	(2,715,776)	-6.9%	3,344,504	9.1%	269,864	0.7%	40,494,154	(222,701)	-0.5%	Lincoln
Lyon	64,137,719	(1,653,145)	-2.6%	(2,104,448)	-3.4%	5,874,479	9.7%	527,212	0.8%	66,781,817	2,644,098	4.1%	Lyon
Mc Leod	73,831,559	(1,710,701)	-2.3%	0	0.0%	7,954,578	11.0%	340,304	0.4%	80,415,740	6,584,181	8.9%	Mc Leod
Meeker	46,753,322	188,650	0.4%	0	0.0%	4,471,604	9.5%	98,238	0.2%	51,511,814	4,758,492	10.2%	Meeker
Murray	57,736,537	(1,273,318)	-2.2%	(4,119,553)	-7.3%	5,208,197	10.0%	503,938	0.9%	58,055,801	319,264	0.5%	Murray
Pipestone	44,484,811	608,801	1.4%	0	0.0%	2,136,311	5.0%	503,500	1.1%	45,615,601	1,130,790	2.6%	Pipestone
Redwood	94,185,858	(2,221,184)	-2.4%	0	0.0%	7,591,019	8.3%	2,210,994	2.2%	101,766,687	7,580,829	8.0%	Redwood
Renville	91,934,373	(3,165,869)	-3.4%	0	0.0%	11,304,675	12.7%	1,565,860	1.6%	101,639,039	9,704,666	10.6%	Renville
Yellow Medicine	59,931,342	(1,609,737)	-2.7%	(876,132)	-1.5%	5,682,074	9.9%	1,595,874	2.5%	64,723,421	4,792,079	8.0%	Yellow Medicine
District 8 Totals	762,350,351	(11,615,826)	-1.5%	(11,933,731)	-1.6%	71,475,775	9.7%	9,155,932	1.1%	819,432,501	57,082,150	7.5%	District 8 Totals
Chisago	83,364,663	554,451	0.7%	2,226,330	2.7%	1,005,827	1.2%	160,832	0.2%	87,312,103	3,947,440	4.7%	Chisago
Dakota	224,767,690	2,108,686	0.9%	2,714,514	1.2%	(6,931,778)	-3.0%	4,514,368	2.0%	227,173,480	2,405,790	1.1%	Dakota
Ramsey	308,443,434	3,586,884	1.2%	0	0.0%	2,404,988	0.8%	13,020,511	4.1%	327,455,787	19,012,353	6.2%	Ramsey
Washington	203,457,493	(7,960,952)	-3.9%	(4,914,355)	-2.5%	12,207,615	6.4%	3,806,848	1.9%	206,596,649	3,139,156	1.5%	Washington
Metro Totals	820,033,280	(1,710,931)	-0.2%	26,489	0.0%	8,686,622	1.1%	21,502,559	2.6%	849,538,019	28,504,739	3.5%	Metro Totals
STATE TOTALS	\$8,202,750,404	\$30,620,141	0.4%	(\$15,848,031)	-0.2%	\$661,073,734	8.0%	\$116,580,297	1.3%	\$8,995,176,545	\$792,426,141	9.7%	STATE TOTALS

* * * * *

NEEDS

A^DJU^STME^NT^S

* * * * *

Restriction of 25-Year Construction Needs Changes

October, 2006

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 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.

This year the statewide needs increased 9.5%, thereby limiting any individual counties needs change to a range from a 4.5% to a plus 29.5%. As you can see, sixteen counties required a needs restriction.

Restriction of 25 Year Construction Needs Changes

October, 2006

28-Sep-06

COUNTY	RESTRICTED 2005 CONSTRUCTION NEEDS	BASIC 2006 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2005 NEEDS	% CHANGE FROM RESTRICTED 2005 NEEDS	RESTRICTED 2006 25 YEAR CONSTRUCTION NEEDS	RESTRICTED % CHANGE	2006 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$78,388,571	\$92,362,222	\$13,973,651	17.8%				Carlton
Cook	48,154,274	55,724,716	7,570,442	15.7%				Cook
Itasca	147,301,913	159,974,169	12,672,256	8.6%				Itasca
Koochiching	39,362,385	41,165,515	1,803,130	4.6%				Koochiching
Lake	68,772,108	80,347,101	11,574,993	16.8%				Lake
Pine	136,453,780	137,190,066	736,286	0.5%	\$142,594,200	4.5%	\$5,404,134	Pine
St. Louis	510,997,959	567,642,717	56,644,758	11.1%				St. Louis
District 1 Totals	\$1,029,430,990	\$1,134,406,506	\$104,975,516	10.2%				District 1 Totals
Beltrami	\$106,424,369	\$115,076,233	\$8,651,864	8.1%				Beltrami
Clearwater	51,085,631	55,332,891	4,247,260	8.3%				Clearwater
Hubbard	58,576,922	64,963,898	6,386,976	10.9%				Hubbard
Kittson	56,401,655	60,160,207	3,758,552	6.7%				Kittson
Lake of 'Woods	26,148,765	27,222,116	1,073,351	4.1%	27,325,459	4.5%	103,343	Lake of 'Woods
Marshall	80,809,315	90,792,830	9,983,515	12.4%				Marshall
Norman	56,876,798	64,105,306	7,228,508	12.7%				Norman
Pennington	33,864,412	42,827,206	8,962,794	26.5%				Pennington
Polk	135,904,986	132,612,776	(3,292,210)	-2.4%	142,020,710	4.5%	9,407,934	Polk
Red Lake	28,243,607	29,681,543	1,437,936	5.1%				Red Lake
Roseau	69,293,569	81,901,799	12,608,230	18.2%				Roseau
District 2 Totals	\$703,630,029	\$764,676,805	\$61,046,776	8.7%				District 2 Totals
Aitkin	\$68,976,940	\$79,679,739	\$10,702,799	15.5%				Aitkin
Benton	39,329,179	48,574,566	9,245,387	23.5%				Benton
Cass	90,610,032	103,802,620	13,192,588	14.6%				Cass
Crow Wing	99,729,556	117,276,405	17,546,849	17.6%				Crow Wing
Isanti	49,502,396	57,122,638	7,620,242	15.4%				Isanti
Kanabec	36,502,121	41,367,494	4,865,373	13.3%				Kanabec
Mille Lacs	74,712,693	84,624,536	9,911,843	13.3%				Mille Lacs
Morrison	91,669,850	107,380,025	15,710,175	17.1%				Morrison
Sherburne	53,359,259	59,705,430	6,346,171	11.9%				Sherburne
Stearns	182,312,944	211,997,432	29,684,488	16.3%				Stearns
Todd	52,407,541	55,685,100	3,277,559	6.3%				Todd
Wadena	34,614,316	41,159,764	6,545,448	18.9%				Wadena
Wright	163,112,287	185,316,549	22,204,262	13.6%				Wright
District 3 Totals	\$1,036,839,114	\$1,193,692,298	\$156,853,184	15.1%				District 3 Totals

Restriction of 25 Year Construction Needs Changes

October, 2006

28-Sep-06

COUNTY	RESTRICTED 2005 CONSTRUCTION NEEDS	BASIC 2006 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2005 NEEDS	% CHANGE FROM RESTRICTED 2005 NEEDS	RESTRICTED 2006 25 YEAR CONSTRUCTION NEEDS	RESTRICTED % CHANGE	2006 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$81,950,556	\$91,967,220	\$10,016,664	12.2%				Becker
Big Stone	31,621,116	32,093,006	471,890	1.5%	\$33,044,066	4.5%	\$951,060	Big Stone
Clay	76,181,841	77,585,465	1,403,624	1.8%	79,610,024	4.5%	2,024,559	Clay
Douglas	69,197,990	75,670,090	6,472,100	9.4%				Douglas
Grant	27,407,363	30,173,034	2,765,671	10.1%				Grant
Mahnomen	24,418,133	25,246,242	828,109	3.4%	25,516,949	4.5%	270,707	Mahnomen
Otter Tail	196,188,854	216,913,405	20,724,551	10.6%				Otter Tail
Pope	47,951,971	50,057,055	2,105,084	4.4%	50,109,810	4.5%	52,755	Pope
Stevens	32,984,268	33,701,550	717,282	2.2%	34,468,560	4.5%	767,010	Stevens
Swift	43,995,227	46,113,172	2,117,945	4.8%				Swift
Traverse	33,476,092	37,664,920	4,188,828	12.5%				Traverse
Wilkin	55,646,076	67,024,702	11,378,626	20.5%				Wilkin
District 4 Totals	\$721,019,487	\$784,209,861	\$63,190,374	8.8%				District 4 Totals
Anoka	\$188,196,539	\$190,910,374	\$2,713,835	1.4%	196,665,383	4.5%	5,755,009	Anoka
Carver	105,995,233	116,335,440	10,340,207	9.8%				Carver
Hennepin	694,053,714	747,444,831	53,391,117	7.7%				Hennepin
Scott	126,252,054	134,804,831	8,552,777	6.8%				Scott
Metro Totals	\$1,114,497,540	\$1,189,495,476	\$74,997,936	6.7%				Metro Totals
Dodge	\$60,543,775	\$67,701,632	\$7,157,857	11.8%				Dodge
Fillmore	136,851,715	143,775,888	6,924,173	5.1%				Fillmore
Freeborn	97,202,726	105,198,336	7,995,610	8.2%				Freeborn
Goodhue	109,085,498	119,467,924	10,382,426	9.5%				Goodhue
Houston	77,575,191	84,852,853	7,277,662	9.4%				Houston
Mower	100,821,511	111,598,854	10,777,343	10.7%				Mower
Olmsted	137,142,650	158,517,188	21,374,538	15.6%				Olmsted
Rice	86,197,320	95,504,539	9,307,219	10.8%				Rice
Steele	78,421,118	89,154,143	10,733,025	13.7%				Steele
Wabasha	88,223,408	102,203,122	13,979,714	15.9%				Wabasha
Winona	116,289,960	130,077,310	13,787,350	11.9%				Winona
District 6 Totals	\$1,088,354,872	\$1,208,051,789	\$119,696,917	11.0%				District 6 Totals

Restriction of 25 Year Construction Needs Changes

October, 2006

28-Sep-06

COUNTY	RESTRICTED 2005 CONSTRUCTION NEEDS	BASIC 2006 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2005 NEEDS	% CHANGE FROM RESTRICTED 2005 NEEDS	RESTRICTED 2006 25 YEAR CONSTRUCTION NEEDS	RESTRICTED % CHANGE	2006 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$132,043,500	\$154,443,021	\$22,399,521	17.0%				Blue Earth
Brown	65,411,526	71,576,145	6,164,619	9.4%				Brown
Cottonwood	55,830,710	62,127,927	6,297,217	11.3%				Cottonwood
Faribault	80,946,098	89,233,511	8,287,413	10.2%				Faribault
Jackson	79,114,580	90,205,411	11,090,831	14.0%				Jackson
Le Sueur	83,354,122	98,101,728	14,747,606	17.7%				Le Sueur
Martin	69,485,988	81,903,115	12,417,127	17.9%				Martin
Nicollet	62,454,647	70,454,398	7,999,751	12.8%				Nicollet
Nobles	95,303,995	90,215,422	(5,088,573)	-5.3%	\$99,592,675	4.5%	\$9,377,253	Nobles
Rock	53,222,054	58,864,040	5,641,986	10.6%				Rock
Sibley	54,772,726	61,685,738	6,913,012	12.6%				Sibley
Waseca	62,404,073	67,534,466	5,130,393	8.2%				Waseca
Watonwan	44,726,498	56,328,368	11,601,870	25.9%				Watonwan
District 7 Totals	\$939,070,517	\$1,052,673,290	\$113,602,773	12.1%				District 7 Totals
Chippewa	\$43,362,041	\$45,857,689	\$2,495,648	5.8%				Chippewa
Kandiyohi	98,828,508	109,566,112	10,737,604	10.9%				Kandiyohi
Lac Qui Parle	47,721,083	53,004,626	5,283,543	11.1%				Lac Qui Parle
Lincoln	40,716,855	40,494,154	(222,701)	-0.6%	42,549,113	4.5%	2,054,959	Lincoln
Lyon	64,137,719	66,781,817	2,644,098	4.1%	67,023,916	4.5%	242,099	Lyon
Mc Leod	73,831,559	80,415,740	6,584,181	8.9%				Mc Leod
Meeker	46,753,322	51,511,814	4,758,492	10.2%				Meeker
Murray	57,736,537	58,055,801	319,264	0.6%	60,334,681	4.5%	2,278,880	Murray
Pipestone	44,484,811	45,615,601	1,130,790	2.5%	46,486,627	4.5%	871,026	Pipestone
Redwood	94,185,858	101,766,687	7,580,829	8.1%				Redwood
Renville	91,934,373	101,639,039	9,704,666	10.6%				Renville
Yellow Medicine	59,931,342	64,723,421	4,792,079	8.0%				Yellow Medicine
District 8 Totals	\$763,624,008	\$819,432,501	\$55,808,493	7.3%				District 8 Totals
Chisago	\$83,364,663	\$87,312,103	\$3,947,440	4.7%				Chisago
Dakota	224,767,690	227,173,480	2,405,790	1.1%	234,882,236	4.5%	7,708,756	Dakota
Ramsey	308,491,198	327,455,787	18,964,589	6.2%				Ramsey
Washington	203,457,493	206,596,649	3,139,156	1.5%	212,613,080	4.5%	6,016,431	Washington
Metro Totals	\$820,081,044	\$848,538,019	\$28,456,975	3.5%				Metro Totals
STATE TOTALS	\$8,216,547,601	\$8,995,176,545	\$778,628,944	9.5%				STATE TOTALS

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

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 2007 apportionment.

- 1) 187.5 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-2004. This represents 18% of the 1,037.99 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 71% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$336,337 - \$196,369}{\$196,369} = 71\%$$
- 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 (71%) times the complete rural design grading needs remaining in the 2006 study (\$174,894,421) an adjustment (+\$124,175,039) to the 2005 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 2006 25-year construction needs) have been used in calculating the 2006 annual County State Aid Highway money needs.

N:\CSAHIBooks\Fall 2006\RURAL DES GRADE 2006.doc

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

County	1984-2004 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile								
	#	(Col. 2) Miles						(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
Carlton	26	64.7	35%	\$178,356	\$117,662	52%	52.0%	187.51	67.9%	\$23,391,974	\$124,751	\$12,163,826	\$189,621
Cook	13	32.0	24%	256,248	163,375	57%	57.0%	134.80	78.8%	19,949,023	147,990	11,370,943	232,344
Itasca	41	135.3	29%	178,428	81,564	119%	119.0%	463.97	74.0%	49,474,392	106,633	58,874,526	233,526
Koochiching	21	70.0	53%	130,868	79,189	65%	65.0%	133.06	57.8%	9,368,022	70,404	6,089,214	116,167
Lake	27	55.5	37%	382,422	189,811	101%	101.0%	148.03	68.4%	30,089,178	203,264	30,390,070	408,561
Pine	47	106.8	32%	192,304	134,366	43%	43.0%	333.27	72.2%	51,102,882	153,338	21,974,239	219,273
St. Louis	85	187.5	18%	336,337	196,369	71%	71.0%	1,037.99	82.0%	174,894,421	168,493	124,175,039	288,124
District 1 Totals	260	651.8	27%	\$242,196	\$139,800	73%		2,438.63	75.1%	\$358,269,892	\$146,914	\$265,037,857	\$255,598

09/28/06

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

	1984-2004 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile								
	#	(Col. 2) Miles											
County													
Beltrami	27	89.6	27%	\$124,582	\$94,259	32%	32.0%	327.14	73.9%	\$27,558,376	\$84,240	\$8,818,680	\$111,197
Clearwater	32	86.0	40%	81,360	70,537	15%	15.0%	214.03	67.3%	14,939,113	69,799	2,240,867	80,269
Hubbard	18	58.1	24%	113,551	83,698	36%	36.0%	247.16	78.7%	17,620,009	71,290	6,343,203	96,954
Kittson	34	116.6	51%	70,895	65,547	8%	8.0%	227.45	62.0%	15,235,682	66,985	1,218,855	72,344
Lake of the Woods	15	44.1	37%	78,840	60,208	31%	31.0%	119.75	62.9%	7,627,917	63,699	2,364,654	83,445
Marshall	51	252.4	77%	59,837	58,243	3%	3.0%	329.54	52.1%	19,173,649	58,183	575,209	59,929
Norman	30	90.3	32%	66,327	60,362	10%	10.0%	279.24	72.5%	15,734,403	56,347	1,573,440	61,982
Pennington	12	54.4	34%	70,290	51,808	36%	36.0%	161.53	62.6%	8,431,037	52,195	3,035,173	70,985
Polk	64	299.2	74%	74,621	73,894	1%	1.0%	404.44	51.1%	29,178,235	72,145	291,782	72,866
Red Lake	12	37.4	27%	89,007	79,706	12%	12.0%	139.97	76.7%	9,450,206	67,516	1,134,025	75,618
Roseau	30	118.2	41%	51,080	58,322	-12%	-12.0%	286.77	61.1%	16,120,028	56,212	(1,934,403)	49,467
District 2 Totals	325	1,246.2	46%	\$74,707	\$67,901	10%		2,737.02	62.9%	\$181,068,655	66,155	\$25,661,485	\$75,531

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

County	1984-2004 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment	
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	To The								
	#	(Col. 2) Miles				(Col. 8) Miles			% of Total Rural Miles	Total Cost	Average Cost Per Mile	2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile	
Aitkin	25	98.7	39%	\$137,373	\$80,167	71%	71.0%	253.32	68.3%	\$20,350,994	\$80,337	\$14,449,206	\$137,376	
Benton	35	71.2	57%	133,915	51,049	162%	162.0%	125.44	58.8%	6,349,252	50,616	10,285,788	132,614	
Cass	29	114.3	33%	128,630	88,495	45%	45.0%	344.77	66.3%	24,112,370	69,938	10,850,567	101,409	
Crow Wing	34	102.3	47%	85,147	63,798	33%	33.0%	215.73	61.4%	16,549,116	76,712	5,461,208	102,027	
Isanti	25	59.6	37%	158,906	82,922	92%	92.0%	159.27	71.4%	13,291,229	83,451	12,227,931	160,226	
Kanabec	29	81.6	69%	123,242	82,447	49%	49.0%	118.63	57.4%	9,600,711	80,930	4,704,348	120,586	
Mille Lacs	17	37.8	23%	165,063	78,924	109%	109.0%	166.95	73.2%	13,806,367	82,698	15,048,940	172,838	
Morrison	9	45.6	13%	99,642	62,239	60%	60.0%	354.57	84.0%	24,457,942	68,979	14,674,765	110,367	
Sherburne	21	57.6	42%	60,138	36,955	63%	63.0%	136.68	59.8%	6,809,891	49,824	4,290,231	81,212	
Stearns	24	65.3	14%	125,962	78,307	61%	61.0%	482.22	84.0%	38,699,053	80,252	23,606,422	129,205	
Todd	14	59.1	39%	79,736	65,392	22%	22.0%	152.00	38.2%	9,970,616	65,596	2,193,536	80,027	
Wadena	13	42.5	29%	109,506	64,757	69%	69.0%	148.55	67.6%	7,931,875	53,395	5,472,994	90,238	
Wright	29	68.7	24%	226,912	94,375	140%	140.0%	286.20	78.4%	28,432,265	99,344	39,805,171	238,426	
District 3 Totals	304	904.2	31%	\$125,464	\$73,008	72%		2,944.33	68.1%	\$220,361,681	\$74,843	\$163,071,107	\$130,228	

09/28/06

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

	1984-2004 Rural Design Grading										Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment	
	Projects			% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Rural Grading Cost Factor				Total Cost	Average Cost Per Mile	To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile		
	#	Miles	(Col. 2)					(Col. 8)	% of Total Rural Miles								
										Miles						% of Total Rural Miles	Total Cost
County	28	104.1		31%	\$58,469	\$44,049	33%	338.62	76.1%	\$18,099,438	\$53,451	\$5,972,815	\$71,089				
Becker	19	44.4		29%	89,707	43,484	106%	153.80	76.0%	7,553,760	49,114	8,006,986	101,175				
Big Stone	31	121.3		47%	80,603	43,440	86%	258.96	66.5%	14,849,898	57,344	12,770,912	106,661				
Clay	20	66.3		25%	104,425	62,761	66%	266.52	74.9%	13,848,673	51,961	9,140,124	86,255				
Douglas	7	33.8		18%	74,673	41,208	81%	190.72	84.9%	8,647,841	45,343	7,004,751	82,071				
Grant	10	55.4		40%	97,779	41,488	136%	138.29	72.0%	6,586,134	47,626	8,957,142	112,396				
Mahnomen	37	98.6		13%	118,104	76,742	54%	740.45	84.8%	63,613,915	85,913	34,351,514	132,305				
Otter Tail	22	59.8		27%	142,125	72,012	97%	217.54	75.4%	17,286,970	79,466	16,768,361	156,547				
Pope	10	44.0		24%	75,224	52,595	43%	185.55	77.9%	10,157,159	54,741	4,367,578	78,279				
Stevens	30	90.8		41%	61,939	42,360	46%	220.71	67.9%	12,470,456	56,502	5,736,410	82,492				
Swift	6	28.5		14%	41,182	42,273	-3%	202.62	84.4%	11,552,293	57,015	(346,569)	55,304				
Traverse	18	61.8		29%	87,392	46,536	88%	210.35	69.6%	9,170,019	43,594	8,069,617	81,957				
Wilkin	238	808.9		26%	\$86,996	\$51,623	69%	3,124.13	76.6%	\$193,836,556	\$62,045	\$120,799,641	\$100,712				
District 4 Totals																	

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

	1984-2004 Rural Design Grading							Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile									
	#	(Col. 2) Miles												
			County						(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
Anoka	20	33.7	28%	\$273,382	\$151,348	81%	81.0%	119.08	65.2%	\$20,831,832	\$174,940	\$16,873,784	\$316,641	
Carver	18	26.8	21%	236,611	117,238	102%	102.0%	127.95	76.2%	13,171,017	102,939	13,434,437	207,936	
Hennepin	16	40.9	40%	598,878	316,788	89%	89.0%	101.60	76.0%	26,856,281	264,333	23,902,090	499,590	
Scott	13	15.1	12%	399,522	90,360	342%	342.0%	121.08	75.7%	12,855,678	106,175	43,966,419	469,294	
Metro Totals	67	116.5	25%	\$395,434	\$193,612	104%		469.71	72.9%	\$73,714,808	\$156,937	\$98,176,730	\$365,952	

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

	1984-2004 Rural Design Grading							Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	(Col. 8) Miles		% of Total Rural Miles	Total Cost	Average Cost Per Mile			
	#	Miles												
County	25	56.5	35%	\$102,533	\$63,684	61%	160.48	65.7%	\$10,493,892	\$65,391	\$6,401,274	\$105,279		
Dodge	34	93.5	33%	177,886	137,003	30%	281.04	71.7%	41,564,940	147,897	12,469,482	192,266		
Fillmore	18	54.5	16%	125,844	63,446	98%	339.46	80.3%	17,462,902	51,443	17,113,644	101,857		
Freeborn	26	77.8	40%	206,334	108,272	91%	196.72	64.8%	19,511,183	99,183	17,755,177	189,439		
Goodhue	16	37.3	18%	248,840	152,689	63%	202.00	84.0%	33,588,574	166,280	21,160,802	271,037		
Houston	25	69.9	27%	103,159	63,712	62%	256.71	72.2%	17,338,603	67,542	10,749,934	109,417		
Mower	24	60.5	29%	147,952	126,617	17%	208.75	73.0%	21,199,088	101,553	3,603,845	118,816		
Olmsted	17	44.0	21%	140,730	60,285	133%	209.00	81.1%	15,605,311	74,667	20,755,064	173,973		
Rice	20	50.0	26%	126,977	53,393	138%	195.70	73.3%	12,723,929	65,018	17,559,022	154,742		
Steele	21	52.4	29%	208,042	137,624	51%	183.53	72.0%	23,741,160	129,358	12,107,992	195,331		
Wabasha	31	48.8	21%	147,503	122,342	21%	232.68	78.8%	26,361,522	113,295	5,535,920	137,087		
Winona	257	645.1	26%	\$157,194	\$100,131	57%	2,466.07	74.3%	\$239,591,104	\$97,155	\$145,212,156	\$156,039		
District 6 Totals														

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

	1984-2004 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile								
	#	(Col. 2) Miles											
County								(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
Blue Earth	29	85.9	33%	\$141,044	\$97,920	44%	44.0%	258.65	66.0%	\$21,575,209	\$83,415	\$9,493,092	\$120,117
Brown	19	65.1	29%	115,051	91,183	26%	26.0%	224.14	73.5%	15,035,322	67,080	3,909,184	84,521
Cottonwood	21	61.7	28%	94,019	55,797	69%	69.0%	217.20	71.2%	11,556,893	53,209	7,974,256	89,922
Faribault	21	85.9	41%	94,014	61,138	54%	54.0%	208.93	63.2%	11,169,436	53,460	6,031,495	82,329
Jackson	20	59.2	21%	82,036	70,597	16%	16.0%	278.54	77.8%	16,332,312	58,635	2,613,170	68,017
Le Sueur	24	69.6	46%	106,892	66,012	62%	62.0%	151.43	62.9%	11,506,371	75,985	7,133,950	123,095
Martin	18	93.8	39%	95,006	63,832	49%	49.0%	240.11	65.2%	13,209,313	55,014	6,472,563	81,970
Nicollet	28	64.3	48%	119,502	70,363	70%	70.0%	134.70	61.4%	13,022,667	96,679	9,115,867	164,354
Nobles	20	53.8	23%	93,804	60,843	54%	54.0%	237.92	68.9%	15,742,556	66,167	8,500,980	101,898
Rock	12	44.9	25%	85,502	48,871	75%	75.0%	179.72	72.1%	8,807,931	49,009	6,605,948	85,766
Sibley	25	75.8	42%	78,106	56,859	37%	37.0%	179.02	63.7%	10,416,341	58,185	3,854,046	79,714
Waseca	26	65.2	42%	69,918	54,712	28%	28.0%	153.90	65.4%	8,708,714	56,587	2,438,440	72,431
Watonwan	16	49.8	45%	73,967	60,313	23%	23.0%	111.49	50.5%	7,479,682	67,088	1,720,327	82,519
District 7 Totals	279	874.9	34%	\$97,632	\$67,062	46%		2,575.75	66.9%	\$164,562,747	\$63,889	\$75,863,318	\$93,342

09/28/06

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

	1984-2004 Rural Design Grading							Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment To The 2005 - 25 Year Construction Needs		Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	(Col. 8) Miles		% of Total Rural Miles	Total Cost	Average Cost Per Mile	2005 - 25 Year Construction Needs			
	#	(Col. 2) Miles													
County	15	46.9	28%	\$134,891	\$104,430	29%	167.07	70.5%	\$15,190,009	\$90,920	\$4,405,103	\$117,287			
Chippewa	40	116.7	49%	115,774	71,214	63%	240.20	62.0%	20,090,964	83,643	12,657,307	136,338			
Kandiyohi	23	97.9	40%	68,959	48,044	44%	247.24	69.6%	10,409,842	42,104	4,580,330	60,630			
Lac Qui Parle	23	71.8	44%	69,431	47,722	45%	162.31	66.6%	9,142,980	56,330	4,114,341	81,679			
Lincoln	33	92.6	52%	87,391	59,349	47%	178.26	59.1%	9,809,711	55,030	4,610,564	80,895			
Lyon	28	56.8	39%	123,446	77,508	59%	144.00	61.2%	10,488,429	72,836	6,188,173	115,810			
Mc Leod	25	58.1	32%	93,286	54,967	70%	182.01	68.6%	11,116,440	61,076	7,781,508	103,829			
Meeker	26	83.0	32%	79,576	50,374	58%	262.02	75.9%	14,076,233	53,722	8,164,215	84,881			
Murray	25	73.2	52%	64,916	50,265	29%	141.77	64.4%	7,788,634	54,939	2,258,704	70,871			
Pipestone	32	89.7	34%	70,951	51,425	38%	260.68	69.3%	13,670,528	52,442	5,194,801	72,370			
Redwood	18	73.9	22%	89,621	54,503	64%	334.65	76.0%	18,585,233	55,536	11,894,549	91,080			
Renville	32	120.5	61%	59,757	52,859	13%	198.15	58.9%	12,237,622	61,759	1,590,891	69,788			
Yellow Medicine	320	981.2	39%	\$85,253	\$58,404	46%	2,518.36	67.3%	\$152,606,625	\$60,598	\$73,440,486	\$89,760			
District 8 Totals															

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

	1984-2004 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile									
	#	(Col. 2) Miles												
Chisago	19	34.3	22%	\$358,265	\$122,073	193%	193.0%	154.47	72.9%	\$14,201,585	\$91,937	\$27,409,059	\$269,377	
Dakota	15	18.5	16%	279,610	181,531	54%	54.0%	116.35	89.4%	13,352,421	114,761	7,210,307	176,732	
Ramsey	4	4.3	77%	658,427	416,294	58%	58.0%	5.62	84.5%	1,219,614	217,013	707,376	342,881	
Washington	17	21.2	19%	361,506	172,943	109%	109.0%	110.74	82.9%	15,304,496	138,202	16,681,901	288,842	
Metro Totals	55	78.3	20%	\$316,415	\$166,049	115%		387.18	80.3%	\$44,078,116	\$113,844	\$52,008,643	248,171	

09/28/06

Using 2005 Figures

Comparison of 1984-2004 Rural Design Grading Construction Costs to Needs Study Costs

October, 2006

	1984-2004 Rural Design Grading						Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2005 Needs Study				Rural Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor		(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2)											
County	#	Miles											
District 1 Totals	260	651.8	27%	\$242,196	\$139,800	73%	2,438.63	75.1%	\$358,269,892	\$146,914	\$265,037,857	\$255,598	
District 2 Totals	325	1,246.2	46%	74,707	67,901	10%	2,737.02	62.9%	181,068,655	66,155	25,661,485	75,531	
District 3 Totals	304	904.2	31%	125,464	73,008	72%	2,944.33	68.1%	220,361,681	74,843	163,071,107	130,228	
District 4 Totals	238	808.9	26%	86,996	51,623	69%	3,124.13	76.6%	193,836,556	62,045	120,799,641	100,712	
Metro Totals	67	116.5	25%	395,434	193,612	104%	469.71	72.9%	73,714,808	156,937	98,176,730	365,952	
District 6 Totals	257	645.1	26%	157,194	100,131	57%	2,466.07	74.3%	239,591,104	97,155	145,212,156	156,039	
District 7 Totals	279	874.9	34%	97,632	67,062	46%	2,575.75	66.9%	164,562,747	63,889	75,863,318	93,342	
District 8 Totals	320	981.2	39%	85,253	58,404	46%	2,518.36	67.3%	152,606,625	60,598	73,440,486	89,760	
Metro Totals	55	78.3	20%	316,415	166,049	115%	387.18	80.3%	44,078,116	113,844	52,008,643	248,171	
STATE TOTAL	2,105	6,307.1	32%	\$120,398	\$78,272	39%	19,661.18	70.1%	\$1,628,090,184	\$82,807	\$1,019,271,423	\$134,649	



OTES and COMMENTS

[illegible]

Comparison of 1987 - 2004 Urban Design Grading Construction Costs to Needs Study Costs

October, 2006

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 2006 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 - 2004. This represents 15% of the 13.79 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 2005 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 2006 25-year construction needs) have been used in calculating the 2006 annual County State Aid Highway money needs.

Using 2005 Figures

Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs

October, 2006

	1987-2004 Urban Design Grading										Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2005 Needs Study			Urban Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Grading Needs Col. 2 / Col. 8		Average Construction Cost/Mile		Average Needs Cost/Mile									
	#	Miles							(Col. 8) Miles	% of Total Urban Miles		Total Cost	Average Cost per Mile			
County							Urban Grading Cost Factor									
Carlton	3	1.4	12%		\$114,584	\$127,504	-10%			11.49	72.1%	\$2,886,320	\$251,203	(\$288,632)	\$226,083	
Cook	4	1.7	33%		527,702	639,436	-17%			5.26	67.6%	751,412	142,854	(127,740)	118,569	
Itasca	12	5.7	61%		263,221	161,803	63%			9.40	46.8%	1,778,634	189,216	1,120,539	308,423	
Koochiching	6	4.4	39%		198,732	153,078	30%			11.36	69.3%	1,924,247	169,388	577,274	220,204	
Lake	1	1.2	23%		694,318	237,475	192%			5.32	70.8%	1,433,768	269,505	2,752,835	786,955	
Pine	6	2.0	15%		568,917	192,320	196%			13.79	76.5%	3,435,565	249,135	6,733,707	737,438	
St. Louis	24	12.6	20%		657,398	261,930	151%			63.60	56.1%	26,283,544	413,263	39,688,151	1,037,291	
District 1 Totals	56	29.0	24%		\$471,871	\$235,707	100%			120.22	60.4%	\$38,493,490	\$320,192	\$50,456,134	\$739,890	

Using 2005 Figures

Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs

October, 2006

County	1987-2004 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2005 Needs Study				Urban Grading Cost Adjustment		Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Needs Study			To The 2005 - 25 Year Construction Needs						
	#	Miles				(Col. 8) Miles				% of Total Urban Miles	Total Cost	Average Cost per Mile			
Beltrami	10	6.2	47%	\$140,250	\$113,535	24%	24.0%	13.18	62.4%	\$2,339,057	\$177,470	\$561,374	\$220,063		
Clearwater	4	2.2	50%	158,983	139,544	14%	14.0%	4.39	59.2%	656,850	149,624	91,959	170,572		
Hubbard	6	2.7	45%	284,464	160,114	78%	78.0%	5.98	59.2%	609,306	101,891	475,259	181,365		
Kittson	2	0.6	10%	264,912	323,522	-18%	-18.0%	5.99	94.9%	1,045,215	174,493	(188,139)	143,084		
Lake of the Woods	1	0.7	20%	143,151	87,479	64%	64.0%	3.42	76.7%	474,736	138,812	303,831	227,651		
Marshall	1	0.3	5%	164,975	105,050	57%	28.5%	5.83	83.5%	899,246	154,245	256,285	198,204		
Norman	5	1.4	29%	173,427	98,165	77%	77.0%	4.83	66.6%	683,026	141,413	525,930	250,301		
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	24%	162,949	138,959	17%	17.0%	11.31	72.8%	1,912,460	169,095	325,118	197,841		
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	4	2.3	26%	391,630	157,931	148%	148.0%	8.61	70.8%	1,304,983	151,566	1,931,375	375,884		
District 2 Totals	47	20.3	31%	\$203,760	\$138,026	48%		66.53	68.7%	\$10,259,165	\$154,204	\$4,312,378	219,022		

Using 2005 Figures

Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs

October, 2006

	1987-2004 Urban Design Grading										Urban Complete Grading Remaining in the 2005 Needs Study			Urban Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With 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 2005 Needs Study							
	#	Miles						(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile				
Aitkin	3	1.9	192%	\$408,193	\$385,565	6%	6.0%	1.01	35.1%	\$206,203	\$204,161	\$12,372	\$216,411		
Benton	5	1.7	20%	324,966	154,565	110%	110.0%	8.53	70.0%	1,192,434	139,793	1,311,677	293,565		
Cass	5	1.8	30%	128,165	141,160	-9%	-9.0%	5.88	51.9%	957,623	162,861	(86,186)	148,204		
Crow Wing	6	3.1	19%	162,781	142,782	14%	14.0%	16.56	64.6%	2,953,887	178,375	413,544	203,347		
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	10%	43,498	110,750	-61%	-61.0%	4.85	97.4%	586,311	120,889	(357,650)	47,147		
Mille Lacs	7	5.5	25%	299,456	167,377	79%	79.0%	22.21	77.4%	4,653,031	209,502	3,675,894	375,008		
Morrison	9	5.0	38%	317,364	114,175	178%	178.0%	13.24	64.8%	2,086,391	157,582	3,713,776	438,079		
Sherburne	1	0.3	5%	193,119	84,194	129%	64.5%	5.70	41.8%	402,767	70,661	259,785	116,237		
Stearns	33	13.5	49%	236,337	157,918	50%	50.0%	27.62	46.5%	4,452,340	161,200	2,226,170	241,800		
Todd	5	1.9	16%	311,495	143,115	118%	118.0%	12.08	84.2%	1,716,271	142,075	2,025,200	309,724		
Wadena	5	1.8	52%	236,279	104,723	126%	126.0%	3.45	44.8%	656,751	190,363	827,506	430,219		
Wright	9	5.1	22%	470,784	250,133	88%	88.0%	23.33	61.6%	5,601,152	240,084	4,929,014	451,357		
District 3 Totals	95	43.0	29%	\$281,780	\$172,097	64%		146.42	60.2%	\$26,122,180	\$178,406	\$18,616,022	\$305,547		

28-Sep-06

Using 2005 Figures

Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs

October, 2006

County	1987-2004 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2005 Needs Study				Urban Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	Miles											
Becker	8	2.2	17%	\$101,557	\$108,116	-6%	-6.0%	12.58	60.3%	\$1,240,561	\$98,614	(\$74,434)	\$92,697
Big Stone	7	1.9	38%	300,189	146,258	105%	105.0%	4.83	57.4%	516,951	107,029	542,799	219,410
Clay	5	2.2	36%	287,810	222,846	29%	29.0%	6.12	54.8%	1,346,200	219,967	390,398	283,758
Douglas	19	9.1	66%	204,022	197,064	4%	4.0%	13.82	50.2%	3,152,398	228,104	126,096	237,228
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%	262,737	161,188	21,019	174,083
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	41%	190,597	142,593	34%	34.0%	6.30	63.6%	1,164,267	184,804	395,851	247,638
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	69%	240,564	208,369	15%	15.0%	2.48	55.1%	516,778	208,378	77,517	239,635
Traverse	6	2.2	126%	235,259	132,468	78%	78.0%	1.77	34.0%	267,829	151,316	208,907	269,342
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	83	33.4	36%	\$241,634	\$177,707	36%	36.8%	92.75	60.8%	\$17,982,974	\$193,887	\$7,401,074	\$273,682

Using 2005 Figures

Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs

October, 2006

	1987-2004 Urban Design Grading										Urban Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile				
	Projects (Col. 2)		% of System With Complete Grading Needs Col. 2 / Col. 8		Average Construction Cost/Mile		Average Needs Cost/Mile		Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor			Urban Complete Grading Remaining in the 2005 Needs Study			
	#	Miles	Col. 2	Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor					(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile
Anoka	16	18.0		34%	\$581,762	\$224,826	159%	159.0%	53.16	50.9%	\$13,959,742	\$262,599	\$22,195,990	\$680,130		
Carver	12	8.4		31%	442,944	156,158	184%	184.0%	27.09	57.1%	4,685,195	172,949	8,620,759	491,176		
Hennepin	58	46.7		17%	746,006	488,515	53%	53.0%	267.13	68.7%	118,789,744	444,689	62,958,564	680,374		
Scott	20	19.0		84%	598,237	230,337	130%	130.0%	22.59	31.5%	4,966,277	219,844	6,456,160	505,641		
Metro Totals	106	92.1		25%	\$655,879	\$359,720	82%		369.97	60.4%	\$142,400,958	\$384,899	\$100,231,473	\$655,817		

Using 2005 Figures**Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs**

October, 2006

County	1987-2004 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2005 Needs Study				Urban Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile									
	#	Miles				(Col. 8) Miles			% of Total Urban Miles	Total Cost	Average Cost per Mile			
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%	18.76	78.5%	2,717,785	144,871	(285,367)	129,660	
Goodhue	9	3.2	21%	221,408	142,488	55%	55.0%	15.30	72.2%	3,462,964	226,338	1,904,630	350,823	
Houston	5	2.8	105%	291,407	138,948	110%	110.0%	2.66	29.4%	312,486	117,476	343,735	246,700	
Mower	11	2.6	25%	153,173	206,088	-26%	-26.0%	10.57	58.5%	2,085,867	197,338	(542,325)	146,030	
Olmsted	2	2.5	14%	283,680	240,852	18%	18.0%	17.96	61.3%	3,116,410	173,519	560,954	204,753	
Rice	8	4.8	30%	225,069	253,310	-11%	-11.0%	16.09	66.5%	5,488,507	341,113	(603,736)	303,590	
Steele	6	2.2	16%	420,942	185,483	127%	127.0%	14.13	56.4%	2,600,865	184,067	3,303,099	417,832	
Wabasha	10	4.3	46%	303,873	318,555	-5%	-5.0%	9.34	53.4%	2,389,343	255,818	(119,467)	243,027	
Winona	1	0.5	3%	440,402	287,080	53%	15.9%	15.82	79.0%	3,425,121	216,506	544,594	250,930	
District 6 Totals	74	31.7	22%	\$285,140	\$196,424	45%		140.86	63.8%	\$29,204,448	\$207,330	\$11,136,145	\$286,388	

Using 2005 Figures**Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs**

October, 2006

	1987-2004 Urban Design Grading										Urban Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile	
	Projects (Col. 2)		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2005 Needs Study					
	#	Miles						(Col. 8) Miles	% of Total Urban Miles	Total Cost			Average Cost per Mile
County													
Blue Earth	11	7.8	35%	\$431,994	\$150,853	186%	186.0%	22.03	62.0%	\$4,027,522	\$182,820	\$7,491,191	\$522,865
Brown	12	5.5	87%	197,438	104,925	88%	88.0%	6.29	50.6%	921,200	146,455	810,656	275,335
Cottonwood	4	2.0	28%	147,491	153,062	-4%	-4.0%	7.25	56.8%	846,185	116,715	(33,847)	112,047
Faribault	13	4.8	59%	417,333	179,994	132%	132.0%	8.22	49.9%	1,669,742	203,132	2,204,059	471,265
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	15	4.2	4%	378,124	139,648	171%	72.2%	18.38	71.3%	3,168,277	172,376	2,287,496	296,832
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	4	5.0	26%	305,514	207,651	47%	47.0%	19.13	72.7%	2,883,213	150,717	1,355,110	221,554
Nobles	13	4.6	71%	482,752	225,168	114%	114.0%	6.46	46.8%	1,264,089	195,679	1,441,061	418,754
Rock	6	1.9	22%	213,308	145,729	46%	46.0%	8.50	68.1%	1,314,027	154,591	604,452	225,703
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	10	3.2	45%	280,607	224,696	25%	25.0%	6.98	49.2%	1,325,926	189,961	331,482	237,451
District 7 Totals	105	51.9	38%	\$279,892	\$150,470	86%		135.70	2025.4%	\$22,756,559	\$167,698	\$16,737,056	\$291,036

Using 2005 Figures**Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs**

October, 2006

County	1987-2004 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2005 Needs Study				Urban Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile								
	#	Miles (Col. 2)											
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	41%	378,326	229,465	65%	65.0%	17.67	53.9%	3,428,488	194,029	2,228,517	320,147
Lac Qui Parle	6	1.1	19%	596,400	210,352	184%	184.0%	6.00	78.4%	1,191,862	198,644	2,193,026	564,148
Lincoln	5	1.9	36%	333,018	167,339	99%	99.0%	5.25	59.3%	570,528	108,672	564,823	216,257
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	37%	230,442	194,098	19%	19.0%	11.63	58.4%	1,934,274	166,318	367,512	197,918
Meeker	3	1.3	25%	64,102	72,185	-11%	-11.0%	5.17	68.8%	612,455	118,463	(67,370)	105,432
Murray	2	0.9	14%	330,326	180,257	83%	83.0%	6.35	72.6%	742,412	116,915	616,202	213,955
Pipestone	15	5.1	50%	132,122	135,693	-3%	-3.0%	10.14	67.9%	1,595,884	157,385	(47,877)	152,663
Redwood	4	1.4	12%	114,874	142,801	-20%	-20.0%	11.80	81.1%	2,801,512	237,416	(560,302)	189,933
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	5	1.8	32%	275,528	172,336	60%	60.0%	5.54	63.8%	622,444	112,355	373,466	179,767
District 8 Totals	88	36.9	39%	\$251,054	\$197,355	27%		93.97	61.3%	\$16,263,013	\$173,066	\$5,146,765	\$227,836

Using 2005 Figures**Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs**

October, 2006

	1987-2004 Urban Design Grading										Urban Grading Cost Adjustment To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile			
	Projects (Col. 2)		% of System With Complete Grading Needs Col. 2 / Col. 8		Average Construction Cost/Mile		Average Needs Cost/Mile		Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor			Urban Complete Grading Remaining in the 2005 Needs Study		
	County	#	Miles	Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	(Col. 8) Miles	% of Total Urban Miles			Total Cost	Average Cost per Mile	
Chisago	3	2.7	19%	\$506,663	\$161,647	213%	213.0%	14.07	63.6%	\$2,044,089	145,280	\$4,353,910	\$454,726		
Dakota	28	43.1	56%	432,250	250,271	73%	73.0%	76.60	40.2%	15,039,275	196,335	10,978,671	339,660		
Ramsey	49	36.4	23%	657,549	399,632	65%	65.0%	160.68	63.0%	67,675,692	421,183	43,989,200	694,952		
Washington	11	5.1	10%	402,808	224,930	79%	79.0%	49.52	59.8%	10,849,785	219,099	8,571,330	392,187		
Metro Totals	91	87.3	29%	\$526,843	\$308,128	71%		300.87	54.7%	\$95,608,841	\$317,775	\$67,893,111	\$543,431		

Using 2005 Figures

Comparison of 1987-2004 Urban Design Grading Construction Costs to Needs Study Costs

October, 2006

	1987-2004 Urban Design Grading						Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2005 Needs Study				Urban Grading Cost Adjustment	
	Projects (Col. 2)		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor		(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2005 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	#	Miles											
County													
District 1 Totals	56	29.0	24%	\$471,871	\$235,707	100%		120.22	60.4%	\$38,493,490	\$320,192	\$50,456,134	\$739,890
District 2 Totals	47	20.3	31%	203,760	138,026	48%		66.53	68.7%	10,259,165	154,204	4,312,378	219,022
District 3 Totals	95	43.0	29%	281,780	172,097	64%		146.42	60.2%	26,122,180	178,406	18,616,022	305,547
District 4 Totals	83	33.4	36%	241,634	177,707	36%		92.75	60.8%	17,982,974	193,887	7,401,074	273,682
Metro Totals	106	92.1	25%	655,879	359,720	82%		369.97	60.4%	142,400,958	384,899	100,231,473	655,817
District 6 Totals	74	31.7	22%	285,140	196,424	45%		140.86	63.8%	29,204,448	207,330	11,136,145	286,388
District 7 Totals	105	51.9	38%	279,892	150,470	86%		135.70	63.0%	22,756,559	167,698	16,737,056	291,036
District 8 Totals	88	36.9	39%	251,054	197,355	27%		93.97	61.3%	16,263,013	173,066	5,146,765	227,836
Metro Totals	91	87.3	29%	526,843	308,128	71%		300.87	54.7%	95,608,841	317,775	67,893,111	543,431
STATE TOTAL	745	425.6	29%	\$400,633	\$249,826	40%		1,467.29	60.1%	\$399,091,628	\$271,992	\$281,930,158	\$464,136



OTES and COMMENTS

[illegible]

County State Aid Construction Fund Balance "Needs" Deductions

October, 2006

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, 2005 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 last two years; 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 2005 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 2007 CSAH apportionments.

REVISED

County State Aid Construction Fund Balance "Needs" Deductions

October, 2006

County	Regular Account				Municipal Account				Total 2006 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance September 1, 2006 As of	Maximum Balance 2 Year 2005-2006 Const. Apportionment	2006 Construction Fund Balance "Needs" Deduction		Unencumbered Construction Fund Balance September 1, 2006 As of	Maximum Balance Larger of Either \$100,000 or 2004-2006 Const. Apport.	2006 Construction Fund Balance "Needs" Deduction		
Carlton	\$1,328,429	\$3,620,682	\$0		\$306,666	\$619,793	\$0		\$0
Cook	2,029,703	2,510,865	0		6,720	199,901	0		0
Itasca	1,303,157	7,309,371	0		1,245,261	1,497,877	0		0
Koochiching	3,134,473	4,532,394	0		75,941	283,145	0		0
Lake	1,832,932	3,664,054	0		113,906	320,693	0		0
Pine	0	5,605,405	0		908,632	1,385,778	0		0
St. Louis	2,458,788	22,324,068	0		1,035,002	2,551,087	0		0
District 1 Totals	\$12,087,482	\$49,566,839	\$0		\$3,692,128		\$0		\$0
Beltrami	\$3,199,944	\$5,148,932	\$0		\$460,825	\$377,056	\$83,769		\$83,769
Clearwater	0	2,942,303	0		256,369	388,481	0		0
Hubbard	0	3,246,579	0		210,390	296,416	0		0
Kittson	0	2,969,711	0		211,909	740,716	0		0
Lake of the Woods	320,884	3,100,078	0		0	169,718	0		0
Marshall	3,014,381	4,777,631	0		475,931	695,881	0		0
Norman	1,012,172	3,239,820	0		623,389	492,487	130,902		130,902
Pennington	1,145,807	2,374,188	0		295,726	243,213	52,513		52,513
Polk	0	7,111,835	0		364,273	869,411	0		0
Red Lake	834,593	2,366,614	0		191,831	225,740	0		0
Roseau	583,854	3,690,428	0		697,783	811,026	0		0
District 2 Totals	\$10,111,637	\$40,968,119	\$0		\$3,788,426	---	\$267,184		\$267,184
Aitkin	\$1,310,337	\$3,988,802	\$0		\$49,090	\$209,939	\$0		\$0
Benton	318,585	2,475,798	0		651,324	438,188	213,136		213,136
Cass	0	4,772,319	0		39,664	688,890	0		0
Crow Wing	924,980	3,753,062	0		317,373	1,328,441	0		0
Isanti	505,664	2,922,832	0		8,811	162,625	0		0
Kanabec	428,827	2,201,972	0		0	420,923	0		0
Mille Lacs	1,251,671	3,546,155	0		376,393	522,987	0		0
Morrison	2,544,281	4,442,296	0		316,578	787,550	0		0
Sherburne	512,851	2,788,955	0		278,560	210,709	67,851		67,851
Stearns	1,381,150	7,114,879	0		305,804	2,062,666	0		0
Todd	58,582	3,094,229	0		572,935	944,393	0		0
Wadena	569,384	2,152,254	0		566,654	530,841	35,813		35,813
Wright	778,973	6,401,106	0		78,459	1,544,956	0		0
District 3 Totals	\$10,585,285	\$49,654,659	\$0		\$3,561,645	---	\$316,800		\$316,800

REVISED

County State Aid Construction Fund Balance "Needs" Deductions

October, 2006

County	Regular Account				Municipal Account				Total 2006 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of September 1, 2006	Maximum Balance 2 Year 2005-2006 Const. Apportionment	2006 Construction Fund Balance "Needs" Deduction		Unencumbered Construction Fund Balance As of September 1, 2006	Maximum Balance Larger of Either \$100,000 or 2004-2006 Const. Apport.	2006 Construction Fund Balance "Needs" Deduction		
Becker	\$0	\$4,168,770	\$0		\$212,831	523,374	\$0		\$0
Big Stone	395,272	2,159,262	0		38,890	530,017	0		0
Clay	0	4,169,517	0		590,938	617,896	0		0
Douglas	777,063	3,550,573	0		422,404	821,104	0		0
Grant	1,126,416	2,244,931	0		582,967	397,905	185,062		185,062
Mahnomen	332,251	2,406,646	0		167,557	166,400	1,157		1,157
Otter Tail	4,071,285	9,343,617	0		34,472	1,181,387	0		0
Pope	0	3,167,400	0		304,178	320,054	0		0
Stevens	32,965	2,398,953	0		27,750	176,616	0		0
Swift	1,794,243	2,874,150	0		163,054	391,059	0		0
Traverse	1,443,041	2,287,795	0		0	348,100	0		0
Wilkin	0	2,826,161	0		0	652,645	0		0
District 4 Totals	\$9,972,536	\$41,597,775	\$0		\$2,545,041	---	\$186,219		\$186,219
Anoka	\$0	\$9,606,869	\$0		\$0	\$500,428	\$0		\$0
Carver	6,976,425	4,007,735	2,968,690		898,348	761,241	137,107		3,105,797
Hennepin	13,819,912	22,622,261	0		2,937,597	5,176,389	0		0
Scott	0	6,301,282	0		45,060	331,178	0		0
Metro Totals	\$20,796,337	\$42,538,147	\$2,968,690		\$3,881,005	---	\$137,107		\$3,105,797
Dodge	\$0	\$2,883,522	\$0		\$174,029	\$625,097	\$0		\$0
Fillmore	1,485,565	5,242,719	0		1,256,884	1,341,970	0		0
Freeborn	656,129	4,501,795	0		475,286	626,457	0		0
Goodhue	0	4,657,407	0		863,771	864,163	0		0
Houston	1,992,550	3,896,556	0		226,930	174,449	52,481		52,481
Mower	216,347	4,524,275	0		522,038	575,311	0		0
Olmsted	726,247	5,702,220	0		289,262	289,262	0		0
Rice	0	3,972,992	0		364,621	379,786	0		0
Steele	920,829	3,872,129	0		127,403	298,761	0		0
Wabasha	0	3,573,178	0		404,531	873,024	0		0
Winona	122,664	4,313,682	0		288,328	648,010	0		0
District 6 Totals	\$6,120,330	\$47,140,475	\$0		\$4,993,083	---	\$52,481		\$52,481

REVISED

County State Aid Construction Fund Balance "Needs" Deductions

October, 2006

County	Regular Account				Municipal Account				Total 2006 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of September 1, 2006	Maximum Balance 2 Year 2005-2006 Apportionment	Const.	2006 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2006	Maximum Balance Larger of Either \$100,000 or 2004-2006 Const. Apport.	2006 Construction Fund Balance "Needs" Deduction		
Blue Earth	\$0	\$5,689,742		\$0	\$0	695,635	\$0	\$0	
Brown	478,609	3,265,778		0	170,024	498,940	0	0	
Cottonwood	814,634	3,037,744		0	81,513	501,825	0	0	
Faribault	378,148	3,465,298		0	647,844	1,180,335	0	0	
Jackson	0	3,606,324		0	409,991	677,808	0	0	
Le Sueur	0	3,060,704		0	92,084	1,139,425	0	0	
Martin	2,599,000	3,767,614		0	276,269	401,400	0	0	
Nicollet	0	3,212,366		0	109,556	244,128	0	0	
Nobles	2,528,812	4,384,238		0	339,560	330,099	9,461	9,461	
Rock	0	2,437,895		0	285,295	742,716	0	0	
Sibley	0	2,849,292		0	373,099	515,930	0	0	
Waseca	0	2,835,412		0	326,058	345,826	0	0	
Watonwan	0	2,151,209		0	217,270	733,393	0	0	
District 7 Totals	\$6,799,202	\$43,763,616		\$0	\$3,328,563	---	\$9,461	\$9,461	
Chippewa	\$0	\$2,528,965		\$0	\$7,808	\$268,621	\$0	\$0	
Kandiyohti	1,478,087	4,975,920		0	525,953	489,684	36,269	36,269	
Lac Qui Parle	63,900	2,920,449		0	174,987	633,131	0	0	
Lincoln	1,474,147	2,364,565		0	285,120	423,535	0	0	
Lyon	650,705	2,976,211		0	863,584	821,967	41,617	41,617	
Mc Leod	3,918,937	3,343,463		575,474	561,505	561,505	0	575,474	
Meeker	307,551	2,871,432		0	146,625	299,003	0	0	
Murray	0	3,183,183		0	375,001	533,285	0	0	
Pipestone	627,699	1,943,495		0	121,519	930,919	0	0	
Redwood	558,059	3,820,851		0	505,949	1,003,528	0	0	
Renville	0	4,840,364		0	256,750	258,302	0	0	
Yellow Medicine	584	3,106,692		0	184,725	635,242	0	0	
District 8 Totals	\$9,079,668	\$38,875,590		\$575,474	\$4,009,526	---	\$77,886	\$653,360	
Chisago	\$1,341,736	\$3,990,013		\$0	\$196,321	\$789,422	\$0	\$0	
Dakota	5,358,374	9,885,993		0	593,820	593,820	0	0	
Ramsey	0	12,369,456		0	95,828	159,098	0	0	
Washington	4,444,400	6,098,775		0	1,555,572	2,313,348	0	0	
Metro Totals	\$11,144,510	\$32,344,237		\$0	\$2,441,541	---	\$0	\$0	
STATE TOTALS	\$96,696,988	\$386,449,457		\$3,544,164	\$32,240,958	\$60,335,480	\$1,047,138	\$4,591,302	

Bond Account Adjustments

October, 2006

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, 2005

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
Lake	09/01/05	\$3,200,000	\$673,900	\$0	\$673,900	\$161,879	\$512,021
District 1 Totals		3,200,000	673,900	0	673,900	161,879	512,021
Polk	03/25/03	4,000,000	3,977,206	1,600,000	2,377,206		2,377,206
Marshall	03/19/02	1,025,000	1,025,000	820,000	\$205,000		205,000
District 2 Totals		5,025,000	5,002,206	2,420,000	2,582,206	0	2,582,206
Anoka	05/18/99	6,400,000	6,400,000	3,640,000	2,760,000	0	2,760,000
Anoka	03/01/01	4,575,000	4,575,000	1,580,000	2,995,000	0	2,995,000
Metro Totals		10,975,000	10,975,000	5,220,000	5,755,000	0	5,755,000
LeSueur	05/01/03	2,670,000	1,853,256	270,000	1,583,256	0	1,583,256
LeSueur	04/01/05	2,650,000	0	0	0	0	0
Nicollet	01/01/02	2,450,000	2,450,000	615,000	1,835,000	173,135	1,661,865
District 7 Totals		7,770,000	4,303,256	885,000	3,418,256	173,135	3,245,121
Kandiyohi	01/01/99	3,250,000	3,250,000	1,035,000	2,215,000	0	2,215,000
District 8 Totals		3,250,000	3,250,000	1,035,000	2,215,000	0	2,215,000

Chicago	03/30/04	4,000,000	4,000,000	735,000	3,265,000	0	3,265,000
Metro Totals		4,000,000	4,000,000	735,000	3,265,000	0	3,265,000
STATE TOTALS		\$34,220,000	\$28,204,362	\$10,295,000	\$17,909,362	\$335,014	\$17,574,348

TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2005

<u>County</u>	<u>Date of Issue</u>	<u>Amount of Issue</u>	<u>Total \$'s Applied to Projects</u>	<u>Principal Paid to Date</u>	<u>\$'s Applied Less Principal To Be Paid</u>	<u>Total \$'s Applied to Ineligible Projects</u>	<u>Bond Account Adjustment</u>
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

Special Resurfacing Projects

October, 2006

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. 14a 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 1996 through 2005 the number of projects awarded and the project costs in each account which have been deducted from the 2006 County State Aid Highway Money needs. In 2005 alone, more than \$32.8 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1996-2005	Number of Special Resurf. Projects 2005	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2006 25-Yr. Const. Needs
Carlton	19	1	\$2,998,718	\$269,499	\$3,268,217
Cook	6	2	3,019,076	0	3,019,076
Itasca	12	0	4,055,932	7,483	4,063,415
Koochiching	23	0	3,662,918	82,565	3,745,483
Lake	11	2	4,703,448	41,976	4,745,424
Pine	23	4	7,181,554	967,191	8,148,745
St. Louis	33	3	14,446,481	86,922	14,533,403
District 1 Totals	127	12	\$40,068,127	\$1,455,636	\$41,523,763
Beltrami	9	1	\$3,881,988	\$61,828	\$3,943,816
Clearwater	8	0	1,642,781	33,962	1,676,743
Hubbard	14	1	4,688,429	11,832	4,700,261
Kittson	4	0	1,400,899	221,435	1,622,334
Lake of the Woods	11	0	3,037,752	53,828	3,091,580
Marshall	4	0	637,025	97,738	734,763
Norman	17	0	2,105,303	116,020	2,221,323
Pennington	6	0	2,199,725	0	2,199,725
Polk	7	2	1,124,005	46,670	1,170,675
Red Lake	9	1	4,031,407	195,922	4,227,329
Roseau	12	4	3,734,067	43,498	3,777,565
District 2 Totals	101	9	\$28,483,381	\$882,733	\$29,366,114

County	Number of Special Resurf. Projects 1996-2005	Number of Special Resurf. Projects 2005	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2006 25-Yr. Const. Needs
Aitkin	8	0	\$1,521,791	\$51,836	\$1,573,627
Benton	7	1	1,799,776	179,863	1,979,639
Cass	6	0	844,591	278,686	1,123,277
Crow Wing	13	3	3,184,592	589,876	3,774,468
Isanti	18	0	1,813,247	0	1,813,247
Kanabec	1	0	0	26,464	26,464
Mille Lacs	31	2	5,552,694	168,569	5,721,263
Morrison	16	0	5,780,912	88,387	5,869,299
Sherburne	6	0	893,413	0	893,413
Stearns	32	0	10,045,730	16,954	10,062,684
Todd	4	0	1,670,933	32,391	1,703,324
Wadena	9	1	1,994,479	0	1,994,479
Wright	20	2	8,130,554	390,346	8,520,900
District 3 Totals	171	9	\$43,232,712	\$1,823,372	\$45,056,084
Becker	40	4	\$6,802,636	\$246,745	\$7,049,381
Big Stone	11	1	2,564,918	0	2,564,918
Clay	3	1	548,002	138,786	686,788
Douglas	16	2	3,995,786	18,107	4,013,893
Grant	11	0	3,092,952	45,076	3,138,028
Mahnomen	5	0	2,052,542	15,785	2,068,327
Otter Tail	37	3	10,229,525	226,370	10,455,895
Pope	8	2	2,410,908	0	2,410,908
Stevens	8	0	2,521,450	29,602	2,551,052
Swift	7	0	1,471,673	140,042	1,611,715
Traverse	7	1	2,944,921	132,317	3,077,238
Wilkin	11	1	3,677,009	150,312	3,827,321
District 4 Totals	164	15	\$42,312,322	\$1,143,142	\$43,455,464
Anoka	1	0	\$90,089	\$0	\$90,089
Carver	4	2	429,897	0	429,897
Hennepin	2	0	274,123	0	274,123
Scott	0	0	0	0	0
Metro Totals	7	2	\$794,109	\$0	\$794,109
Dodge	10	2	\$2,878,024	\$72,984	\$2,951,008
Fillmore	6	2	1,610,332	104,386	1,714,718
Freeborn	29	0	15,503,164	0	15,503,164
Goodhue	4	0	1,815,203	0	1,815,203
Houston	10	0	2,389,293	316,917	2,706,210
Mower	2	1	1,221,803	0	1,221,803
Olmsted	4	0	4,113,989	56,429	4,170,418
Rice	20	1	4,923,399	0	4,923,399
Steele	22	1	4,154,533	0	4,154,533
Wabasha	16	2	3,074,242	116,601	3,190,843
Winona	27	2	6,102,196	933,153	7,035,349
District 6 Totals	150	11	\$47,786,178	\$1,600,470	\$49,386,648

County	Number of Special Resurf. Projects 1996-2005	Number of Special Resurf. Projects 2005	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2006 25-Yr. Const. Needs
Blue Earth	39	7	\$5,641,822	\$49,081	\$5,690,903
Brown	25	0	3,501,904	209,593	3,711,497
Cottonwood	19	5	2,393,745	149,474	2,543,219
Faribault	5	0	938,315	51,037	989,352
Jackson	13	3	2,652,424	0	2,652,424
LeSueur	21	1	6,824,127	936,394	7,760,521
Martin	5	3	1,486,267	0	1,486,267
Nicollet	18	4	4,558,509	333,583	4,892,092
Nobles	9	0	2,366,521	54,145	2,420,666
Rock	16	4	4,662,383	117,617	4,780,000
Sibley	20	3	2,288,357	319,031	2,607,388
Waseca	15	3	5,603,042	23,176	5,626,218
Watonwan	14	1	1,065,442	23,758	1,089,200
District 7 Totals	219	34	\$43,982,858	\$2,266,889	\$46,249,747
Chippewa	10	0	\$3,011,609	\$147,123	\$3,158,732
Kandiyohi	0	0	0	0	0
Lac Qui Parle	10	3	2,874,134	76,196	2,950,330
Lincoln	18	1	1,645,904	203,820	1,849,724
Lyon	19	4	3,081,078	370,977	3,452,055
Mc Leod	10	0	1,141,531	29,045	1,170,576
Meeker	10	1	1,922,147	182,965	2,105,112
Murray	26	4	3,991,914	218,648	4,210,562
Pipestone	22	3	2,246,747	397,336	2,644,083
Redwood	21	2	3,407,415	557,784	3,965,199
Renville	8	0	1,770,506	0	1,770,506
Yellow Medicine	5	1	573,569	79,890	653,459
District 8 Totals	159	19	\$25,666,554	\$2,263,784	\$27,930,338
Chisago	5	1	\$1,314,482	\$559,509	\$1,873,991
Dakota	0	0	0	0	0
Ramsey	25	13	4,873,319	0	4,873,319
Washington	7	0	1,257,416	582,517	1,839,933
Metro Totals	37	14	\$7,445,217	\$1,142,026	\$8,587,243
STATE TOTALS	1,135	125	\$279,771,458	\$12,578,052	\$292,349,510

"After The Fact" Bridge Deck Rehabilitation Needs

October, 2006

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the Tentative 2007 Money Needs Apportionment Form.

<u>County</u>	<u>Letting Date Or Reporting Date</u>	<u># of Projects</u>	<u>Regular Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs</u>	<u>Total Bridge Deck Rehab. Needs</u>	<u>Added to the Needs for these Apport. Years</u>
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	
Benton	2006		8,007	0	8,007	2007-2021
Wright	1992	1	54,677	0	54,677	2005-2019
District 3		1	54,677	0	62,684	
Anoka	2000	1	179,005	0	179,005	2001-2015
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		4	1,999,718	0	1,999,718	
Goodhue	2005	2	168,135	0	168,135	2005-2020
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	772,157	438,073	1,210,230	
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		29	\$4,708,667	\$763,379	\$5,476,049	2007 Apport.

"After The Fact" Mn/DOT Bridge Needs

October, 2006

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 Tentative 2007 Money Needs Apportionment Form.

<u>County</u>	<u>Project #</u>	<u>Reporting Date</u>	<u>County Funds used on Mn/DOT Bridges</u>			<u>Added to the Needs for these Apport. Years</u>
			<u>Regular</u>	<u>Municipal</u>	<u>Total</u>	
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



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

"After the Fact" Right of Way Needs

October, 2006

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 2006 25-year needs and are shown on the Tentative 2007 Money Needs Apportionment Chart.

<u>County</u>	<u>After the Fact R/W Needs</u>
Carlton	\$1,031,537
Cook	290,821
Itasca	1,386,886
Koochiching	1,287,865
Lake	1,281,719
Pine	1,380,567
St. Louis	10,951,293
District 1 Totals	\$17,610,688
Beltrami	\$1,473,658
Clearwater	718,110
Hubbard	2,227,295
Kittson	1,445,526
Lake of the Woods	176,828
Marshall	2,223,823
Norman	908,238
Pennington	531,560
Polk	4,832,336
Red Lake	341,906
Roseau	726,477
District 2 Totals	\$15,605,757

<u>County</u>	<u>After the Fact R/W Needs</u>
Aitkin	\$1,626,328
Benton	1,548,253
Cass	1,551,285
Crow Wing	1,300,809
Isanti	668,584
Kanabec	362,375
Mille Lacs	831,634
Morrison	255,686
Sherburne	1,140,196
Stearns	1,446,846
Todd	426,987
Wadena	384,615
Wright	4,302,466
District 3 Totals	\$15,846,064

"After the Fact" Right of Way Needs

October, 2005

<u>County</u>	<u>After the Fact R/W Needs</u>
Becker	\$1,252,908
Big Stone	194,537
Clay	1,722,188
Douglas	1,356,861
Grant	360,979
Mahnomen	440,791
Otter Tail	1,780,003
Pope	1,095,022
Stevens	673,084
Swift	512,851
Traverse	160,653
Wilkin	916,877
District 4 Totals	\$10,466,755

Anoka	\$18,760,300
Carver	2,839,055
Hennepin	80,809,388
Scott	20,237,373
Metro Totals	\$122,646,116

Dodge	\$904,635
Fillmore	1,660,519
Freeborn	496,889
Goodhue	3,183,181
Houston	790,634
Mower	558,309
Olmsted	5,622,431
Rice	553,642
Steele	564,440
Wabasha	1,746,199
Winona	873,402
District 6 Totals	\$16,954,281

<u>County</u>	<u>After the Fact R/W Needs</u>
Blue Earth	\$6,553,452
Brown	944,775
Cottonwood	935,910
Faribault	867,234
Jackson	544,773
Le Sueur	1,508,077
Martin	619,348
Nicollet	1,481,657
Nobles	459,791
Rock	611,529
Sibley	619,043
Waseca	323,108
Watsonwan	576,905
District 7 Totals	\$16,045,602

Chippewa	\$721,249
Kandiyohi	3,190,290
Lac Qui Parle	674,173
Lincoln	968,939
Lyon	1,398,287
Mc Leod	2,487,550
Meeker	685,952
Murray	937,394
Pipestone	558,879
Redwood	1,384,045
Renville	2,713,263
Yellow Medicine	811,535
District 8 Totals	\$16,531,556

Chisago	\$3,247,933
Dakota	38,951,483
Ramsey	15,737,553
Washington	8,286,226
Metro Totals	\$66,223,195

STATE TOTALS	\$297,930,014
---------------------	----------------------

Miscellaneous "After the Fact" Needs

October, 2006

In 1984, the Screening Board adopted the following resolution dealing with miscellaneous "After the Fact" needs and last revised in June 2003.

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Wetland Mitigation, RR-xing Surfacing, 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 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 2006 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
Koochiching	0	0	0	0	0	0	0	0
Lake	89,138	80,970	15,801	72,186	4,442	0	0	262,537
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	\$413,995	\$42,081	\$393,068	\$96,565	\$0	\$0	\$1,868,533
Beltrami	\$76,884	\$0	\$210,137	\$48,748	\$29,464	\$94,350	\$0	\$459,583
Clearwater	0	0	0	57,509	32,134	28,800	0	118,443
Hubbard	0	0	0	0	18,213	0	0	18,213
Kittson	0	29,373	0	0	0	50,302	0	79,675
Lake of the Woods	0	0	0	0	0	0	0	0
Marshall	0	0	0	80,678	18,732	0	0	99,410
Norman	0	0	0	0	0	0	0	0
Pennington	0	0	0	0	0	0	0	0
Polk	0	0	0	126,909	4,970	418,423	0	550,302
Red Lake	0	193,218	0	61,553	1,953	0	0	256,724
Roseau	0	0	0	0	0	0	0	0
District 2	\$76,884	\$222,591	\$210,137	\$375,397	\$105,466	\$591,875	\$0	\$1,582,350
Aitkin	\$27,696	\$0	\$8,130	\$108,296	\$7,534	\$32,000	\$0	\$183,656
Benton	248,957	0	0	0	0	0	0	248,957
Cass	0	0	0	0	0	0	0	0
Crow Wing	269,621	0	63,769	99,414	121,106	0	0	553,910
Isanti	0	0	0	0	0	0	0	0
Kanabec	0	0	0	0	0	0	0	0
Mille Lacs	81,866	172,816	34,694	173,755	44,417	0	0	507,548
Morrison	0	0	0	0	0	0	0	0
Sherburne	0	0	0	0	0	0	0	0
Stearns	615,840	0	46,500	33,697	0	0	0	696,037
Todd	16,745	0	0	0	0	0	0	16,745
Wadena	0	0	0	0	0	0	0	0
Wright	1,332,475	11,724	200,851	329,286	58,970	100,319	0	2,033,625
District 3	\$2,593,200	\$184,540	\$353,944	\$744,448	\$232,027	\$132,319	\$0	\$4,240,478
Becker	\$8,883	\$0	\$0	\$115,520	\$37,561	\$19,576	\$0	\$181,540
Big Stone	0	0	0	0	0	0	0	0
Clay	56,589	0	0	0	0	86,031	0	142,620
Douglas	183,684	17,016	25,081	131,002	0	0	0	356,783
Grant	0	0	0	0	0	0	0	0
Mahnomen	0	0	0	0	0	0	0	0
Otter Tail	0	0	0	0	0	0	0	0
Pope	0	0	0	0	0	0	0	0
Stevens	0	0	0	5,680	14,000	0	0	19,680
Swift	0	20,054	0	35,904	0	0	0	55,958
Traverse	0	0	0	0	0	0	0	0
Wilkin	0	0	0	0	0	0	0	0
District 4	\$249,156	\$37,070	\$25,081	\$288,106	\$51,561	\$105,607	\$0	\$756,581

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Concrete Paving	Total
Anoka	\$8,288,610	\$77,611	\$1,136,633	\$853,079	\$1,357,226	\$369,592	\$0	\$12,082,751
Carver	37,029	204,557	0	0	17,279	50,581	0	309,446
Hennepin	12,064,529	2,397,651	3,587,539	3,713,082	67,499	0	0	21,830,300
Scott	3,938,052	41,500	581,872	1,600,713	179,709	0	0	6,341,846
Metro	\$24,328,220	\$2,721,319	\$5,306,044	\$6,166,874	\$1,621,713	\$420,173	\$0	\$40,564,343
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	107,281	0	36,513	1,101,372	1,931,132
Houston	0	153,749	118,982	89,387	122,040	0	0	484,158
Mower	0	0	0	0	0	0	0	0
Olmsted	1,727,807	0	90,033	0	0	0	0	1,817,840
Rice	153,441	0	63,815	274,317	0	0	0	491,573
Steele	0	0	0	0	0	0	550,725	550,725
Wabasha	0	0	57,971	440,763	5,100	9,000	0	512,834
Winona	0	0	2,760	0	0	42,187	0	44,947
District 6	\$2,352,824	\$579,714	\$671,887	\$1,169,596	\$149,408	\$87,700	\$1,652,097	\$6,663,226
Blue Earth	\$384,243	\$303,815	\$208,536	\$319,201	\$639,919	\$131,966	\$407,254	\$2,394,934
Brown	8,925	0	0	0	0	187,465	0	196,390
Cottonwood	0	0	0	29,474	0	0	0	29,474
Faribault	99,989	27,850	0	141,052	0	0	0	268,891
Jackson	0	0	0	0	0	0	0	0
Le Sueur	35,834	111,130	130,685	273,876	0	41,241	0	592,766
Martin	0	0	0	0	0	0	0	0
Nicollet	0	0	50,232	23,340	0	0	0	73,572
Nobles	106,208	0	0	49,875	0	0	0	156,083
Rock	0	0	0	0	0	0	0	0
Sibley	0	0	0	0	0	0	0	0
Waseca	0	0	0	0	0	0	0	0
Watsonwan	1,626	324,117	0	312,004	0	78,729	0	716,476
District 7	\$636,825	\$766,912	\$389,453	\$1,148,822	\$639,919	\$439,401	\$407,254	\$4,428,586
Chippewa	\$0	\$0	\$0	\$0	\$0	\$53,958	\$0	\$53,958
Kandiyohi	94,281	0	49,224	95,808	89,093	48,888	0	377,294
Lac Qui Parle	0	0	0	0	0	0	0	0
Lincoln	0	0	0	0	0	0	0	0
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	29,988	231,697	0	0	0	261,685
Pipestone	0	216	3,150	115,126	0	15,000	0	133,492
Redwood	0	0	0	0	0	0	0	0
Renville	0	0	0	0	0	0	0	0
Yellow Medicine	0	0	0	0	0	5,000	0	5,000
District 8	\$102,720	\$216	\$122,656	\$516,480	\$113,317	\$146,608	\$0	\$1,001,997
Chisago	\$83,255	\$0	\$4,599	\$110,419	\$861	\$0	\$0	\$199,134
Dakota	5,996,427	0	2,441,139	1,324,502	435,535	98,758	0	10,296,361
Ramsey	9,573,707	1,006,716	2,346,924	1,266,202	875,191	0	267,880	15,336,620
Washington	3,490,586	40,907	167,588	401,651	146,671	0	0	4,247,403
Metro	\$19,143,975	\$1,047,623	\$4,960,250	\$3,102,774	\$1,458,258	\$98,758	\$267,880	\$30,079,518
TOTAL	\$50,406,628	\$5,973,980	\$12,081,533	\$13,905,565	\$4,468,234	\$2,022,441	\$2,327,231	\$91,185,612

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.

Needs Adjustments for Variances Granted on CSAHs

October, 2006

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, 2006 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. The guidelines are a part of the Screening Board resolutions.

County	Project	Variance From	Recommended 2006 Needs Adjustments	Approx. 2007 Apport. Loss*
Hennepin	27-603-31	Roadbed Width	\$1,439,710	\$26,505
Marshall	45-634-07	Bridge Width	\$158,400	\$2,916
Watonwan	83-658-05	Design Speed	\$52,800	\$972
Total			\$1,650,910	\$30,393

If the counties involved have any questions regarding these adjustments, the State Aid Office can be contacted directly. Also the calculation of the adjustments will be available at the various district meetings and the Screening Board meeting.

* Based on \$18.41 earning factor for each \$1,000 of 25 year money needs.

Needs Adjustment for "Credit for Local Effort"

October, 2006

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 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 2006 money needs.

<u>County</u>	<u>Regular Account Adjustment</u>	<u>Municipal Account Adjustment</u>	<u>Total Adjustment</u>
Carlton	\$21,550	\$0	\$21,550
District 1	\$21,550	\$0	\$21,550
Clearwater	\$191,806	\$92,057	\$283,863
Kittson	88,195	4,705	92,900
Polk	7,144,949	\$0	7,144,949
District 2	\$7,424,950	\$96,762	\$7,521,712
Stearns	\$0	\$11,584	\$11,584
Wright	126,424	204,457	330,881
District 3	\$126,424	\$216,041	\$342,465
Becker	\$500,000	\$0	\$500,000
Clay	55,021	0	55,021
Douglas	868,400	0	868,400
District 4	\$1,423,421	\$0	\$1,423,421

N:\CSAH\Books\Fall 2006\Local Effort 2006.xls

<u>County</u>	<u>Regular Account Adjustment</u>	<u>Municipal Account Adjustment</u>	<u>Total Adjustment</u>
Anoka	\$15,749,491	\$0	\$15,749,491
Carver	12,503,128	689,751	13,192,879
Hennepin	3,663,481	268,125	3,931,606
Scott	13,625,868	0	13,625,868
District 5	\$45,541,968	\$957,876	\$46,499,844
Dodge	\$252,675	\$87,897	\$340,572
Fillmore	2,191,747	95,238	2,286,985
Freeborn	168,744	0	168,744
Goodhue	6,595,094	599	6,595,693
Olmsted	9,084,066	0	9,084,066
Winona	334,953	0	334,953
District 6	\$18,627,279	\$183,734	\$18,811,013
Blue Earth	\$2,375,882	\$0	\$2,375,882
Brown	533,246	355,015	888,261
Faribault	606,206	34,377	640,583
Le Sueur	0	600,544	600,544
Martin	280,303	0	280,303
Nicollet	4,725,753	0	4,725,753
Nobles	0	62,245	62,245
Waseca	491,421	0	491,421
Watonwan	211,289	0	211,289
District 7	\$9,224,100	\$1,052,181	\$10,276,281
Chippewa	\$0	\$28,964	\$28,964
Kandiyohi	4,249,167	0	4,249,167
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
District 8	\$5,708,658	\$569,723	\$6,278,381
Dakota	\$10,655,106	\$0	\$10,655,106
Ramsey	455,138	0	455,138
Washington	2,703,206	0	2,703,206
District 9	\$13,813,450	\$0	\$13,813,450
TOTAL	\$101,911,800	\$3,076,317	\$104,988,117

Non Existing CSAH Needs Adjustment

October, 2006

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 2006 25 year needs, as shown on the 2007 Money Needs Apportionment Form.

County	CSAH	Miles	Termini	Year Designation	Needs Deduction
ITASCA	83	0.70	1.5 M E of TH 169 to TH 65	1976	\$793,012
DISTRICT 1		0.70			793,012
HENNEPIN	17	0.57	CSAH 16 to FAI 394 in Golden Valley	1958	2,948,062
SCOTT	27	0.92	CSAH 16 to TH 13	1979	2,268,806
METRO		1.49			5,216,868
DAKOTA	5	1.35	TH 13 to FAI 35W	1975	2,443,121
METRO		1.35			2,443,121
STATE TOTAL		3.54			\$8,453,001

Mill Levy Deductions

October, 2006

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.

Mill Levy Deduction

<u>County</u>	<u>County Total Real & Personal Market Value (Taxes Payable 2006)</u>	<u>Mill Levy Deduction</u>
Carlton	\$1,922,983,900	\$306,908
Cook	1,135,472,400	181,221
Itasca	3,769,674,600	601,640
Koochiching	708,789,300	113,123
Lake	1,103,643,600	176,142
Pine	2,271,304,800	362,500
St. Louis*	12,149,301,810	1,174,837
District 1 Totals	\$23,061,170,410	\$2,916,371
Beltrami	\$2,025,334,400	\$323,243
Clearwater	526,195,700	83,981
Hubbard	2,351,573,100	375,311
Kittson	512,690,200	81,825
Lake of the Woods	318,100,200	50,769
Marshall	734,376,000	117,206
Norman	525,757,400	83,911
Pennington	554,659,600	88,524
Polk	1,905,935,400	304,187
Red Lake	223,899,800	35,734
Roseau	769,119,500	122,751
District 2 Totals	\$10,447,641,300	\$1,667,442
Aitkin	\$2,004,679,000	\$319,947
Benton	2,350,113,600	375,078
Cass	4,489,242,500	716,483
Crow Wing	7,846,300,700	1,252,270
Isanti	2,766,434,000	441,523
Kanabec	1,106,904,100	176,662
Mille Lacs	1,761,724,500	281,171
Morrison	2,447,828,300	390,673
Sherburne	6,889,008,820	1,099,486
Stearns	9,834,089,200	1,569,521
Todd	1,561,973,700	249,291
Wadena	716,787,500	114,399
Wright	9,924,808,300	1,583,999
District 3 Totals	\$53,699,894,220	\$8,570,503
Becker	\$2,805,924,417	\$447,826
Big Stone	489,781,200	78,169
Clay	2,853,269,500	455,382
Douglas	3,617,812,500	577,403
Grant	680,173,300	108,556
Mahnomen	295,862,200	47,220
Otter Tail	5,600,159,400	893,785
Pope	1,087,101,400	173,501
Stevens	819,497,000	130,792
Swift	993,191,400	158,513
Traverse	611,862,800	97,653
Wilkin	775,516,500	123,772
District 4 Totals	\$20,630,151,617	\$3,292,572

<u>County</u>	<u>County Total Real & Personal Market Value (Taxes Payable 2006)</u>	<u>Mill Levy Deduction</u>
Anoka*	\$26,641,621,300	\$2,576,245
Carver	8,724,547,800	1,392,438
Hennepin*	122,267,378,556	11,823,256
Scott	11,725,072,300	1,871,322
Metro Totals	\$169,358,619,956	\$17,663,261
Dodge	\$1,649,026,600	\$263,185
Fillmore	1,828,601,700	291,845
Freeborn	2,359,159,800	376,522
Goodhue	4,598,451,400	733,913
Houston	1,318,335,500	210,406
Mower	2,575,685,100	411,079
Olmsted	10,525,688,000	1,679,900
Rice	4,843,012,700	772,945
Steele	2,694,881,300	430,103
Wabasha	1,809,246,500	288,756
Winona	3,197,934,600	510,390
District 6 Totals	\$37,400,023,200	\$5,969,044
Blue Earth	\$4,652,180,500	\$742,488
Brown	1,935,116,200	308,845
Cottonwood	1,197,458,100	191,114
Faribault	1,490,654,700	237,908
Jackson	1,265,547,800	201,981
Le Sueur	2,499,904,900	398,985
Martin	1,920,876,600	306,572
Nicollet	2,436,891,400	388,928
Nobles	1,544,108,900	246,440
Rock	953,888,300	152,241
Sibley	1,571,346,300	250,787
Waseca	1,563,996,800	249,614
Watonwan	942,420,500	150,410
District 7 Totals	\$23,974,391,000	\$3,826,313
Chippewa	\$1,070,952,100	\$170,924
Kandiyohi	3,244,405,600	517,807
Lac Qui Parle	770,312,300	122,942
Lincoln	530,032,400	84,593
Lyon	1,893,953,100	302,275
Mc Leod	2,598,605,600	414,737
Meeker	1,937,867,500	309,284
Murray	1,084,846,800	173,142
Pipestone	729,348,200	116,404
Redwood	1,579,741,000	252,127
Renville	1,867,617,700	298,072
Yellow Medicine	1,029,129,500	164,249
District 8 Totals	\$18,336,811,800	\$2,926,556
Chisago	\$4,369,402,900	\$697,357
Dakota*	37,833,571,100	3,658,506
Ramsey*	41,244,396,301	3,988,333
Washington*	23,891,041,500	2,310,264
Metro Totals	\$107,338,411,801	\$10,654,460
STATE TOTALS	\$464,247,115,304	\$57,486,522

* Denotes Urban County.

* * * * *

TENTATIVE APPORTIONMENT DATA

* * * * *

Development of the Tentative 2007 CSAH Money Needs Apportionment

October, 2006

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 2007 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2007 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 2006 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 2007 apportionment.

Adjustments must be made for any turnback activity in 2006, construction fund balances as of 12/31/06, and possibly for any action taken by this Board.

DEVELOPMENT OF THE TENTATIVE 2007 MONEY NEEDS APPORTIONMENT

FIGURE A

NEW CSAH Books Fall 2007! **FIGURE A Tentative 2007 Agenda** www.csa-h.org

October 26, 2006

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 2006 County Screening Board, have 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 2006; construction fund balances as of December 31, 2006; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2007.

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 2007 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary
County Screening Board

APPROVED

Chuck Schmit, District 1

Mitch Rasmussen, Metro

Mark Krebsbach, Urban

Dan Sauve, District 2

Guy Kohnhofer, District 6

Jim Grube, Urban

Mitch Anderson, District 3

Wayne Stevens, District 7

Ken Haider, Urban

Brad Wentz, District 4

Randy Groves, District 8

Marcus Hall, Urban

Roger Gustafson, Metro

Doug Fischer, Urban

Wayne Sandberg, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

Annual County State Aid Highway Money Needs

October, 2006

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 2007 C.S.A.H. FUND.

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>County State Aid Highway Lane Miles</u>	<u>Annual County State Aid Highway Money Needs</u>
Carlton	292.21	595.34	\$3,655,414
Cook	178.89	359.88	2,313,255
Itasca	647.29	1,293.18	7,831,343
Koochiching	246.55	492.80	5,196,872
Lake	224.04	441.08	4,124,836
Pine	479.36	958.63	6,052,872
St. Louis	1,378.07	2,770.69	27,097,511
District 1 Totals	3,446.41	6,911.60	\$56,272,103
Beltrami	464.86	929.72	\$4,439,497
Clearwater	325.68	651.36	2,130,375
Hubbard	323.82	647.64	2,321,491
Kittson	373.20	746.40	2,290,364
Lake of the Woods	194.81	389.62	3,176,880
Marshall	639.05	1,278.10	3,498,192
Norman	392.24	785.18	2,431,824
Pennington	260.04	520.08	1,623,445
Polk	807.44	1,614.88	5,769,130
Red Lake	185.66	371.32	2,060,460
Roseau	481.92	963.84	2,934,695
District 2 Totals	4,448.72	8,898.14	\$32,676,353
Aitkin	373.78	748.16	\$3,345,209
Benton	225.43	454.54	1,975,326
Cass	531.70	1,064.02	3,759,740
Crow Wing	377.29	756.67	3,514,943
Isanti	227.44	455.78	2,200,968
Kanabec	211.68	423.36	1,681,417
Mille Lacs	256.73	513.46	3,560,494
Morrison	444.35	891.90	4,275,013
Sherburne	242.22	490.92	1,433,486
Stearns	633.93	1,309.66	7,406,634
Todd	411.78	820.56	2,029,765
Wadena	227.32	454.64	1,664,895
Wright	401.49	812.60	7,305,929
District 3 Totals	4,565.14	9,196.27	\$44,153,819
Becker	470.51	941.02	\$3,223,603
Big Stone	210.85	421.70	1,863,093
Clay	400.46	801.04	3,186,154
Douglas	383.47	766.94	2,674,857
Grant	228.65	457.30	1,718,715
Mahnomen	194.81	389.62	2,007,468
Otter Tail	916.78	1,833.56	8,713,744
Pope	298.31	596.62	2,386,388
Stevens	243.29	486.58	1,573,390
Swift	329.41	658.82	1,817,129
Traverse	245.32	490.64	1,641,199
Wilkin	312.26	625.68	2,696,749
District 4 Totals	4,234.12	8,469.52	\$33,502,489

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Anoka	292.11	759.23	\$8,776,181
Carver	214.85	442.92	4,504,618
Hennepin	522.57	1,545.11	25,224,052
Scott	231.51	549.64	7,145,020
Metro Totals	1,261.04	3,296.90	\$45,649,871
Dodge	255.87	512.24	\$2,592,305
Fillmore	411.74	823.48	6,077,678
Freeborn	446.55	894.74	3,792,190
Goodhue	324.71	651.42	5,067,168
Houston	249.59	499.18	3,865,126
Mower	373.79	750.34	4,293,521
Olmsted	315.37	682.36	5,174,523
Rice	281.78	565.84	3,592,089
Steele	291.40	580.00	3,726,488
Wabasha	272.44	544.88	4,107,724
Winona	315.38	630.82	4,554,931
District 6 Totals	3,538.62	7,135.30	\$46,843,743
Blue Earth	427.70	865.54	\$6,218,149
Brown	317.46	635.92	2,590,566
Cottonwood	317.57	635.14	2,467,406
Faribault	346.98	694.60	3,574,849
Jackson	370.52	741.04	3,311,016
Le Sueur	266.39	532.78	3,643,164
Martin	378.15	757.54	3,105,922
Nicollet	245.25	488.04	2,881,497
Nobles	359.02	720.10	4,030,964
Rock	261.80	523.60	2,250,044
Sibley	289.34	580.98	2,248,991
Waseca	249.99	499.98	2,264,016
Watonwan	234.14	468.28	2,129,318
District 7 Totals	4,064.31	8,143.54	\$40,715,902
Chippewa	243.56	487.12	\$1,684,942
Kandiyohi	434.01	874.13	4,761,673
Lac Qui Parle	362.91	725.82	2,107,848
Lincoln	252.50	505.00	1,712,110
Lyon	318.93	637.46	2,378,192
Mc Leod	255.19	510.38	3,041,654
Meeker	272.75	545.50	1,940,496
Murray	354.20	708.40	2,392,370
Pipestone	241.22	482.60	1,783,999
Redwood	390.54	781.56	3,776,840
Renville	445.87	891.74	4,170,452
Yellow Medicine	345.25	690.50	2,466,902
District 8 Totals	3,916.93	7,840.21	\$32,217,478
Chisago	233.96	468.12	\$4,137,724
Dakota	319.75	859.18	8,591,896
Ramsey	261.14	753.37	12,643,405
Washington	216.45	481.10	7,550,498
Metro Totals	1,031.30	2,561.77	\$32,923,523
STATE TOTALS	30,506.59	62,453.25	\$364,955,281

Does not include 2006 T.H. Turnback Mileage

Total Tentative 2007 CSAH Apportionment

October, 2006

The following tabulation lists a TENTATIVE 2007 Apportionment based on an estimate of \$358 million (same as 2005 apportionment).

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

Each county's tentative 2007 lane mile apportionment has been computed using the 2006 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, 2006 trunk highway turnback mileage is not included, but will be when the final 2007 apportionment is determined.

The money needs apportionment is based on the actual 2006 25-year construction needs, however, these needs will be adjusted by 2006 turnback activity, construction fund balances as of 12/31/06, 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, 2007, by the Commissioner with the assistance of recommendations by your Screening Board.

Components of the Tentative 2007 Apportionment

October, 2006

<u>County</u>	<u>Equalization Apportionment</u>	<u>Motor Vehicle Registration Apportionment</u>	<u>Lane Mile (Mileage) Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Tentative 2007 CSAH Apportionment</u>
Carlton	\$409,643	\$267,078	\$1,019,238	\$1,784,808	\$3,480,767
Cook	409,643	48,148	616,054	1,129,480	2,203,325
Itasca	409,643	412,806	2,213,819	3,823,765	6,860,033
Koochiching	409,643	128,799	843,680	2,537,447	3,919,569
Lake	409,643	93,980	755,153	2,014,010	3,272,786
Pine	409,643	241,204	1,641,173	2,955,401	5,247,421
St. Louis	409,643	1,465,294	4,743,256	13,230,747	19,848,940
District 1 Totals	2,867,501	2,657,309	11,832,373	27,475,658	44,832,841
Beltrami	409,643	289,566	1,591,670	2,167,648	4,458,527
Clearwater	409,643	77,515	1,115,142	1,040,186	2,642,486
Hubbard	409,643	173,882	1,108,727	1,133,501	2,825,753
Kittson	409,643	44,513	1,277,762	1,118,303	2,850,221
Lake of the Woods	409,643	43,016	667,054	1,551,157	2,670,870
Marshall	409,643	93,873	2,188,052	1,708,042	4,399,610
Norman	409,643	64,079	1,344,158	1,187,373	3,005,253
Pennington	409,643	111,692	890,403	792,670	2,204,408
Polk	409,643	244,733	2,764,547	2,816,860	6,235,783
Red Lake	409,643	39,809	635,727	1,006,049	2,091,228
Roseau	409,643	145,870	1,650,047	1,432,907	3,638,467
District 2 Totals	4,506,073	1,328,548	15,233,289	15,954,696	37,022,606
Aitkin	409,643	163,761	1,280,863	1,633,346	3,487,613
Benton	409,643	270,998	778,140	964,481	2,423,262
Cass	409,643	256,351	1,821,541	1,835,747	4,323,282
Crow Wing	409,643	528,454	1,295,404	1,716,221	3,949,722
Isanti	409,643	294,591	780,279	1,074,654	2,559,167
Kanabec	409,643	135,820	724,789	820,976	2,091,228
Mille Lacs	409,643	224,133	879,070	1,738,462	3,251,308
Morrison	409,643	287,713	1,526,878	2,087,336	4,311,570
Sherburne	409,643	601,015	840,473	699,920	2,551,051
Stearns	409,643	1,102,312	2,242,045	3,616,395	7,370,395
Todd	409,643	210,377	1,404,780	991,062	3,015,862
Wadena	409,643	117,751	778,354	812,909	2,118,657
Wright	409,643	857,615	1,391,094	3,567,224	6,225,576
District 3 Totals	5,325,359	5,050,891	15,743,710	21,558,733	47,678,693
Becker	409,643	270,678	1,611,022	1,573,970	3,865,313
Big Stone	409,643	50,001	721,902	909,682	2,091,228
Clay	409,643	341,492	1,371,315	1,555,685	3,678,135
Douglas	409,643	315,797	1,312,938	1,306,037	3,344,415
Grant	409,643	59,553	782,845	839,187	2,091,228
Mahnomen	409,643	34,356	667,054	980,175	2,091,228
Otter Tail	409,643	523,571	3,138,970	4,254,610	8,326,794
Pope	409,643	100,894	1,021,376	1,165,188	2,697,101
Stevens	409,643	80,366	832,989	768,230	2,091,228
Swift	409,643	91,984	1,127,865	887,239	2,516,731
Traverse	409,643	40,308	839,938	801,339	2,091,228
Wilkin	409,643	62,439	1,071,092	1,316,726	2,859,900
District 4 Totals	4,915,716	1,971,439	14,499,306	16,358,068	37,744,529

Components of the Tentative 2007 Apportionment

October, 2006

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Tentative 2007 CSAH Apportionment
Anoka	\$409,643	\$2,157,687	\$1,299,787	\$4,285,096	\$8,152,213
Carver	409,643	522,645	758,254	2,199,444	3,889,986
Hennepin	409,643	6,377,942	2,645,121	12,316,004	21,748,710
Scott	409,643	773,792	940,975	3,488,658	5,613,068
Metro Totals	1,638,572	9,832,066	5,644,137	22,289,202	39,403,977
Dodge	409,643	154,495	876,931	1,265,730	2,706,799
Fillmore	409,643	176,698	1,409,805	2,967,513	4,963,659
Freeborn	409,643	261,554	1,531,797	1,851,591	4,054,585
Goodhue	409,643	371,963	1,115,249	2,474,117	4,370,972
Houston	409,643	152,642	854,586	1,887,203	3,304,074
Mower	409,643	290,350	1,284,498	2,096,373	4,080,864
Olmsted	409,643	883,275	1,168,173	2,526,535	4,987,626
Rice	409,643	422,785	968,666	1,753,889	3,554,983
Steele	409,643	268,504	992,936	1,819,511	3,490,594
Wabasha	409,643	188,067	932,849	2,005,655	3,536,214
Winona	409,643	326,631	1,079,966	2,224,010	4,040,250
District 6 Totals	4,506,073	3,496,964	12,215,456	22,872,127	43,090,620
Blue Earth	409,643	408,280	1,481,760	3,036,100	5,335,783
Brown	409,643	236,108	1,088,627	1,264,881	2,999,259
Cottonwood	409,643	102,248	1,087,344	1,204,746	2,803,981
Faribault	409,643	137,495	1,189,128	1,745,471	3,481,737
Jackson	409,643	98,328	1,268,674	1,616,651	3,393,296
Le Sueur	409,643	235,538	912,107	1,778,827	3,336,115
Martin	409,643	182,008	1,296,901	1,516,511	3,405,063
Nicollet	409,643	215,188	835,448	1,406,932	2,867,211
Nobles	409,643	163,191	1,232,750	1,968,176	3,773,760
Rock	409,643	80,758	896,390	1,098,616	2,485,407
Sibley	409,643	132,898	994,647	1,098,102	2,635,290
Waseca	409,643	151,038	855,976	1,105,438	2,522,095
Watonwan	409,643	96,546	801,662	1,039,670	2,347,521
District 7 Totals	5,325,359	2,239,624	13,941,414	19,880,121	41,386,518
Chippewa	409,643	113,118	833,951	822,697	2,179,409
Kandiyohi	409,642	351,043	1,496,514	2,324,955	4,582,154
Lac Qui Parle	409,642	74,699	1,242,587	1,029,187	2,756,115
Lincoln	409,642	55,419	864,529	835,962	2,165,552
Lyon	409,642	198,758	1,091,300	1,161,186	2,860,886
Mc Leod	409,642	306,067	873,724	1,485,131	3,074,564
Meeker	409,642	205,173	933,918	947,475	2,496,208
Murray	409,642	84,464	1,212,757	1,168,109	2,874,972
Pipestone	409,642	79,867	826,146	871,063	2,186,718
Redwood	409,642	153,711	1,337,957	1,844,096	3,745,406
Renville	409,642	155,279	1,526,558	2,036,283	4,127,762
Yellow Medicine	409,642	98,007	1,181,964	1,204,500	2,894,113
District 8 Totals	4,915,705	1,875,605	13,421,905	15,730,644	35,943,859
Chisago	409,642	436,292	801,340	2,020,303	3,667,577
Dakota	409,642	2,357,942	1,470,746	4,195,116	8,433,446
Ramsey	409,642	2,891,955	1,289,629	6,173,323	10,764,549
Washington	409,642	1,500,291	823,472	3,686,639	6,420,044
Metro Totals	1,638,568	7,186,480	4,385,187	16,075,381	29,285,616
STATE TOTALS	\$35,638,926	\$35,638,926	\$106,916,777	\$178,194,630	\$356,389,259



OTES and COMMENTS

[illegible]

Comparison of the Actual 2006 to the TENTATIVE 2007 CSAH Apportionment

October, 2006

The following two pages indicate a comparison between the actual 2006 CSAH apportionment and what each county's 2007 county state aid apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2007 CSAH road user fund would remain the same as 2006. However, as we stated in the previous pages, some revised figures will be used to determine the final 2007 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.

Comparison of the Actual 2006 to the TENTATIVE 2007 CSAH Apportionment

October, 2006

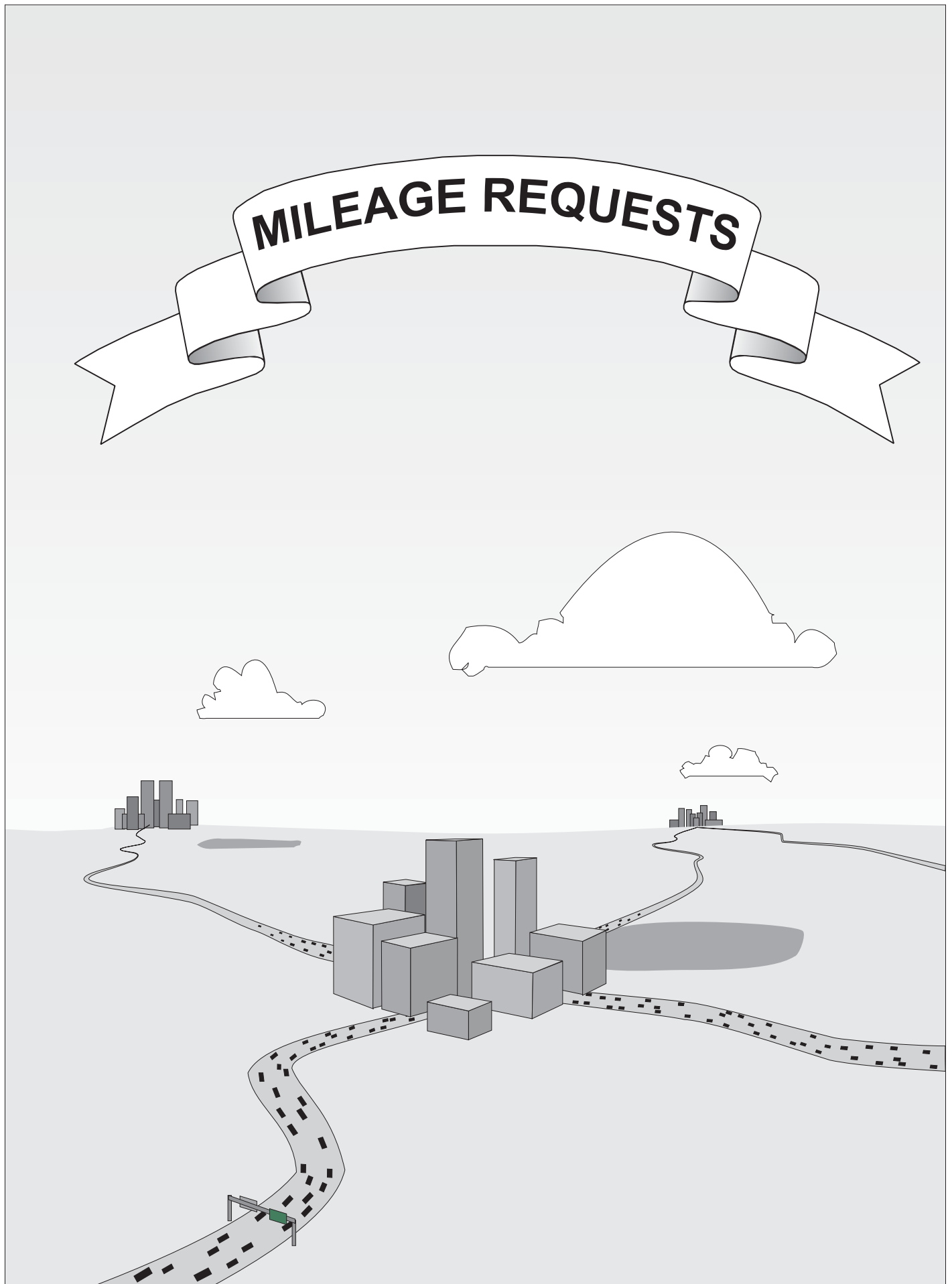
County	Actual 2006 CSAH Apportionment	TENTATIVE 2007 CSAH Apportionment	Increase or Decrease	% + or -
Carlton	\$3,355,641	\$3,480,767	\$125,126	3.7%
Cook	2,179,676	2,203,325	23,649	1.1%
Itasca	6,944,739	6,860,033	(84,706)	-1.2%
Koochiching	3,919,569	3,919,569	0	0.0%
Lake	3,228,634	3,272,786	44,152	1.4%
Pine	5,434,381	5,247,421	(186,960)	-3.4%
St. Louis	19,879,360	19,848,940	(30,420)	-0.2%
District 1 Totals	\$44,942,000	\$44,832,841	(\$109,159)	-0.2%
Beltrami	\$4,494,326	\$4,458,527	(\$35,799)	-0.8%
Clearwater	2,637,861	2,642,486	4,625	0.2%
Hubbard	2,823,559	2,825,753	2,194	0.1%
Kittson	2,865,170	2,850,221	(14,949)	-0.5%
Lake of the Woods	2,670,870	2,670,870	0	0.0%
Marshall	4,348,318	4,399,610	51,292	1.2%
Norman	2,950,686	3,005,253	54,567	1.9%
Pennington	2,091,632	2,204,408	112,776	5.4%
Polk	6,327,027	6,235,783	(91,244)	-1.4%
Red Lake	2,091,228	2,091,228	0	0.0%
Roseau	3,521,349	3,638,467	117,118	3.3%
District 2 Totals	\$36,822,026	\$37,022,606	\$200,580	0.5%
Aitkin	\$3,427,658	\$3,487,613	\$59,955	1.8%
Benton	2,320,698	2,423,262	102,564	4.4%
Cass	4,256,396	4,323,282	66,886	1.6%
Crow Wing	3,833,574	3,949,722	116,148	3.0%
Isanti	2,509,267	2,559,167	49,900	2.0%
Kanabec	2,091,228	2,091,228	0	0.0%
Mille Lacs	3,208,869	3,251,308	42,439	1.3%
Morrison	4,171,247	4,311,570	140,323	3.4%
Sherburne	2,525,969	2,551,051	25,082	1.0%
Stearns	7,154,588	7,370,395	215,807	3.0%
Todd	3,050,449	3,015,862	(34,587)	-1.1%
Wadena	2,091,228	2,118,657	27,429	1.3%
Wright	6,163,249	6,225,576	62,327	1.0%
District 3 Totals	\$46,804,420	\$47,678,693	\$874,273	1.9%
Becker	\$3,815,352	\$3,865,313	\$49,961	1.3%
Big Stone	2,091,228	2,091,228	0	0.0%
Clay	3,773,465	3,678,135	(95,330)	-2.5%
Douglas	3,365,824	3,344,415	(21,409)	-0.6%
Grant	2,091,228	2,091,228	0	0.0%
Mahnomen	2,091,228	2,091,228	0	0.0%
Otter Tail	8,335,235	8,326,794	(8,441)	-0.1%
Pope	2,774,546	2,697,101	(77,445)	-2.8%
Stevens	2,091,228	2,091,228	0	0.0%
Swift	2,554,142	2,516,731	(37,411)	-1.5%
Traverse	2,091,228	2,091,228	0	0.0%
Wilkin	2,747,302	2,859,900	112,598	4.1%
District 4 Totals	\$37,822,006	\$37,744,529	(\$77,477)	-0.2%

Comparison of the Actual 2006 to the TENTATIVE 2007 CSAH Apportionment

October, 2006

County	Actual 2006 CSAH Apportionment	TENTATIVE 2007 CSAH Apportionment	Increase or Decrease	% + or -
Anoka	\$8,199,213	\$8,152,213	(\$47,000)	-0.6%
Carver	3,936,304	3,889,986	(46,318)	-1.2%
Hennepin	22,225,327	21,748,710	(476,617)	-2.1%
Scott	5,545,947	5,613,068	67,121	1.2%
Metro Totals	\$39,906,791	\$39,403,977	(\$502,814)	-1.3%
Dodge	\$2,706,829	\$2,706,799	(\$30)	0.0%
Fillmore	5,089,172	4,963,659	(125,513)	-2.5%
Freeborn	4,046,516	4,054,585	8,069	0.2%
Goodhue	4,400,714	4,370,972	(29,742)	-0.7%
Houston	3,325,927	3,304,074	(21,853)	-0.7%
Mower	4,076,768	4,080,864	4,096	0.1%
Olmsted	4,848,100	4,987,626	139,526	2.9%
Rice	3,564,480	3,554,983	(9,497)	-0.3%
Steele	3,448,146	3,490,594	42,448	1.2%
Wabasha	3,447,759	3,536,214	88,455	2.6%
Winona	3,960,173	4,040,250	80,077	2.0%
District 6 Totals	\$42,914,584	\$43,090,620	\$176,036	0.4%
Blue Earth	\$5,131,626	\$5,335,783	\$204,157	4.0%
Brown	2,989,754	2,999,259	9,505	0.3%
Cottonwood	2,794,635	2,803,981	9,346	0.3%
Faribault	3,473,493	3,481,737	8,244	0.2%
Jackson	3,324,193	3,393,296	69,103	2.1%
Le Sueur	3,219,547	3,336,115	116,568	3.6%
Martin	3,314,918	3,405,063	90,145	2.7%
Nicollet	2,827,685	2,867,211	39,526	1.4%
Nobles	3,857,238	3,773,760	(83,478)	-2.2%
Rock	2,490,574	2,485,407	(5,167)	-0.2%
Sibley	2,603,150	2,635,290	32,140	1.2%
Waseca	2,527,295	2,522,095	(5,200)	-0.2%
Watonwan	2,206,129	2,347,521	141,392	6.4%
District 7 Totals	\$40,760,237	\$41,386,518	\$626,281	1.5%
Chippewa	\$2,203,212	\$2,179,409	(\$23,803)	-1.1%
Kandiyohi	4,525,636	4,582,154	56,518	1.3%
Lac Qui Parle	2,755,852	2,756,115	263	0.0%
Lincoln	2,211,266	2,165,552	(45,714)	-2.1%
Lyon	2,925,112	2,860,886	(64,226)	-2.2%
Mc Leod	3,100,765	3,074,564	(26,201)	-0.8%
Meeker	2,506,277	2,496,208	(10,069)	-0.4%
Murray	2,962,104	2,874,972	(87,132)	-2.9%
Pipestone	2,226,376	2,186,718	(39,658)	-1.8%
Redwood	3,769,928	3,745,406	(24,522)	-0.7%
Renville	4,103,401	4,127,762	24,361	0.6%
Yellow Medicine	2,907,369	2,894,113	(13,256)	-0.5%
District 8 Totals	\$36,197,298	\$35,943,859	(\$253,439)	-0.7%
Chisago	\$3,788,079	\$3,667,577	(\$120,502)	-3.2%
Dakota	8,700,476	8,433,446	(267,030)	-3.1%
Ramsey	11,190,116	10,764,549	(425,567)	-3.8%
Washington	6,541,226	6,420,044	(121,182)	-1.9%
Metro Totals	\$30,219,897	\$29,285,616	(\$934,281)	-3.1%
STATE TOTALS	\$356,389,259	\$356,389,259	\$0	0.0%

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

October, 2006

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 CSAH Additional Mileage Requests

OCTOBER, 2006

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	Total Miles To Date	County
Carlton	3.62															3.62	Carlton
Cook	3.60															3.60	Cook
Itasca																0.00	Itasca
Koochiching	9.27 ¹			0.12												9.39	Koochiching
Lake	4.82 ¹	0.56				10.31				7.30						22.99	Lake
Pine	9.25															9.25	Pine
St. Louis	19.14 ¹									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	14.90	0.00	0.00	0.00	0.00	0.00	75.59	District 1 Totals

Beltrami	7.53 ¹	0.16				2.10 ²										9.79	Beltrami
Clearwater	0.30 ¹	1.00														1.30	Clearwater
Hubbard	1.85	0.26	0.06													2.17	Hubbard
Kittson	6.60 ¹															6.60	Kittson
Lake of Woods	0.89					7.65										8.54	Lake of Woods
Marshall	15.00 ¹	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	2.10	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 ²										13.82	Aitkin
Benton	3.18 ¹															3.18	Benton
Cass	7.90					2.80 ²										10.70	Cass
Crow Wing	13.00 ¹															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 ²										9.70	Morrison
Sherburne	5.42												26.68			32.10	Sherburne
Stearns	0.78		3.90		0.25						29.24					34.17	Stearns
Todd	1.90 ¹															1.90	Todd
Wadena																0.00	Wadena
Wright	0.45		1.38												7.77	9.60	Wright
District 3 Totals	40.53	0.74	5.88	0.00	0.25	19.62	0.00	0.00	0.00	0.00	29.24	0.00	26.68	0.00	7.77	130.71	District 3 Totals

History of CSAH Additional Mileage Requests

OCTOBER, 2006

Approved by the County Engineers' Screening Board

County	1958- 1970	1971- 1976	1977- 1982	1983- 1987	1988- 1992	1993- 1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	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 ¹															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	0.11	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	24.99								22.13		59.58	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 ¹	5.15	0.12		3.50	38.12										58.98	Scott
District 5 Totals	21.12	5.87	0.97	0.08	13.92	63.11	0.00	0.00	0.00	11.70	0.00	0.00	0.00	22.13	0.00	138.90	District 5 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 ¹		0.09													13.20	Mower
Olmsted	15.32 ¹															15.32	Olmsted
Rice	1.70															1.70	Rice
Steele	1.55															1.55	Steele
Wabasha	0.43 ¹	0.30														0.73	Wabasha
Winona	7.40 ¹															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	44.03	District 6 Totals

History of CSAH Additional Mileage Requests

OCTOBER, 2006

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	Total Miles To Date	County
Blue Earth	15.29 ¹		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								0.54				1.14	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	3.46	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.00	63.24	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 ¹															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	39.73	District 8 Totals

Chisago	3.24				2.20											5.44	Chisago
Dakota	1.65 ¹	2.47		2.26			35.63									42.01	Dakota
Ramsey	10.12 ¹	0.61		1.13												11.86	Ramsey
Washington	2.33 ¹	0.40	0.33	1.33	8.05	18.52										30.96	Washington
District 9 Totals	17.34	3.48	0.33	4.72	10.25	18.52	35.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90.27	District 9 Totals

Totals	339.03	25.65	11.39	7.49	26.41	117.60	39.09	0.00	0.00	26.60	29.24	0.54	26.68	22.13	7.77	683.44	Totals
---------------	---------------	--------------	--------------	-------------	--------------	---------------	--------------	-------------	-------------	--------------	--------------	-------------	--------------	--------------	-------------	---------------	---------------

¹ Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

² Great River Road Mileage Added to system in 1994 by Administrative Decision of the State Aid Division Director.

Banked CSAH Mileage

October, 2006

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, 2006 is included.

County	Banked Mileage Available	Year Made Available
Beltrami	1.30	2002 & 2004
Blue Earth	0.55	2000 & 2003
Brown	0.56	1999
Carlton	0.88	92, 94 & 2001
Carver	0.95	2001
Cass	0.55	2002
Chippewa	0.71	1999
Clay	3.60	1993 & 1997
Clearwater	0.60	1997
Cottonwood	1.00	2004
Dakota	2.17	2000 & 2004
Dodge	1.56	1994, 2000, 2005
Douglas	3.06	1992 & 2002
Faribault	2.54	1993
Fillmore	0.06	2005
Goodhue	1.78	2003
Hennepin	3.72	99, 02 & 04
Hubbard	0.40	2002
Isanti	0.22	1992
Itasca	0.15	1997
Jackson	0.12	2006
Kanabec	0.98	2005
Kandiyohi	2.20	1993, 2003, 2004, 2006
Kittson	0.26	1999
Koochiching	1.13	1994, 95, 98 & 03
Le Sueur	0.80	2003 & 2004
Lincoln	1.70	1996, 2002 & 2003
Marshall	0.61	2004
McLeod	1.19	97, 03, 04, 05
Meeker	0.81	2001 & 2003

County	Banked Mileage Available	Year Made Available
Morrison	0.25	2001
Nicollet	0.52	1999, 2005
Nobles	0.07	1997
Norman	0.91	1997 & 2002
Olmsted	0.92	1997, 1998 & 2004
Otter Tail	0.06	1998
Pennington	0.35	1995
Pine	0.66	2001
Pipestone	0.10	1996
Pope	0.42	2002
Ramsey	2.04	2004, 2006
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	1.16	1996, 2005
Scott	0.82	2001
Sibley	0.01	1995
Stearns	0.90	1997, 2001, 2005
Steele	0.90	1999
Stevens	1.78	1998 & 2001
Todd	0.78	1999, 2000, 2005
Wabasha	1.51	93,98,2002 & 2003
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Watsonwan	1.04	2003, 2006
Wright	2.93	1997, 2001, 2002, 2006
Yellow Medicine	0.78	1993, 1995 & 2001
Total Banked Mileage	60.97	

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

July 15, 1998

STATE AID MANUAL

Fig. E 5-892.101

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

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: August 9, 2006

TO: Manager, State Aid Needs Unit — Kimberlie DeLaRosa

FROM: Steven Kirsch, District State Aid Engineer

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

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,
or is functionally classified as collector or arterial



Connects towns, communities, shipping points, and markets within a county or in adjacent counties,



or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,



or serves as a principal rural mail route and school bus route.



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 0.92
+ Revoked 20.53
- Requested 41.29
= Balance 19.84

Comments: _____

RECOMMENDED APPROVAL OR DENIAL: _____

Steven Kirsch
District State Aid Engineer

August 9, 2006
Date

RECOMMENDED APPROVAL OR DENIAL: _____

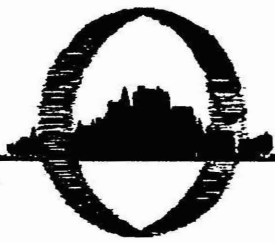
Manager, State Aid Needs Unit

Date

APPROVAL OR DENIAL: _____

State Aid Engineer

Date



COUNTY OF

Olmsted

PUBLIC WORKS DEPARTMENT
2122 CAMPUS DR SE - SUITE 200
ROCHESTER MN 55904-4744
www.olmstedpublicworks.com
507.285.8231

August 1, 2006

Mr. Steve Kirsch, District 6 State Aid Engineer
Minnesota Department of Transportation
2900 48th St NW
Rochester, MN 55901-5840

RE: Comprehensive County State Aid System Study and Mileage Request for Olmsted County

Dear Mr. Kirsch:

Olmsted County has prepared for review and consideration by the County State Aid Screening Board this study of the County State-Aid Highway System in Olmsted County, which summarizes a program of proposed changes to the CSAH system involving a combination of mileage revocation and transfer actions supplemented by a request, documented in this report, to add an additional 20.03 miles of County State-Aid Highway to the system in Olmsted County. The proposed modifications to the CSAH system are based on consideration of the rules governing designation of State Aid routes, completed and planned changes in the state trunk highway system and the implication of these changes on the supporting county road network, consideration of development and traffic growth trends in Olmsted County, and recommendations included in the Rochester-Olmsted Council of Governments (ROCOG) 2035 Long Range Transportation Plan, which was adopted in August of 2005.

We have chosen to prepare a report presenting revocation / transfer proposals and additional mileage needs as a single implementation package because we feel it does a better job of illustrating the ultimate reconfiguration of the State Aid system and provides needed context to understand the changes being proposed. In addition, since some of the proposed changes involve future routes that depend on improvements that will be implemented by other road authorities such as MNDOT, we would ask for consideration of approval of a system plan at this time with the recognition that the implementation of changes will need to be phased in over a period of years.

The report provides documentation of the proposed changes including mapping illustrating the location of proposed CSAH designation changes and information on each route. If you have any questions, please feel free to contact me at 507-285-8231 or via e-mail at sheehan.michael@co.olmsted.mn.us

Sincerely,

Michael Sheehan, P.E.
Olmsted County Highway Engineer

Summary of Proposed Changes to the County State Aid Highway System in Olmsted County

Olmsted County currently has 315.67 miles of County State Aid Mileage, including 0.92 miles of banked mileage. This County State Aid System Study proposes a five phase program of changes to the State Aid system that would require the addition of 20.03 additional miles of state aid highway to implement. Table 1 on the next page summarizes the five phases proposed, which involves 25 separate route revocation and/or route establishment actions that would be needed to fully implement the plan. Phases 1 through 3 of the program do not require the addition of new mileage to the system to accomplish; these phases can be achieved through revocation and establishment of route mileage that can be done administratively. Phase 4 is the initial step in the program where the approval of new mileage would be needed to implement the changes described.

Olmsted County has completed an assessment of county roadway network based on recommendations regarding functional classification found in the ROCOG Long Range Transportation Plan, the criteria for state aid designation found in MN Rule 8820.0600, expected changes in urban growth boundaries and projected levels of future traffic. Information for individual routes identified in the table is presented in the section of the report following Table 1 and Figure 8 beginning on page 21.

The key objectives Olmsted County has attempted to achieve with the proposed plan of system changes is designation of a County State Aid Highway network focused on having roads classified as Strategic Arterials or Regional Major Arterials according to the ROCOG Functional Designation Map (*Figures 4 & 5*), supplemented by Regional Secondary Arterials or Primary Collectors where needed to insure connectivity of the system or to provide regional access to key land use areas. This philosophy promotes a system where the CSAH system delivers traffic to the urban arterial system of municipalities but does not penetrate into or through the core of urban areas except where the road serves a larger regional travel function through the municipality. The application of this philosophy is found in the Rochester urbanized area, where revocation of CSAH system route stubs inside the CSAH 22 beltway is proposed, and in the cities of Oronoco and Eyota.

In summary, the proposed system changes would result in the following change to the County State Aid System:

o	<u>Current County State Aid Mileage:</u>	<u>+315.67 miles</u>
o	<u>Current banked miles of CSAH</u>	<u>0.92 miles</u>
o	<u>Net miles proposed for addition to CSAH system:</u>	<u>+ 19.83 miles</u>
o	<u>Total Miles with proposed changes:</u>	<u>+335.50 miles</u>

Figure 7 on page 19 illustrates the location of the proposed CSAH changes being described in Table 1 on the next page. (use the Map ID # in the first column to cross reference the table to the map). Beginning on page 21 are detailed summaries of each proposed change.

TABLE 1**SUMMARY OF PROPOSED CSAH SYSTEM REVISIONS FOR OLMSTED COUNTY**

Map ID		Total Mileage	Candidate Change	Designated Mileage	Banked Mileage	New Mileage
	Olmsted County Mileage (1/1/06)	315.67		314.75	0.92	

Phase I: CSAH 31 Revocation and Transfer to CSAH 12 & CSAH 18

Note: As of date of this report (8/1/06) Olmsted County had initiated action on items 2a, 2b, 3a and 3b but City of Oronoco has not acted on resolutions approving proposed state aid changes

1 (page 22)	Revoke designation on CSAH 31 in New Haven Twp	315.67	(3.34)	311.41	4.26	
2a (page 23)	Revoke existing CSAH 18 connection to TH 52	315.67	(0.13)	311.28	4.39	
2b (page 23)	Establish new CSAH 18 connection to TH 52 on CR 112 and new alignment	315.67	1.39	312.67	3.00	
3a (page 24)	Revoke existing CSAH 12 connection to TH 52	315.67	(0.24)	312.43	3.24	
3b (page 24)	Establish new north side and south side connections for CSAH 12 to TH 52	315.67	1.26	313.69	1.98	

Phase 2(A): Revocation of Existing CSAH Designations

4 (page 25)	CSAH 2 from CSAH 22 to MSAS Rt.110 in the City of Rochester	315.67	(1.34)	312.35	3.32	
5 (page 26)	CSAH 9 from CSAH 22 to MSAS Rt 105 in the City of Rochester	315.67	(0.96)	311.39	4.28	
6 (page 26)	CSAH 4 from CSAH 22 to MSAS Rt. 104 in the City of Rochester	315.67	(2.58)	308.81	6.86	
7 (page 26)	CSAH 34 from TH 52 to CSAH 22 in the City of Rochester	315.67	(1.49)	307.32	8.35	
8 (page 26)	CSAH 25 from CSAH 22 to TH 63 in the City of Rochester	315.67	(1.23)	306.09	9.58	
9 (page 27)	CSAH 7 from TH 14 to MN 42 in the City of Eyota	315.67	(0.89)	305.20	10.47	

Phase 2(B): Transfer of Revoked Mileage to New Routes

10 (page 28)	Designation of CR 104/60th Ave from TH 14 to CSAH 14	315.67	5.18	310.38	5.29	
11 (page 30)	CR 112 from CSAH 18 to CSAH 14	315.67	4.10	314.48	1.19	

Phase 3: Swap of CSAH 22 / 37th for 55th St with City of Rochester

12a (page 32)	Revocation of 37th St as CSAH 22	315.67	(2.24)	312.24	3.43	
------------------	----------------------------------	--------	--------	--------	------	--

TABLE 1 (Continued)**SUMMARY OF PROPOSED CSAH SYSTEM REVISIONS FOR OLMSTED COUNTY**

Map ID		Total Mileage	Candidate Change	Designated Mileage	Banked Mileage	New Mileage
12b (page 33)	Designation of 55th St as new CSAH 22	315.67	3.24	315.48	0.19	

Phase 4: Designation of New State Aid Mileage

13 (page 34)	CR 112 from CSAH 14 to CSAH 22 (55th St)	317.45	1.98	317.45	0.00	1.79
14 (page 36)	Designation of CR 124 /48th St NE from TH 63 to CSAH 11	321.43	3.98	321.43	0.00	5.77
15 (page 38)	Designation of CR 104 from TH 14 to CR 117	326.25	4.82	326.25	0.00	10.59
16 (page 40)	Designation of Willow Creek Cross-Connector from CR 104 to TH 52 @ CSAH 36	334.73	8.48	334.73	0.00	19.06

Phase 5: Completion implementation of TH 52 North / Oronoco to Pine Island Subarea Plan

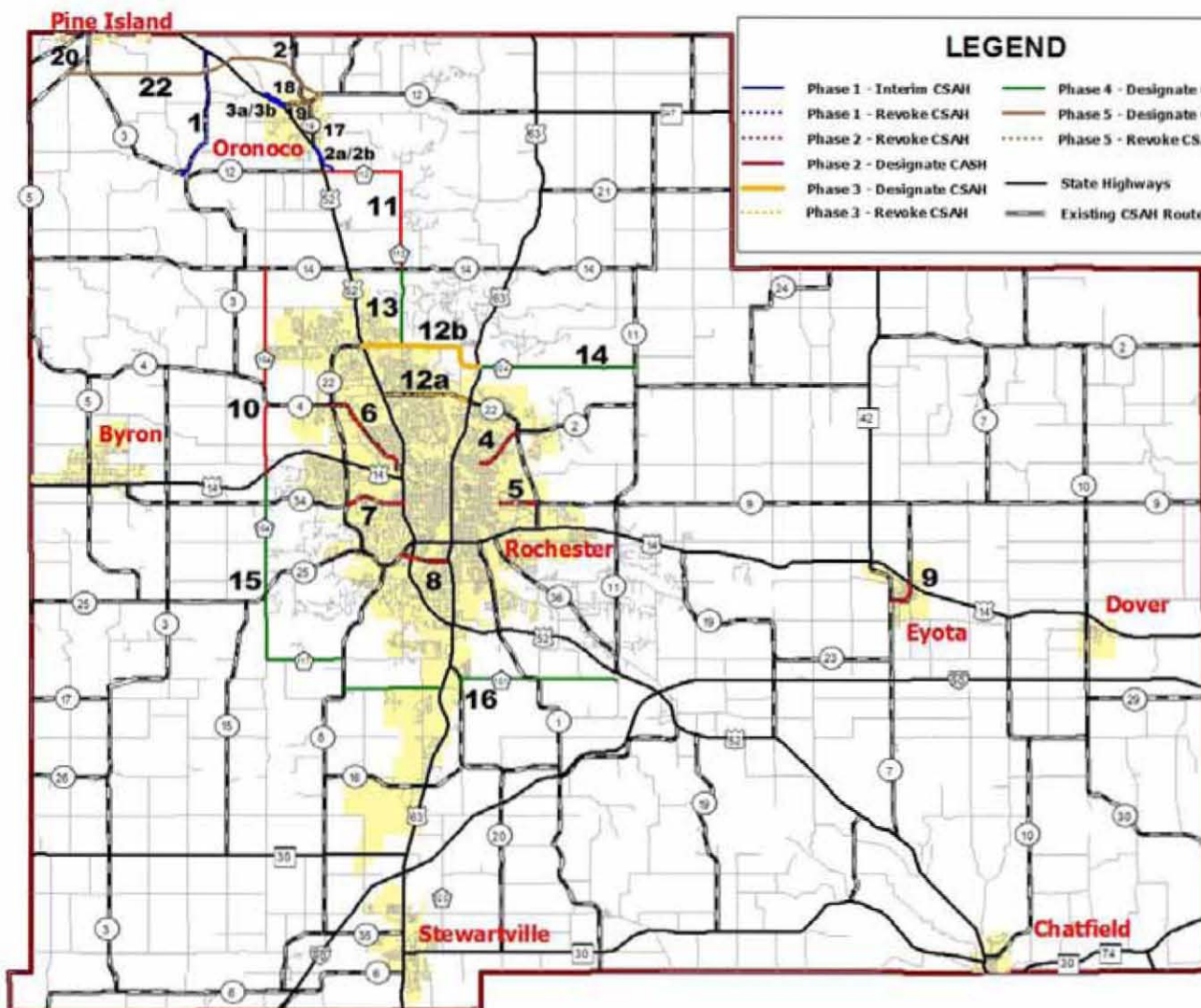
17 (page 43- 44)	Revoke designation of CSAH 18 from TH 52 to North limits of the City of Oronoco including interim mileage designated in #2b above	334.73	(2.42)	332.31	2.42	19.06
18 (page 43- 44)	Revoke designation of CSAH 18 from CSAH 12 to 53rd Ave NW in Oronoco Township	334.73	(0.86)	331.45	3.28	19.06
19 (page 43- 44)	Revoke designation of CSAH 12 from 44th Ave to TH 52 in the City of Oronoco including interim mileage designated in #3b above	334.73	(2.13)	329.32	5.41	19.06
20 (page 43- 44)	Revoke designation of CSAH 5 in New Haven Twp from CR 113 to CSAH 3	334.73	(0.68)	328.64	6.09	19.06
21 (page 45)	Designate new CSAH 12 from 44th Ave NW to TH 52 in Oronoco/New Haven Twp	334.73	2.74	331.38	3.35	19.06
22 (page 47)	Designate new CSAH 5 from CR 113 to TH 52 along alignment of 125th St	335.50	4.12	335.50	0.00	19.83



OTES and COMMENTS

[illegible]

FIGURE 8: PROPOSED CHANGES IN OLMSTED COUNTY STATE AID SYSTEM



Summary of Proposed CSAH System Revisions

**Olmsted County
2006**

[illegible]

Report of the CSAH Mileage Subcommittee

October, 2006

Committee Members: John Brunkhorst, Chair, McLeod County
Jim Grube, Hennepin County
Bruce Hasbargen, Lake of the Woods County

Others Attending: Mike Sheehan, Olmsted County
Kaye Bieniek, Olmsted County
Charlie Reiter, Olmsted County
Steve Kirsch, Dist. 6 DSAE
Kim DeLaRosa, CSAH Needs Manager
Lisa Krenz, CSAH Needs

Request review: Addition of 19.84 miles in Olmsted County

Additional Miles Requested	41.29
Removals (includes 0.92 Banked Miles)	<u>21.45</u>
Total Mileage Request	19.84

The CSAH Mileage Subcommittee and others in attendance met at the Olmsted County Highway Public Works Office on September 22nd at 9:00 to tour the mileage request submitted by Olmsted County with the meeting concluding at 3:15 pm. The meeting began with a review of the request and questions followed by a tour of all of highway segments included in the mileage request. Following the tour, the Mileage Subcommittee discussed the request at length and prepared our draft recommendations for the Screening Board consideration. The Sub-committee had previously had a conference call on September 1, 2006 from 12:30 – 3:30 where Charlie Reiter explained in greater detail the proposal.

General Discussion:

- The city of Rochester has agreed to take the proposed turnbacks to the city over a period of several years.
- The committee acknowledged the detailed proposal and the options they have to work with.
- It was noted that the percentages of Olmsted County roadways fall below the statewide average.

Detailed Recommendations:

1. CSAH 31 – CSAH 3 to TH 52.

(3.34) Miles

Revoke.

Gravel surface, ADT 140.

Recommend **Approval**

2a. CSAH 18 – TH 52 to 0.13 mi east.

(.13) Miles

Revoke existing connection to TH 52. Access closed due to reconstruction of TH 52.

Recommend Approval

2b. CSAH 18 – TH 52

1.39 Miles

Establish a new connection to TH 52 and new alignment at grade

Recommend Approval

3a. CSAH 12 – TH 52 to 0.24 mi east.

(.24) Miles

Revoke existing connection to TH 52, Access closed due to reconstruction of TH 52.

Recommend Approval

3b. CSAH 12 – TH 52

1.26 Miles

Establish a new north and south side connection to TH 52 with right-in and right-out access.

Recommend Approval

4. CSAH 2 – CSAH 22 to MSAS 110.

(1.34) Miles

Turnback to the city of Rochester.

Recommend Approval

5. CSAH 9 – CSAH 22 to MSAS 105.

(0.50) Miles

Turnback to the city of Rochester

Recommend Approval

6. CSAH 4 – CSAH 22 to MSAS 104.

(2.58) Miles

Turnback to the city of Rochester

Recommend Approval

7. CSAH 34 – CSAH 22 to TH 52.

(1.49) Miles

Turnback to the city of Rochester.

Recommend Approval

8. CSAH 25 – CSAH 22 to TH 63.

(1.23) Miles

Turnback to the city of Rochester

Recommend Approval

9. CSAH 7 – CSAH 22 to MN 42.

(0.89) Miles

Turnback to the city of Eyota

Recommend Approval

10. **CR 104/60th Ave – TH 14 to CSAH 14.**
5.18 Miles
Planned as part of the outer beltway around the city of Rochester
Recommend Approval
Contingent upon revocation of CSAH 3 between CSAH 4 and TH 14 (2.70) miles.
11. **CR 112 – CSAH 18 to CSAH 14.**
4.10 Miles
Designated a major arterial, an alternate route to TH 52 between Oronoco and Rochester. Services a major suburban development area. Rebuilt in 2006, goes on the system as adequate.
Recommend Approval
- 12a. **CSAH 22 (37th St NW) – TH 63 to TH 52.**
(2.24) Miles
Turnback to the city of Rochester. 37th Street is limited by IBM campus and other development to extend and connect with CSAH system to the west.
Recommend Approval
- 12b. **55th Street – TH 63 to TH 52**
3.24 Miles
Designate as new CSAH 22. Will enhance the function of CSAH 22 as an inner beltway by reducing the indirect traffic routing.
Recommend Approval
13. **CR 112 – CSAH 14 to CSAH 22.**
1.98 Miles
Route provides alternate route to TH 52 for travel between Oronoco and Rochester. Services a major suburban development area. Reconstruction in 2006 goes on the system as adequate.
Recommend Approval
14. **CR 124 – TH 63 to CSAH 11.**
3.98 Miles
The east-west connection across the north side of Rochester.
Recommend Denial
No immediate construction planned, premature to put on the system.
15. **CR 104 – TH 14 to CR 117.**
4.82 Miles
West corridor of a larger outer strategic arterial ring road system proposed to serve regional travel.
Recommend Approval 4.1 miles
Contingent on revocation of current CSAH 15 between CR 117 and CSAH 25.

16. **Willow Creek Cross Connector – CR 104 to TH 52 @ CSAH 36.**
8.48 Miles
Will provide critical east-west arterial service now lacking in the area. Should reduce travel demands on TH 63.
Recommend Approval – 1.7 Miles
17. **PHASE 5**
Net mileage of 0.77 miles
Completion of TH 52 North/Oronoco to Pine Island Subarea.
Recommend Denial
Committee felt this is premature at this time but would fit the CSAH system in the future.

COMMITTEE RECOMMENDATION:

The committee would like to acknowledge the effort Olmsted County made by identifying other routes in the county that cross the borders with neighboring counties that should be considered for revocation because of low ADTs or proximity issues. The committee agrees with the county that they should be revoked and the mileage transferred to more fitting locations. This decision is out of the scope of the mileage sub-committee but should be addressed by either the DSAEs or other mediators.

The Mileage Subcommittee does recommend approval of **22.95** miles of the Olmsted County request. However, Olmsted County must first use their **0.92** mile of banked mileage and must revoke the specified **16.68** miles. We are hereby recommending **5.35** miles.

The Mileage Subcommittee wishes to thank Mike Sheehan and his staff for their professional work in providing us with the detailed information that is necessary to review a mileage request and for spending the day with us providing answers to our questions as we viewed the routes.

The full mileage request & system study is available electronically by contacting the County State Aid Needs office.

Historical Documentation for the Anoka County CSAH Mileage Request

October, 2006

Anoka County CSAH mileage (12/05)	287.21
Requested Additions (10/05)	22.67
Banked Mileage	(0.54)
TOTAL	309.34

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
1/1/2006	Beginning Balance	0.00	287.21	287.21
12/5/2006	Banked Mileage	(0.54)	287.21	286.67
12/5/2006	Revoke Portion CSAH 19	(3.30)	286.67	283.37
12/5/2006	Designate CSAH 62	3.47	283.37	286.84
12/5/2006	Designate CSAH 76	2.80	286.84	289.64
12/5/2006	Designate CSAH 85	1.90	289.64	291.54
				0.00

This designation is left to be completed:

	<u>Miles</u>
*A. CR 116 - CSAH 83 To CSAH 57	2.39
B. CR 56 - HWY 10 To CSAH 5	3.00
F. CR 54 - I-35E To CSAH 14	2.89
H. CR 102 - CSAH 2 To TH 47	2.08
K. CR 3 - CSAH 1 To TH44	1.58
L. CR 154 - CSAH 21 To CR 54	0.75
P. CR 58 - CSAH 9 To CSAH 18	<u>5.12</u>
Total Remaining to Designate	17.81

* See October 2005 County Screening Board Data Booklet, pp. 82-84, for detailed recommendations.

Historical Documentation for the Carver County CSAH Mileage Request

October, 2006

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

Historical Documentation for the Dakota County CSAH Mileage Request

October, 2006

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

Historical Documentation for the Lake County CSAH Mileage Request

October, 2006

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)

Historical Documentation for the St. Louis County CSAH Mileage Request

October, 2006

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

Historical Documentation for the Washington County CSAH Mileage Request

October, 2006

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).

Historical Documentation for the Wright County CSAH Mileage Request

October, 2006

Wright County CSAH mileage (1/06)	403.00
Banked miles	(0.27)
Approved Revocations	(14.35)
Approved Additions	22.39
TOTAL	410.77

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-06	Beginning Balance	0.00	403.00	403.00

These revocations need to be completed:

CSAH 37 (CSAH 19 to 70th St NE)	(4.10)
CSAH 19 (CSAH 34 to CSAH 39)	(8.75)
CSAH 37 (Kaber/Jaber int to CSAH 19)	(1.50)
	(14.35)

These designations are left to be completed:

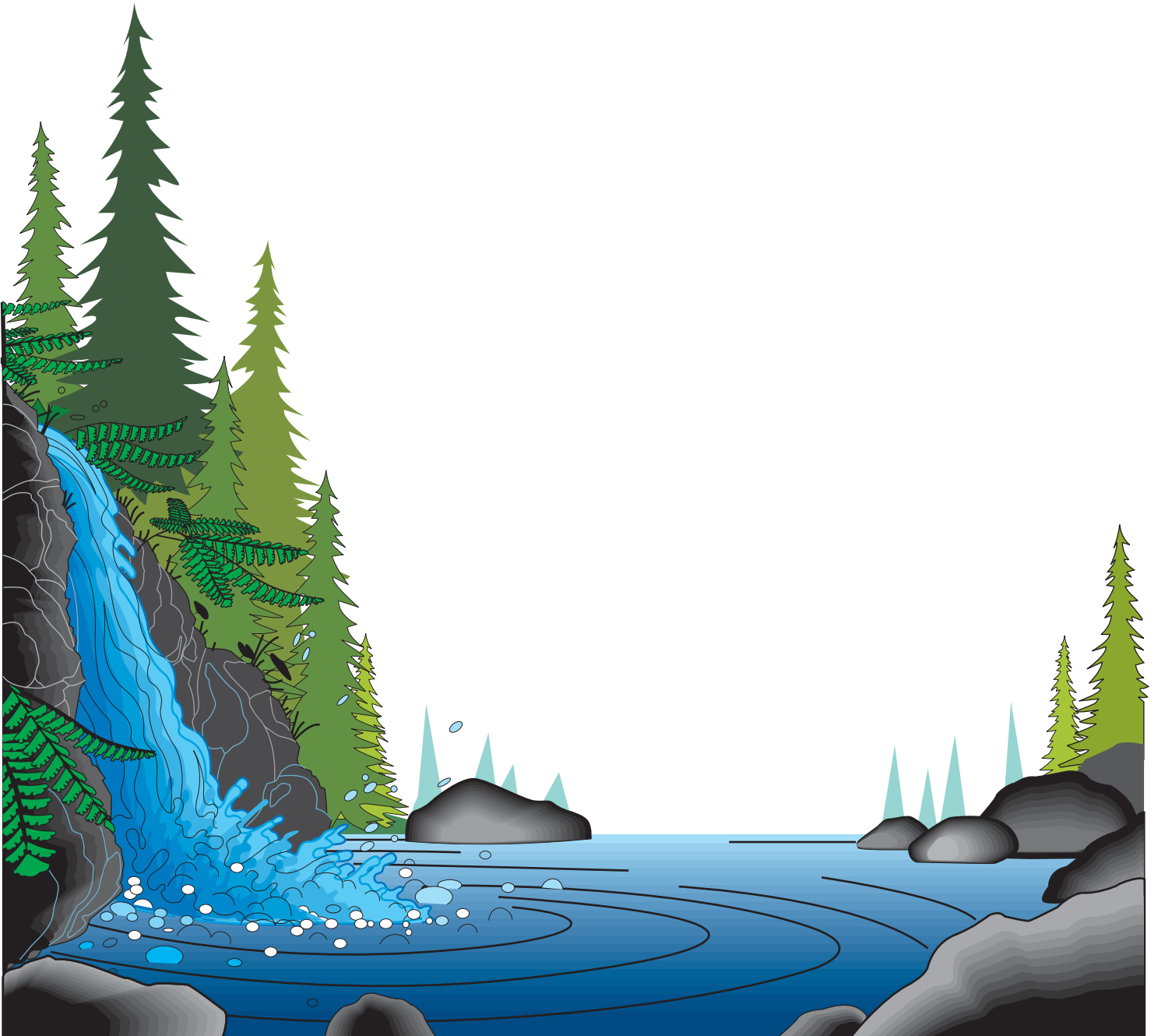
CR 115 (TH 25 to TH 55)	5.20
50th St NE (CSAH 18 to Naber Ave NE	1.48
70th St NE (CSAH 37 to CSAH 19)	3.00
70th St NE (Kadler Ave NE to CSAH 19)	1.00
Naber Ave NE (50th St NE to TH 241)	0.85
Kadler Ave NE (Mississippi River to 70th St NE)	2.48
Kalder Ave NE (CSAH 33 to 70th St NE)	7.80
CSAH 35 (west jct CSAH 35 to CSAH 19)	0.58
	22.39



OTES and COMMENTS

[illegible]

STATE PARK ROAD ACCOUNT



State Park Road Account

October, 2006

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.

Minnesota Department of Natural Resources

500 Lafayette Road • St. Paul, MN • 55155-4037

SAP 074-640-004



Gene Merriam, Commissioner
651-259-5555

April 27, 2006

Carol Molnau
Lt. Governor/Commissioner
Minnesota Department of Transportation
395 John Ireland Blvd.
St. Paul, MN 55155

MAY 2006
Commissioner's Office
Department of
Transportation

Dear Lt. Governor Molnau:

Minnesota Statutes Section 162.06 Subdivision 5 authorizes funds for "...the reconstruction, improvement, repair and maintenance of county roads, city streets and town roads that provide access to public lakes, rivers, state parks, and state campgrounds... the Commissioner of Natural Resources shall obtain a written comment on the project from the county engineer of the county requested to undertake the project."

This letter serves as notice that \$110,000 of the 2006 State Park Fund is hereby authorized to Steele County for improvements to CSAH 40, which provides access to Rice Lake State Park.

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

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

www.dnr.state.mn.us

AN EQUAL OPPORTUNITY EMPLOYER



PRINTED ON RECYCLED PAPER CONTAINING A MINIMUM OF 10% POST-CONSUMER WASTE

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

Sincerely,



Gene Merriam
Commissioner

Attachments: Minimum Standards

CC: Farideh Amiri, State Aid Project Engineer
Gary Bruggeman, Steele County Engineer
Larry Peterson, State Parks

File: 466



Historical Review of 2004 State Park Road Account

October, 2006

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 *
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 *
Watsonwan		83-600-01	City	James Lake Park Access Road in St James; access to St. James Lake	road improvements	30,892
June Total =						\$2,166,422
<u>PROJECTS ADDED AFTER JUNE 2004</u>						
Anoka		02-600-13	Twp	Hornsby St in Columbus Township; access to Clear Lake	road improvements	15,900
Waseca	10/04	81-604-21 81-613-05	CSAH	CSAH 4 & 13; access to Clear Lake	road improvements	65,000
TOTAL:						\$2,247,322

* Supplement to a previous allocation

Historical Review of 2005 State Park Road Account

October, 2006

2005 Allotment \$2,709,838

2005 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Anoka		02-600-14	Co. Rd.	Twin Lakes County Park access road to East Twin Lake	road improvements	\$50,000
Beltrami	10/03	04-619-06	CSAH	CSAH 19; access to Lake Bemidji State Park	road improvements	\$1,200,000 *
Crow Wing		18-600-27	Twp	Cullen Channel Lane: access to Middle Cullen Lake	road improvements	\$65,000
Goodhue		25-600-04	Twp	Sunset Trail; access to Doer Memorial Hardwood Forest & Cannon Riv	road improvements	\$180,000
Goodhue	06/02	25-628-03	CSAH	CSAH 28; Access to Frontenac State Park	road Improvements	\$17,683 *
Itasca		31-600-08	Co.Rd.	Co.Rd 527; access to South Sturgeon Lake	road improvements	\$150,000
McLeod		43-600-02	Co. Rd.	CO. Rd; Pipeburg Co. Park, access to Belle Lake	road improvements	\$55,000
Otter Tail		56-600-23	Twp	Beaver Dam Twp Rd; access to Star Lake	road improvements	\$101,000
Scott		70-600-09	Twp	Twp 57; access to Mn Valley State Recreation Area	road improvements	\$225,000 *
Sherburne		71-600-03	Twp	233rd Ave Orrock Twp: access to Sand Dunes State Forest	road improvements	\$300,000
Wright		86-600-05	Twp	Armitage Ave Silver Ck Twp; access to Eagle Lake	road improvements	\$100,000

TOTAL: \$2,443,683

PROJECTS ADDED AFTER JUNE 2005

Becker		03-600-09		Wolf Lake Twp Road 0.7 mi access to Wolf Lake	road Improvements	\$46,118
Big Stone		06-600-02		Mallard Point Township Road; access to Big Stone Lake	road Improvements	\$130,378 *
Douglas		21-600-10	Twp	CR 108; Access To Little Cchippewa Lake	road Improvements	\$256,883
Douglas		21-600-14	Twp	Sandy Beach Road; access to Lake Miltna	road Improvements	\$30,000 *
Goodhue	06/02	25-628-03	CSAH	CSAH 28; Access to Frontenac State Park	road Improvements	\$780 *
Isanti		30-600-04	Twp	277th Ave; access to Blue Lake	road Improvements	\$78,000 *
Steele		74-640-	CSAH	CSAH 40; Rice Lake State Park	road Improvements	\$100,000

TOTAL: \$3,085,842

* Supplement to a previous allocation

Historical Review of 2006 State Park Road Account

October, 2006

2006 Allotment \$2,693,118

2006 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Kittson		35-607-020	CSAH	Between CSAH 20 & CSAH 14 to Devil's Playground Wildlife Management Area	Reconstruction	\$350,000
Pine		58-600-007	City	Doc Street, city of Willow River; access to Willow River Forestry Campground	Road Improvements	\$25,000 *
Wright		86-600-05	Twp	Armitage Ave Silver Ck Twp; access to Eagle Lake	Road Improvements	\$221,601 *
Goodhue		25-600-004	Co Rd	Sunset Trail in Cannon Falls	Road Improvements	\$180,000
						\$776,601

PROJECTS ADDED AFTER JUNE 2006

Aitkin		01-600-014	Twp	Access to Little Willow River Wildlife Management area.	Road Improvements	\$75,000
Big Stone		06-600-003	Co Rd	Meadow Brook Rd, access to Big Stone Lake	Road Improvements	\$175,000
Big Stone		06-600-003	Co Rd	Meadow Brook Rd, access to Big Stone Lake	Road Improvements	\$49,576 *
Cass		11-600-015	Twp	Sylvan Twp Rd., access to Pillsbury State Forest	Road Improvements	\$300,000
Chisago		13-600-009	Co Rd	Franconia Trail, access to the St. Croix River	Road Improvements	\$94,000
Crow Wing		18-600-028	Co Rd	Kego Lake Rd., access to Kego Lake	Road Improvements	\$100,000
Douglas		21-600-017	Co Rd	Sugar Sand Way & Sugar Sand Lane, access to Lake Ida	Road Improvements	\$20,000
Douglas		21-600-018	Co Rd	Cty. Rd. 108, access to Chippewa Lake	Road Improvements	\$130,000
Houston		28-601-006	CSAH	CSAH 1; access to Beaver Creek Valley State Park	road improvements	\$115,000 *
Isanti		30-600-005	Co Rd	Access to Becklin Homestead Park/Wildlife Management area	Road Improvements	\$100,000
Lake		38-600-015	Co Rd	Marina Drive, access to Lake Superior	Road Improvements	\$90,000
St. Louis		69-600-036	Twp	Esker Trail, access to State Forest lands & Fish Lake	Road Improvements	\$270,000
Steele		74-640-004	CSAH	CSAH 40, access to Rice Lake State Park	Road Improvements	\$110,000
						\$2,405,177

* Supplement to a previous allocation



CSAH 20-Year Traffic Projection Factors

(For Use in the 2006 C.S.A.H. Needs Study)

October, 2006

The map on the following page indicates the 20-year traffic projection factors used for the 2006 Needs Study.

For those counties whose traffic was counted in 2005 and for which we received traffic maps in 2006, two factors are shown. The first factor is the one used in the 2005 Needs Study and the second one was computed using 2005 traffic and has been used for the 2006 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.

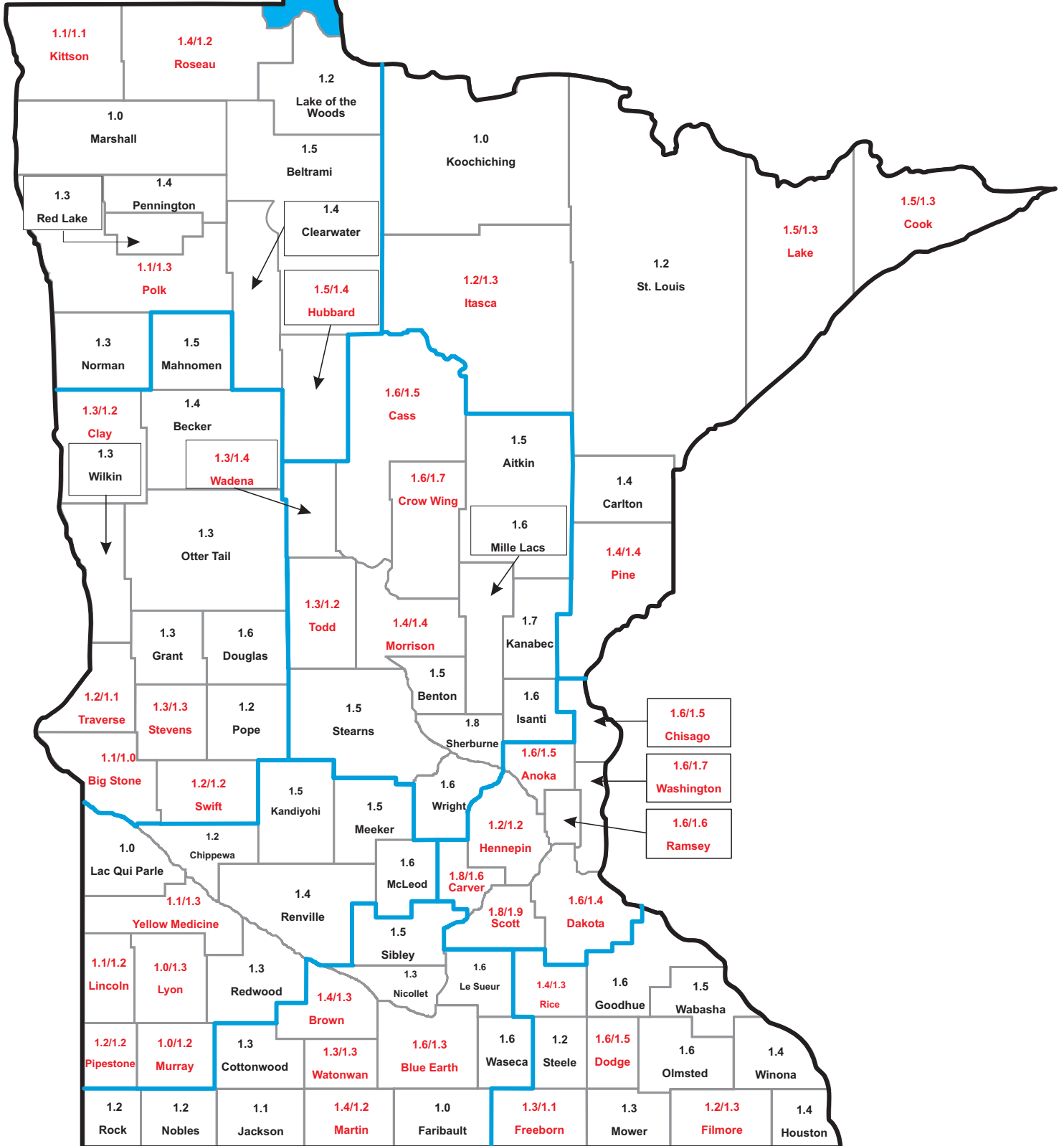
The following counties were counted in 2005 and we received new traffic maps in 2006.

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



CSAH 20-Year Traffic Projection Factors (For use in the 2006 Needs Study)

October, 2006



Old and new factors are shown for those counties whose traffic was counted in 2005 and for which the Needs Unit has received updated traffic maps.

Hardship Transfers

October, 2006

State Aid Rules 8820.1800 TRANSFER FOR HARDSHIP CONDITION OR LOCAL OTHER USE.

Subpart 1. **Hardship.** When the county board or governing body of an urban municipality desires to use a part of its state-aid allocation off an approved state-aid system, it shall certify to the commissioner that it is experiencing a hardship condition in regard to financing its local roads or streets while holding its current road and bridge levy or budget equal to or greater than the levy or budget for previous years. Approval may be granted only if the county board or governing body of an urban municipality demonstrates to the commissioner that the request is made for good cause. If the requested transfer is approved, the commissioner, without requiring progress reports and within 30 days, shall authorize either immediate payment of at least 50 percent of the total amount authorized, with the balance to be paid within 90 days, or schedule immediate payment of the entire amount authorized on determining that sufficient funds are available.

Hardship Transfers		
<u>CY 1997</u>		
Big Stone	\$600,000	Abnormal winter conditions
Grant	\$500,000	Abnormal winter conditions
Mahnomen	\$250,000	Abnormal winter conditions
Pennington	\$150,000	Snow & spring flooding
Pope	\$250,000	Abnormal winter conditions
Stevens	\$500,000	Abnormal winter conditions
Swift	\$100,000	Abnormal winter conditions
Traverse	\$480,000	Abnormal 1997 winter conditions
Traverse	\$420,000	Spring 1997 flood damage
	\$3,250,000	
<u>CY 2001</u>		
Pennington	<u>\$296,000</u>	#24 & #27 County Road System
	\$296,000	
<u>CY 2003</u>		
Traverse	<u>\$268,915</u>	Disastrous fire destroying
	\$268,915	Wheaton Hwy shop
<u>CY 2004</u>		
Kittson	<u>\$100,000</u>	wet weather, poor drying &
	\$100,000	heavy comm truck damage
Total	\$3,914,915	

Maintenance Facilities

October, 2006

Under Minnesota Statute, 162.08, Subd. 9, it allows the use of State Aid bond money to be used for the construction of maintenance facilities.

State Aid Rules 8820.1500, Subp. 11. **County or municipal bond account.** With regard to a county or municipal bond account, a county or urban municipality that resolves to issue bonds payable from the appropriate state-aid fund in accordance with law for the purpose of establishing, locating, relocating, constructing, reconstructing, or improving state-aid streets or highways and, for a county only, constructing buildings and other facilities for maintaining a county state-aid highway under its jurisdiction, shall certify to the commissioner within 30 days following issuance of the bond, the amount of the total obligation and the amount of principal and interest that will be required annually to liquidate the bonded debt. The commissioner shall set up a bond account, itemizing the total amount of principal and interest involved and shall annually certify to the commissioner of finance the amount needed from the appropriate state-aid construction fund to pay the principal due on the obligation, and the amount needed from the appropriate state-aid maintenance fund to pay the current interest. The total maximum annual repayment of funds loaned from the transportation revolving loan fund and state-aid bond funds that may be paid with state-aid funds is limited to 50 percent of the amount of the county's or urban municipality's last annual construction allotment preceding the bond issue. Proceeds from bond sales are to be expended only on approved state-aid projects and for items determined to be eligible for state-aid reimbursement. A county or urban municipality that intends to expend bond funds on a specific state-aid project shall notify the commissioner of this intent without delay upon awarding a contract or executing a force account agreement. Upon completion of each such project, a statement of final construction costs must be furnished to the commissioner by the county or the urban municipality. **Counties may only fund the portion of maintenance buildings and structures related to state-aid transportation maintenance operations.** If a building or structure or any portion of it is used for other than state-aid maintenance purposes during its useful life, the commissioner may determine an amount the county shall pay back to the county's maintenance account.

Maintenance Facilities		
CY 1997		
Cook	\$665,000.00	* Original Bond \$650,000-added 15,000 when refinanced
Rice	<u>108,004.47</u>	Computerized Fuel System
	\$773,004.47	
CY 1998		
Koochiching	\$118,543.41	International Falls Storage Shed
Lake of the Woods	300,872.29	Maintenance Facility
Pipestone	<u>31,131.16</u>	Fueling System & Remodeling
	\$450,546.86	
CY 1999		
Morrison	\$ 33,590.98	2 salt storage buildings
Waseca	<u>1,800,000.00</u>	* Maintenance Facility
	\$ 1,833,590.98	

Maintenance Facilities		
CY 2000		
Carver	\$343,632.04	Public Work Bldg
Mahnomen	422,867.00	Maintenance Facility
Pine	<u>363,848.03</u>	Sandstone Bldg Addition
	\$1,130,347.07	
CY 2001		
Carver	\$500,000.00	Public Work Bldg
Nobles	<u>500,000.00</u>	Maintenance Facility
	\$1,000,000.00	
CY 2002		
Carver	\$168,398.26	Public Work Bldg
Dodge	109,816.45	Access to maintenance facility
Hennepin	<u>260,000.00</u>	Salt/Sand storage facility-Orono
	\$538,214.71	
CY 2003		
Cottonwood	<u>\$90,458.55</u>	Salt shed
	\$90,458.55	
CY 2004		
Carlton	\$550,000.00	Maintenance Facility
Cottonwood	<u>147,429.02</u>	
	\$699,814.64	
CY 2005		
Dodge	\$160,000.00	Maintenance Facility
Morrison	1,134,368.89	Public Works Bldg
Swift	<u>417,102.00</u>	Admin office & Outshops
	\$1,711,470.89	
CY 2006		
Hubbard	\$280,000.00	Maintenance Facility
Kandiyohi	1,1645,76.40	Maintenance Facility (we paid 98%)
Meeker	100,000.00	Maintenance Facility
Pennington	65,000.00	Hwy facility upgrade
Renville	<u>313,500.00</u>	Franklin Facility
	\$2,823,076.40	
Total to Date	10,498,138.95	

* - Projects funded with bonds

MAINTENANCE FACILITIES – CURRENT PROCESS

Maintenance Facilities are eligible for State Aid funds when approved by the District State Aid Engineer (DSAE) and the State Aid for Local Transportation (SALT) Engineer.

- A resolution is required.
- Facilities may be financed with State Aid Bonds per Mn Statute 162.181, Subd. 1.
- Annual depreciation for this facility should not be charged to the CSAH system.

Approval Process

1. A request for approval must be sent to the DSAE and include the following:
 - Information regarding the use of the facility
 - Total estimated cost of the facility
 - What percent of the cost of the facility is attributable to State Aid
 1. This can be justified by:
 1. Percent of CSAH mileage to total mileage, or by
 2. Percent of CSAH expenditures to total cost

Lump sum payment requests may be approved. If a lump sum payment is preferred, it must be equal to or less than the amount approved based on the % method. Identify payment as a "lump sum" on the request.

2. DSAE reviews request, makes recommendation for reimbursement and forwards to SALT Engineer for review and final approval.
3. SALT Engineer notifies county of the approved percent or lump sum and forwards copy of county request and approval letter to State Aid Finance (SAF).

Partial Payment Process

1. County obtains State Aid Project number from SALT.
2. County submits State Aid Payment Request identifying the costs as Maintenance Facility in the "Other Costs" section of the form, for up to 95% of the estimated cost of the facility.
 - The amount requested should use the same percentage of total cost or lump sum amount as approved by SALT.
 - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities. Payment request may be sent directly to SALT.
3. If the facility is being funded with State Aid Bonds
 - The county must submit a bond schedule to SAF.
 - A State Aid Payment Request is required to be applied against the bond.
 - If the final cost is less than bond principal, excess funds must be repaid to the county or municipalities state aid account or bond principal payments reduced to total cost and remaining principal paid from local funds.

Final Payment Process

1. Once the facility has been constructed, a final payment request must be submitted to SALT.
 - If total cost exceeds 20% of the original approved amount, SAF will forward to SALT for approval.
 - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities.

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
MAY 31 & JUNE 1, 2006
ARROWWOOD RESORT

Chairman, Mitch Anderson, Stearns County Engineer called the meeting to order at 1:05 p.m., May 31, 2006.

ATTENDANCE

Roll call of members:

Chuck Schmit, Cook	District 1
Dan Sauve, Clearwater	District 2
Mitch Anderson, Stearns	District 3
Brad Wentz, Becker	District 4
Mitch Rasmussen, Scott	Metro
Roger Gustafson, Carver	Metro
John Grindeland, Fillmore	District 6
Wayne Stevens, Brown	District 7
Randy Groves, Murray	District 8
Don Theisen, Washington	Urban
Doug Fischer, Anoka	Urban
Mark Krebsbach, Dakota	Urban
Jim Grube, Hennepin	Urban
Ken Haider, Ramsey	Urban
Marcus Hall, St. Louis	Urban

Chairman, Mitch Anderson asked for a motion to approve the October 19 & 20, 2005 Screening Board Minutes held at Ruttger's Bay Lake Lodge near Deerwood. Motion by Marcus Hall and seconded by Ken Haider, motion passed unanimously.

Chairman Mitch Anderson had the secretary recognized the following alternates and other engineers in attendance:

Dave Christy, Itasca	District 1
Bruce Hasbargen, Lake of the Woods	District 2
John Welle, Aitkin	District 3
Brian Noetzelman, Pope	District 4
Bill Malin, Chisago	Metro
Guy Kohlhofer, Dodge	District 6
John McDonald, Faribault	District 7
John Brunkhorst, McLeod	District 8

Chairman Mitch Anderson asked the secretary to recognize the General Subcommittee: Chairman, Doug Fischer, Anoka County, Brian Giese, Stevens County and Anita Benson, Lyon County. And the Mileage Subcommittee, Chairman, John Brunkhorst, McLeod County, Jim Grube, Hennepin County and Bruce Hasbargen, Lake of the Woods County.

Roll call of MnDOT personnel:

Julie Skallman
Rick Kjonaas
Diane Gould
Mark Channer
Marshall Johnston
Walter Leu
Lou Tasa
Kelvin Howieson
Merle Earley
Steven Kirsch
Doug Haeder
Tom Behm
Mark Gieseke
Mike Kowski
Sharon LeMay

State Aid Engineer Division Director
Deputy State Aid Engineer
Manager, County State Aid Needs Unit
CSAH Needs
Manager, Municipal State Aid Needs Unit
District 1 State Aid Engineer
District 2 State Aid Engineer
District 3 State Aid Engineer
District 4 State Aid Engineer
District 6 State Aid Engineer
District 7 State Aid Engineer
District 8 State Aid Engineer
Metro District State Aid Engineer
Metro State Aid
Metro State Aid

Others in attendance were:

Virgil Hawkins, Asst. Wright
Wayne Fingalson, Wright
Dennis Luebbe, Rice
Sue Miller, Freeborn
Kaye Bieniek, Asst. Olmsted
Lee Amundson, Lincoln
Luke Hagen, Grant
Dave Robley, Douglas
Dave Halbersma, Pipestone
Nick Anderson, Big Stone
Doug Grindall, Koochiching
Nathan Richman, Waseca
Rick West, Otter Tail
Steve Kubista, LQP & Chippewa
Lyndon Robjent, Anoka
Bryan Pearson, Asst. Mille Lacs
Richard Larson, Mille Lacs
Kelly Bengtson, Kittson
David Enblom, Cass
Allan Goodman, Lake

ELECTION OF VICE-CHAIRMAN

Chairman Mitch Anderson informed the group that a vice chairman must be elected. Don Theisen nominated Mark Krebsbach, seconded by Doug Fischer; motion passed unanimously, congratulations Mark.

REVIEW OF SCREENING BOARD REPORT

Chairman Mitch Anderson asked Diane Gould to review the Screening Board book. Diane reviewed the report which she has previously done out in all the Districts. Chairman Mitch Anderson suggested that any action taken on the report should wait until Thursday, June 1, 2006. Since Diane has been out to the Districts the County Engineer changes have been: Winona County hired David Kraemer, Wadena County hired Joel Ullring and Wabasha County is vacant.

- A) General Information - pages 1-5, Trend of CSAH Unit Prices
No comments or questions.

- B) Unit Price Recommendations - Pages 6-19

Diane informed the Board that on page 6 is where they explain the procedure to arrive at the inflated gravel base prices and the recommendation from the General Subcommittee. If a county does not have 50,000 tons of gravel base, they will use enough from surrounding counties to equal 50,000 tons. The Figure A recommended gravel price handout shows in the top figure what you had for your gravel base price in the 2005 needs study, the second row gives you the number of projects in your five year average, the number of miles, the tonnage used and your five year unit price and the bottom figure is the inflated unit price for 2006. There were 4 counties that had less than 50,000 tons as shown on the Figure A chart, there were 2 counties that decreased, 85 counties that increased.

The unit price inflation factors on page 7 are arrived at by dividing the annual average by the current year's average to come up with the inflation factor. Then the individual factor is applied to each of the previous four years costs on page 8 and 9 to come up with your new inflated gravel base price. Page 10 and 11 show those counties with less than 50,000 tons of gravel base and using surrounding counties inflated costs and quantity to arrive at their recommended gravel base price.

CSAH roadway unit prices on pages 12 were figured using the increment method, as recommended by the General Subcommittee, to determine each increment to be added to each county's gravel base price for rural and urban bituminous, gravel shoulders and gravel surface. There was a handout that revised the 2005 CSAH Construction Average for Outstate Rural Design Bituminous to \$27.62 on page 12 and the corrections on page 14. Pages 13 and 14 shows the break down of the Outstate and Metro cost, quantity and unit prices for gravel base and bituminous used for this year's calculations.

CSAH miscellaneous unit prices on pages 15 were figured using the recommended Mn/DOT prices. Storm Sewer prices were taken from Mn/DOT's State Aid Hydraulic Office as shown on page 16. Curb and Gutter was taken from the MSAS needs study, which increased to \$ 9.77, which was recommended by the General Subcommittee. Page 19 shows the recommended bridge prices constructed in 2005 from the State Aid Bridge Office. Railroad crossing protection comes from the Rail Office and their costs are shown on page 17. The loops and ramps were also discussed and we will have to submit the cost to the DSAE and they will approve it for the needs application.

- C) Needs Adjustment for Variance - Page 20

Page 20 shows the Needs Adjustments for Variances Granted on CSAHs, which lets you build something different than the rules allow and has a 10 year adjustment applied accumulatively into a one year adjustment.

D) Mileage Requests

The criteria necessary for CSAH designation is on page 22.

The History of Additional Mileage request can be found on pages 23-25. Anoka County was the last mileage request approved by the Screening Board.

On page 26 is a list of Banked mileage, this mileage is banked due to a change in their system and does not draw mileage apportionment of money needs apportionment.

Wright County mileage request of 43.77 miles is on page 28 and the report from the CSAH Mileage Subcommittee is on page 29 to 33. Diane asked John Brunkhorst to review their recommendation of the mileage subcommittee, which was approval of 22.39 miles, which first they must use their banked mileage of 0.27 miles and revoke the specified 14.35 miles which will leave a recommendation of 7.77 miles. Wayne Fingalson and Virgil Hawkins gave an excellent power point presentation of their mileage request.

Steele County mileage request of 6.26 miles is on page 35 and the report from the CSAH Mileage Subcommittee is on page 36. Diane commented that Steele County pulled their request and will be looking for some possible internal changes.

There may be a request this fall from Olmsted County.

Reports of Historical documentation on previous CSAH Mileage requests is shown on pages 39-44 as information, for the Anoka County, Carver County, Dakota County, Lake County, St. Louis County and Washington County CSAH mileage requests until their mileage is added to the CSAH Needs.

E) State Park Road Account - Pages 45-52

Diane Gould explained page 46 covers the Minnesota Statute on the State Park Road Account and pages 49-51 shows the history of SPR Account Projects from 2004 to 2006. Kittson County has a request of \$350,000 of State Park Road funds to reconstruct a segment of CSAH 7 which is adjacent to the DNR "Devils Playground" Wildlife Management Area. The total estimate cost of this project is \$1,020,000. Kelly Bengtson was present to give comments and answer questions.

F) Reference Material - Pages 53-97

Page 54 shows the previous Hardship Transfers, the last two added were Kittson and Otter Tail Counties in 2005.

Pages 55 and 56 show what counties have funded Maintenance facilities with CSAH funds. These project funds do not reduce your needs but are reviewed on a one by one bases and Rick Kjonaas works with finance as funding is requested. Two other counties, Renville and Pennington should be also listed. Page 57 shows the current process to be used to obtain approval and funding for a Maintenance facility.

Pages 58-59 is the report received from the Local Road Research Board showing projects from the 2004 to 2006.

The rest of the book has the minutes from the fall meeting, the CSAH General Subcommittee meetings, the Current Resolutions of the Screening Board and a list of County Engineers' addresses and phone numbers.

Doug Fischer, chairman of the General Subcommittee reviewed their report, which covered how to proceed with Credit for Local Effort versus Needs on different items. Their recommendation was to make no changes to Credit for Local Effort at this time. They put together an example and a step by step procedure to request Credit for Local Effort. They also looked at some items from the State Aid Mission Study that was suggested to be eligible for After the Fact Needs. There was some discussion on concrete medians as being included as After the Fact Needs (specified as a 4" sidewalk item) and then there was a question of possibly including paved shoulders, Doug commented they did not look at that option.

Julie Skallman commented that the rules process is moving forward and that Paul Stine is meeting with the rules committee and they hope to have something out by August.

Rick Kjonaas announced that Diane Gould will be retiring June 8 but will be helping out two days a week for one more year; everyone wished her well in her retirement. Dave Enblom presented Diane with a gift from the MCEA. Chairman Mitch Anderson thanked Diane from the Screening Board for her hard work and always being there when needed.

Chairman Mitch Anderson asked the board if they had any questions, comments or concerns about the book that should be discussed or looked at. District 7 wanted to bring one item for consideration, to have the General Subcommittee to review how local dollars spent on Turnback projects are accounted for in the needs.

Chairman Mitch Anderson asked for a motion to recess until tomorrow morning at 8:30, Marcus Hall made the motion with a second from John Grindeland, motion carried.

The meeting reconvened at 8:30 a.m. June 1, 2006 with all members present.

Chairman Mitch Anderson started the meeting with action on the Screening Book, identifying the items from the index.

ACTION ON SCREENING BOOK

Chairman Mitch Anderson asked for a motion to approve the inflated gravel base prices as found on Figure A. Motion by Jim Grube to approve the General Subcommittee's recommendation to accept the prices as shown on Figure A, seconded by Marcus Hall, motion carried.

Chairman Mitch Anderson asked for a motion to approve the unit price increments with the discussed changes. Motion by Marcus Hall to approve the General Subcommittee's recommendation to accept the unit price increments as shown on page 12, seconded by Jim Grube, motion carried.

Chairman Mitch Anderson asked for a motion to approve the CSAH Miscellaneous Unit Prices on page 15. Motion by John Grindeland to approve the 2005 CSAH Miscellaneous Unit Price Report, seconded by Ken Haider, motion carried.

Chairman Mitch Anderson asked for a motion to approve the Needs Adjustments for Variances Granted on CSAHs on page 20. Motion by Doug Fischer to approve the Variances Granted, seconded by Brad Wentz, motion carried.

Chairman Mitch Anderson asked for a motion to approve the Wright County Mileage request as recommended by the Mileage Subcommittee on page 33, written ballots were handed out to approve the 7.77 miles. Motion passed unanimously.

Chairman Mitch Anderson asked for a motion to approve the State Park Road request from Kittson County for \$350,000 on page 47, which will still need approval from the DNR. Motion by Roger Gustafson to approve Kittson County's request of \$350,000, seconded by Dan Sauve, motion carried.

Chairman Mitch Anderson asked for a motion to approve the recommendation on Credit for Local Effort by the General Subcommittee to leave things alone with no changes at this time. Hearing no discussion the recommendation was approved.

Chairman Mitch Anderson asked for a motion to approve the recommendation on After the Fact Needs by the General Subcommittee to include the raised concrete medians as 4" sidewalks and the Traffic Control and temporary signing for work zones and detours be included in the grading costs. Motion by Jim Grube, seconded by Ken Haider, discussion followed wondering if the two items should be separated, Jim and Ken agreed, both motions passed.

Chairman Mitch Anderson asked the board if they wanted to consider District 7 request for the General Subcommittee to review how local dollars if spent on Turnback projects are accounted for in the needs. Motion by Wayne Stevens, seconded by Marcus Hall, motion passed. Julie asked for a clarification of exactly what they would study. The consensus was to review the THTB agreements and keep in touch with District 7 to address their concerns.

Julie had no comments, however Rick was ready with some items, and he asked if the Mission Study item dealing with the After the Fact Needs, is done being discussed. Comments were that the Board felt they would always have the ability to bring items back for review. Rick discussed the Bonding bill that may be signed and encouraged everyone to review their lists of projects for their county. Rick suggested the future use of the flexible account needs to be reviewed and it's future use. The MVST amendment vote this fall is not being considered for this year's Mn/DOT budget.

Chairman Mitch Anderson informed the Board the next Screening Board meeting will be October 25 & 26, 2006 at Sugar Lake Lodge near Grand Rapids.

Motion by Doug Fischer, seconded by Marcus Hall to adjourn the Screening Board meeting, motion passed.

Respectively Submitted,



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 appoints 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 2005)

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~~ last two years; 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 year's 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:

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

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

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

That any request, after July 1, 1990, by any county for County State Aid Highway designation, other than Trunk Highway Turnbacks, or minor increases due to construction proposed on new alignment, that results in a net increase greater than the total of the county's approved apportionment mileage for the preceding year plus any "banked" mileage shall be submitted to the Screening Board for consideration. Such request should be accompanied by supporting data and be concurred on by the District State Aid Engineer.

Any requested CSAH mileage increase must be reduced by the amount of CSAH mileage being held in abeyance from previous internal revisions (banked mileage).

All mileage requests submitted to the County State Aid Highway Screening Board will be considered as proposed, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted prior to publication of the Screening Board Report by the Office of State Aid. The Screening Board shall review such requests and make its recommendation to the Commissioner of Transportation. If approved, the needs on mileage additions shall be submitted to the Office of State Aid for inclusion in the subsequent year's study of needs.

Revisions in the County State Aid Highway System not resulting in an increase in mileage do not require Screening Board review.

Mileage made available by reason of shortening a route by construction shall not be considered as designatable mileage elsewhere.

That any additions to a county's State Aid System, required by State Highway construction, shall not be approved unless all mileage made available by revocation of State Aid roads which results from the aforesaid construction has been used in reducing the requested additions.

That in the event a County State Aid Highway designation is revoked because of the proposed designation of a Trunk Highway over the County State Aid Highway alignment, the mileage revoked shall not be considered as eligible for a new County State Aid Highway designation.

That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board.

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 and 1990 Federal census, is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said former MSAS'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 CSAH 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 – Oct. 1992- (Latest Rev. June 2005)

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 a traffic count or a traffic study warrant a change, 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. 14a 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 year's 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\Books\Apport 2006\resolution 2006.doc

COUNTY ENGINEERS

(As of 09/27/06)

1 John Welle
D 3 Aitkin County Engineer
1211 Airpark Drive
Aitkin, MN 56431
Main: (218) 927-3741
FAX: (218) 927-2356

3 Brad C Wentz
D 4 Becker County Engineer
200 East State St
Detroit Lakes, MN 56501
Main: (218) 847-4463
FAX: (218) 846-2360

5 Robert Kozel
D 3 Benton County Engineer
PO Box 247
321 6th Ave
Foley, MN 56329
Main: (320) 968-5051
FAX: (320) 968-5333

7 Alan Forsberg
D 7 Blue Earth County Engineer
Box 3083 35 Map Dr
Mankato, MN 56001
Main: (507) 304-4025
FAX: (507) 304-4049

9 Wayne Olson
D 1 Carlton County Engineer
1630 County Road 61
Carlton, MN 55718
Main: (218) 384-4281
FAX: (218) 384-9123

11 David E Enblom
D 3 Cass County Engineer
Dept Of Public Works
PO Box 579
Walker, MN 56484
Main: (218) 547-1211
FAX: (218) 547-1099

2 Douglas Fischer
D 5 Anoka County Engineer
1440 Bunker Lake Blvd NW
Andover, MN 55304
Main: (763) 862-4200
FAX: (763) 862-4201

4 Jim Worcester
D 2 Beltrami County Engineer
2491 Adams Avenue NW
Bemidji, MN 56601
Main: (218) 333-8173
FAX: (218) 759-1214

6 Nicholas Anderson
D 4 Big Stone County Engineer
437 North Minnesota
Ortonville, MN 56278
Main: (320) 839-2594
FAX: (320) 839-3747

8 Wayne Stevens
D 7 Brown County Engineer
1901 No Jefferson St
New Ulm, MN 56073
Main: (507) 233-5700
FAX: (507) 354-6857

10 Roger M Gustafson
D 5 Carver County Engineer
11360 Highway 212 West, Suite 1
Cologne, MN 55322
Main: (952) 466-5206
FAX: (952) 466-5223

12 Steve Kubista
D 8 Chippewa County Engineer
902 N 17Th Street
Montevideo, MN 56265
Main: (320) 269-2151
FAX: (320) 269-2153

13 Bill Malin
D 5 Chisago County Engineer
400 Government Center
313 North Main
Center City, MN 55012
Main: (651) 213-0769
FAX: (651) 213-0772

15 Dan Sauve
D 2 Clearwater County Engineer
113 - 7th St NE Box A
Bagley, MN 56621
Main: (218) 694-6132
FAX: (218) 694-3169

17 Ronald Gregg
D 7 Cottonwood County Engineer
1355 - 9th Avenue
Windom, MN 56101
Main: (507) 831-1389
FAX: (507) 831-2367

19 Mark Krebsbach
D 5 Dakota County Engineer
14955 Galaxie Avenue
3rd Floor
Apple Valley, MN 55124-8579
Main: (952) 891-7102
FAX: (952) 891-7127

21 Dave Robley
D 4 Douglas County Engineer
509 3rd Ave West
PO Box 398
Alexandria, MN 56308
Main: (320) 763-6001
FAX: (320) 763-7955

23 John Grindeland
D 6 Fillmore County Engineer
909 Houston Street NW
Preston, MN 55965
Main: (507) 765-3854
FAX: (507) 765-4476

25 Gregory Isakson
D 6 Goodhue County Engineer
2140 Pioneer Rd.
PO Box 404
Red Wing, MN 55066
Main: (651) 385-3025
FAX: (651) 388-8437

14 David Overbo
D 4 Clay County Engineer
2951 41 1/2 St. South
Moorhead, MN 56560
Main: (218) 299-5099
FAX: (218) 299-7304

16 Charles P Schmit
D 1 Cook County Engineer
609 E. Fourth Avenue
Grand Marais, MN 55604
Main: (218) 387-3014
FAX: (218) 387-3012

18 Duane A Blanck
D 3 Crow Wing County Engineer
16589 Co. Rd. 142
Brainerd, MN 56401
Main: (218) 824-1110
FAX: (218) 824-1111

20 Guy W Kohlhofer
D 6 Dodge County Engineer
PO Box 370
16 So Airport Rd
Dodge Center, MN 55927
Main: (507) 374-6694
FAX: (507) 374-2552

22 John P McDonald
D 7 Faribault County Engineer
5th & Walnut
Box 325
Blue Earth, MN 56013
Main: (507) 526-3291
FAX: (507) 526-5159

24 Sue G Miller
D 6 Freeborn County Engineer
PO Box 1147
411 S Broadway
Albert Lea, MN 56007
Main: (507) 377-5188 or 5190
FAX: (507) 377-5189

26 Luthard Hagen
D 4 Grant County Engineer
Box 1005
3rd Street SE
Elbow Lake, MN 56531
Main: (218) 685-4481
FAX: (218) 685-5347

27 James Grube
D 5 Hennepin County Engineer
1600 Prairie Drive
Medina, MN 55340-5421
Main: (612) 596-0307
FAX: (763) 478-4000

29 David A Olsonawski
D 2 Hubbard County Engineer
101 Crocus Hill St.
Park Rapids, MN 56470
Main: (218) 732-3302
FAX: (218) 732-7640

31 David T. Christy
D 1 Itasca County Engineer
County Courthouse
123 4th Street NE
Grand Rapids, MN 55744-2600
Main: (218) 327-2853
FAX: (218) 327-0688

33 Gregory A. Nikodym
D 3 Kanabec County Engineer
903 East Forest Ave
Mora, MN 55051
Main: (320) 679-6300
FAX: (320) 679-6304

35 Kelly D Bengtson
D 2 Kittson County Engineer
401 2nd St. SW
Hallock, MN 56728
Main: (218) 843-2686
FAX: (218) 843-2488

37 Steve Kubista
D 8 Lac Qui Parle County Engr
308 - 6th Ave. So.
RR3 Box 1AA
Madison, MN 56256
Main: (320) 598-3878
FAX: (320) 598-3020

39 Bruce Hasbargen
D 2 Lake of the Woods County Engineer
County Highway Dept
Po Box 808
Baudette, MN 56623
Main: (218) 634-1767
FAX: (218) 634-1768

28 Marcus Evans
D 6 Houston Co. Engineer
1124 E Washington St
Caledonia, MN 55921
Main: (507) 725-3925
FAX: (507) 725-5417

30 Richard Heilman
D 3 Isanti County Engineer
232 North Emerson
Cambridge, MN 55008
Main: (763) 689-1870
FAX: (763) 689-9823

32 Tim Stahl
D 7 Jackson County Engineer
Box 64
West Hwy 16
Jackson, MN 56143
Main: (507) 847-2525
FAX: (507) 847-2539

34 Gary D Danielson
D 8 Kandiyohi County Engineer
Box 976
1801 East Hwy 12
Willmar, MN 56201
Main: (320) 235-3266
FAX: (320) 235-0055

36 Douglas L Grindall
D 1 Koochiching County Engr
Courthouse Annex
715 4Th St
Intl Falls, MN 56649
Main: (218) 283-1186
FAX: (218) 283-1188

38 Alan D Goodman
D 1 Lake County Engineer
1513 Hwy 2
Two Harbors, MN 55616
Main: (218) 834-8380
FAX: (218) 834-8384

40 Darrell Pettis
D 7 LeSueur County Engineer
Box 205
88 So Park Ave
LeCenter, MN 56057
Main: (507) 357-2251
FAX: (507) 357-4520

41 Lee Amundson
D 8 Lincoln County Engineer
221 North Wallace Avenue
PO Box 97
Ivanhoe, MN 56142
Main: (507) 694-1464
FAX: (507) 694-1101

43 John Brunkhorst
D 8 McLeod County Engineer
2397 Hennepin Avenue
Glencoe, MN 55336
Main: (800) 350-3156
FAX: (320) 864-1302

45 Lon Aune
D 2 Marshall County Engineer
447 S Main St
Warren, MN 56762-1423
Main: (218) 745-4381
FAX: (218) 745-4570

47 Ron Mortensen
D 8 Meeker County Engineer
114 N. Holcombe Ave.
Suite 210
Litchfield, MN 55355
Main: (320) 693-5360
FAX: (320) 693-5369

49 Steve Backowski
D 3 Morrison County Engineer
213 First Ave SE
Little Falls, MN 56345-3196
Main: (320) 632-0121
FAX: (320) 632-9510

51 Randy Groves
D 8 Murray County Engineer
3051 20Th Street
Slayton, MN 56172-9212
Main: (507) 836-6327
FAX: (507) 836-8891

53 Stephen P Schnieder
D 7 Nobles County Engineer
960 Diagonal Road
PO Box 187
Worthington, MN 56187-0187
Main: (507) 376-3109
FAX: (507) 372-8348

42 Anita Benson
D 8 Lyon County Engineer
504 Fairgrounds Road
Marshall, MN 56258
Main: (507) 532-8200
FAX: (507) 532-8216

44 Jon Large
D 4 Mahnommen County Engineer
1440 Hwy. 200
PO Box 399
Mahnommen, MN 56557
Main: (218) 935-2296
FAX: (218) 935-2920

46 Kevin Peyman
D 7 Martin County Engineer
1200 Marcus Street
Fairmont, MN 56031
Main: (507) 235-3347
FAX: (507) 235-3689

48 Richard C Larson
D 3 Mille Lacs County Engr
565 8th Street NE
Milaca, MN 56353
Main: (320) 983-8201
FAX: (320) 983-8383

50 Mike Hanson
D 6 Mower County Engineer
1105 8th Ave NE
Austin, MN 55912
Main: (507) 437-7718
FAX: (507) 437-7609

52 Michael C Wagner
D 7 Nicollet County Engineer
Box 518
1700 Sunrise Dr
St Peter, MN 56082
Main: (507) 931-1760
FAX: (507) 931-6978

54 Milton Alm
D 2 Norman County Engineer
814 E Main St
Ada, MN 56510-1318
Main: (218) 784-7126
FAX: (218) 784-3430

55 Michael Sheehan
D 6 Olmsted County Engineer
2122 Campus Drive SE
Rochester, MN 55904-4744
Main: (507) 285-8231
FAX: (507) 287-2320

57 Michael Flaagan
D 2 Pennington Co. Engineer
250 - 125th Avenue NE
Thief River Falls, MN 56701
Main: (218) 683-7017
FAX: (218) 683-7016

59 David Halbersma
D 8 Pipestone County Engineer
Box 276
Pipestone, MN 56164
Main: (507) 825-6710
FAX: (507) 825-6712

61 Brian Noetzelman
D 4 Pope County Engineer
114 West Minnesota Ave
Glenwood, MN 56334
Main: (320) 634-4561
FAX: (320) 634-4388

63 Courtney Kleven
D 2 Red Lake County Engineer
204 7th St SE
Red Lake Falls, MN 56750
Main: (218) 253-2697
FAX: (218) 253-2954

65 Marlin Larson
D 8 Renville County Engineer
Renville County Office Building
410 E Depue Room 319
Olivia, MN 56277
Main: (320) 523-3759
FAX: (320) 523-3755

67 Mark Sehr
D 7 Rock County Engr
Box 808
1120 N Blue Mound Ave
Luverne, MN 56156-0808
Main: (507) 283-5010
FAX: (507) 283-5012

56 Richard K West
D 4 Otter Tail County Engineer
Otter Tail Co. Hwy. Dept.
505 S Court St., Suite #1
Fergus Falls, MN 56537
Main: (218) 998-8470
FAX: (218) 998-8488

58 Mark LeBrun
D 1 Pine County Engineer
1610 Hwy 23 North
Sandstone, MN 55072
Main: (320) 245-6702
FAX: (320) 245-6756

60 Rich Sanders
D 2 Polk County Engineer
Polk County Highway Department
820 Old Highway 75 South
Crookston, MN 56716
Main: (218) 281-3952
FAX: (218) 281-3976

62 Ken Haider
D 5 Ramsey County Engineer
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Main: (651) 266-7100
FAX: (651) 266-7110

64 Ernest G. Fiala
D 8 Redwood County Engineer
Box 6
635 W Bridge St
Redwood Falls, MN 56283
Main: (507) 637-4056
FAX: (507) 637-4068

66 Dennis Luebbe
D 6 Rice County Engineer
PO Box 40
610 NW 20th St
Faribault, MN 55021
Main: (507) 332-6110
FAX: (507) 332-8335

68 Brian Ketring
D 2 Roseau County Engineer
407 5th Ave NW
Roseau, MN 56751
Main: (218) 463-2063
FAX: (218) 463-2064

69 Marcus Jay Hall
D 1 St Louis County Engineer
4787 Midway Road
Duluth, MN 55811
Main: (218) 625-3830
FAX: (218) 625-3888

71 Rhonda Lewis
D 3 Sherburne County Engineer
425 Jackson Avenue
Elk River, MN 55330
Main: (763) 241-7000
FAX: (763) 441-2264

73 Mitch Anderson
D 3 Stearns County Engineer
455 28th Ave So
Waite Park, MN 56387
Main: (320) 255-6180
FAX: (320) 255-6186

75 Brian Giese
D 4 Stevens County Engineer
Highway 9 North
Morris, MN 56267
Main: (320) 589-7430
FAX: (320) 589-2822

77 Loren Fellbaum
D 3 Todd County Engineer
Todd County Public Works
44 Riverside Drive
Long Prairie, MN 56347
Main: (320) 732-2722
FAX: (320) 732-4525

79 Deitrich Flesch
D 6 Wabasha County Engineer
821 Hiawatha Drive W
Wabasha, MN 55981
Main: (651) 565-3366
FAX: (651) 565-4696

81 Nathan Richman
D 7 Waseca County Engineer
1495-5th street SE
Box 487
Waseca, MN 56093
Main: (507) 835-0660
FAX: (507) 835-0669

70 Mitch Rasmussen
D 5 Scott County Engineer
600 Country Trail East
Jordan, MN 55352-9339
Main: (952) 496-8346
FAX: (952) 496-8365

72 Darin N. Mielke
D 7 Sibley County Engineer
SCSC, 111 - 8th St.
PO Box 897
Gaylord, MN 55334
Main: (507) 237-4092
FAX: (507) 237-4356

74 Gary Bruggeman
D 6 Steele County Engineer
635 Florence Avenue
PO Box 890
Owatonna, MN 55060
Main: (507) 444-7671
FAX: (507) 444-7684

76 Andy Sander
D 4 Swift County Engineer
Box 241
1000 15Th St So
Benson, MN 56215
Main: (320) 842-5251
FAX: (320) 843-3543

78 Larry Haukos
D 4 Traverse County Engineer
County Courthouse
PO Box 485
Wheaton, MN 56296
Main: (320) 563-4848
FAX: (320) 563-8734

80 Joel Ulring
D 3 Wadena County Engineer
221 Harry And Rich Drive
Wadena, MN 56482-2411
Main: (218) 631-7636
FAX: (218) 631-7638

82 Don J Theisen
D 5 Washington County Engineer
11660 Myeron Road North
Stillwater, MN 55082
Main: (651) 430-4304
FAX: (651) 430-4350

83 Roger Risser
D 7 Watonwan County Engineer
1304 7th Ave. So.
P.O. Box 467
St. James, MN 56081
Main: (507) 375-3393
FAX: (507) 375-1301

85 David Kramer
D 6 Winona Co. Engineer
5300 Highway 61 West
Winona, MN 55987-1398
Main: (507) 457-8844
FAX: (507) 454-3699

87 Andy Sander
D 8 Yellow Medicine Co. Engineer
County Highway Dept
1320 13Th Street
Granite Falls, MN 56241-1286
Main: (320) 564-3331
FAX: (320) 564-2140

84 Tom Richels
D 4 Wilkin County Engineer
515 So 8Th Street
Breckenridge, MN 56520
Main: (218) 643-4772
FAX: (218) 643-5251

86 Wayne A Fingalson
D 3 Wright County Engineer
1901 Hwy 25 N
Buffalo, MN 55313
Main: (763) 682-7388
FAX: (763) 682-7313