

2008 COUNTY SCREENING BOARD DATA



Sauk Rapids Bridge
2007 Project of the Year

JUNE 2008

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.

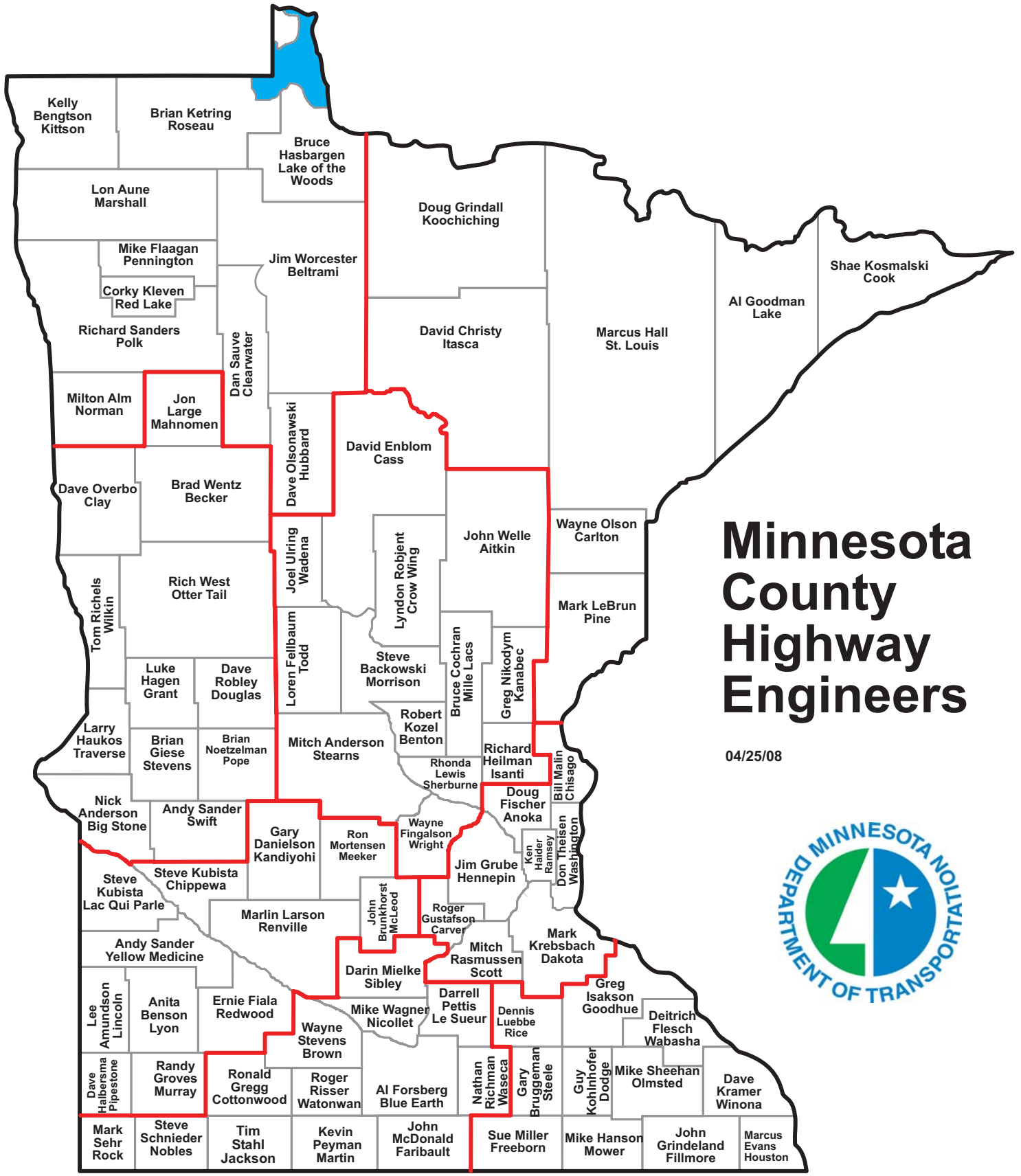
A community interest highway or street may be selected for the state-aid system if it:

- 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.

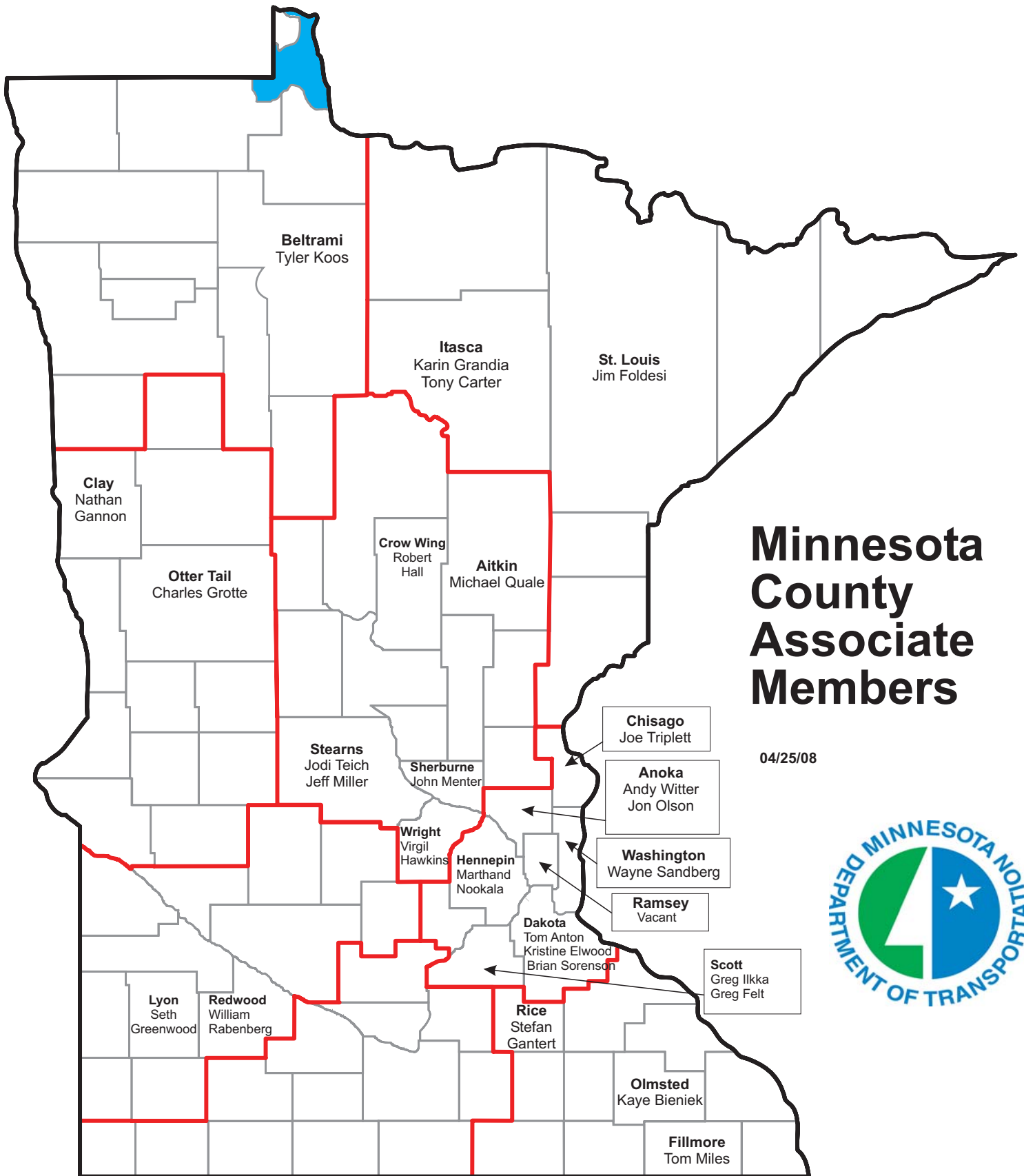
The *Needs* component of the distribution formula estimates the relative cost to build county highways or build and maintain city streets designated as state-aid routes.



Minnesota County Highway Engineers

04/25/08





Minnesota County Associate Members

04/25/08



2008 COUNTY SCREENING BOARD

Dave Christy	(07-08)	- Itasca County	- District 1
Bruce Hasbargen	(08-09)	- Lake of the Woods County	- District 2
John Welle	(07-08)	- Aitkin County	- District 3
Brian Noetzelman	(08-09)	- Pope County	- District 4
Mitch Rasmussen	(06-09)	- Scott County	- Metro
Bill Malin	(08-09)	- Chisago County	- Metro
Guy Kohlhofer	(08-09)	- Dodge County	- District 6
John McDonald	(07-08)	- Faribault County	- District 7
John Brunkhorst	(08-09)	- McLeod 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	

2008 SCREENING BOARD ALTERNATES

Mark LeBrun	- Pine County	District 1
Mike Flaagan	- Pennington	District 2
Bob Kozel	- Benton County	District 3
Brian Giese	- Stevens County	District 4
Roger Gustafson	- Carver County	Metro
Marcus Evans	- Houston County	District 6
Tim Stahl	- Jackson County	District 7
Anita Benson	- Lyon County	District 8

2008 CSAH GENERAL SUBCOMMITTEE

Brian Giese	(June, 08)	- Stevens County
Anita Benson	(June, 09)	- Lyon County
Mitch Rasmussen	(June, 10)	- Scott County

2008 CSAH MILEAGE SUBCOMMITTEE

Bruce Hasbargen	(Oct., 08)	- Lake of the Woods, County
Guy Kohlhofer	(Oct., 09)	- Dodge County
Bill Malin	(Oct., 10)	- Chisago County

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http://www.dot.state.mn.us/stateaid/res_csa_h_books.html.

Introduction

June 2008

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2008 County State Aid Highway Needs Study.

As in other years, in order to keep the five-year average unit price study current, we have removed the 2002 construction projects and added the 2007 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 2003 through 2007, are the basic source of information for compiling the data used for computing the recommended 2008 unit prices. As directed by the 1986 Screening Board, urban design projects have been included in the five-year average unit price study. The gravel base unit price data obtained from the 2007 projects was submitted by each county engineer .

Minutes of the General Subcommittee meetings held April 23, 2008 are included in the "Reference Material" section of this report. Brian Giese, Stevens County, Chairman, along with Anita Benson, Lyon County and Mitch Rasmussen, Scott County will attend the Screening Board meeting to review and explain the recommendations of the group.

Unit Price Inflation Factor Study

June 2008

Because of the drastic fluctuation in unit prices in recent years, the Subcommittee is recommending continuing the inflation of the cost, in the five-year average unit price study for the determination of needs study prices.

Since the gravel base price is the basis for the other needs study construction item unit prices, the needs unit concentrated on this item to generate inflation factors.

The inflation factors arrived at were computed by dividing the average unit price of the latest year in the five-year average by the average unit price of the year involved. These calculations are shown in the charts below.

<u>Gravel Base - #2215</u>					
Year	Quantity	Cost	Annual Average	Inflation Factor	
2003	2,929,894	\$17,034,641	\$5.81	$\$7.58/\$5.81=$	1.30
2004	3,742,756	\$22,689,144	\$6.06	$\$7.58/\$6.06=$	1.25
2005	3,779,767	\$26,110,697	\$6.91	$\$7.58/\$6.91=$	1.10
2006	3,108,485	\$24,736,784	\$7.96	$\$7.58/\$7.96=$	0.95
2007	2,944,302	\$22,328,999	\$7.58		

In order to reflect current prices in the 2003-2007 five-year average unit price study, each county's gravel base cost was multiplied by the appropriate factor.

Procedure for Inflating Gravel Base Unit Prices

June 2008

29-Apr-08

NO.	COUNTY	INFLATED 2003 COSTS (X 1.30)	INFLATED 2004 COSTS (X 1.25)	INFLATED 2005 COSTS (X 1.10)	2006 COSTS	INFLATED 2006 COSTS (X 0.95)	2007 COSTS	TOTAL 2003-2007 INFLATED COSTS	TOTAL 2003-2007 QUANTITY	2003-2007 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	\$264,962	\$0	\$135,813	\$149,394	\$334,999	\$0	812,094	105,115	\$7.73	Carlton
16	Cook	588,285	51,056	186,120	204,732	0	351,520	1,384,843	164,168	8.44	Cook
31	Itasca	473,951	944,830	719,055	790,961	245,448	77,484	2,898,795	358,260	8.09	Itasca
36	Koochiching	180,213	59,850	921,644	1,013,808	0	139,000	1,461,898	188,557	7.75	Koochiching
38	Lake	372,762	273,918	382,742	421,016	0	1,418,585	2,666,590	430,882	6.19	Lake
58	Pine	61,241	156,585	124,973	137,470	242,707	244,734	888,120	116,419	7.63	Pine
69	St. Louis	671,095	1,592,475	238,600	262,460	459,832	100,500	3,662,818	541,568	6.76	St. Louis
District 1 Totals		2,612,509	3,848,394	2,708,947	1,282,986	1,218,837	2,331,823	13,775,158	1,904,969	7.23	District 1 Totals
4	Belltrami	308,015	120,185	546,574	601,231	514,672	539,700	2,180,520	338,210	6.45	Belltrami
15	Cleauwater	267,611	342,585	428,231	23,600	193,600	332,325	1,318,330	264,706	4.98	Cleauwater
29	Hubbard	0	55,250	404,522	444,974	294,233	651,107	1,444,665	250,025	5.78	Hubbard
35	Kittson	51,336	228,871	763,198	839,518	0	225,437	1,417,781	189,962	7.46	Kittson
39	Lake of the Woods	0	180,158	70,470	77,517	76,197	0	375,102	57,674	6.50	Lake of the Woods
45	Marshall	32,052	0	579,720	637,692	304,723	730,516	1,699,363	299,087	5.68	Marshall
54	Norman	0	492,092	278,176	305,994	426,828	65,593	1,392,189	191,693	7.26	Norman
57	Pennington	17,405	0	436,256	482,082	1,050,994	392,605	1,895,758	251,880	7.53	Pennington
60	Polk	283,018	469,451	666,580	733,238	837,900	152,822	2,636,802	382,307	6.90	Polk
63	Red Lake	0	293,120	131,250	144,375	0	0	510,775	89,000	5.74	Red Lake
68	Roseau	381,694	193,171	385,990	424,589	498,674	127,088	1,763,083	266,323	6.62	Roseau
District 2 Totals		1,341,131	2,374,883	4,286,336	4,717,170	4,197,821	3,217,193	16,634,368	2,580,867	6.45	District 2 Totals
1	Aitkin	64,783	492,294	0	357,704	339,819	110,367	1,149,772	141,191	8.14	Aitkin
5	Benton	0	373,283	696,573	766,230	119,024	38,909	2,441,816	147,721	9.37	Benton
11	Cass	554,118	814,237	25,724	28,296	214,237	471,167	1,384,816	310,059	7.87	Cass
18	Crow Wing	141,935	311,025	5,694	6,263	18,144	0	596,797	62,253	9.59	Crow Wing
30	Isanti	290,059	161,855	71,981	179,179	478,907	0	1,061,537	130,297	8.15	Isanti
33	Kanabec	297,366	305,799	295,440	324,994	154,261	333,657	1,574,014	263,047	5.98	Kanabec
48	Millie Lacs	162,809	140,136	0	0	259,685	58,927	692,450	95,809	7.23	Millie Lacs
49	Morrison	218,555	304,850	340,021	374,023	4,806	50,798	1,094,572	188,956	5.79	Morrison
71	Sherburne	108,927	0	345,653	380,218	420,165	773,949	1,694,929	191,989	8.83	Sherburne
73	Sleams	219,841	629,299	330,348	363,363	254,510	205,505	1,883,090	215,779	8.73	Sleams
77	Todd	44,712	156,623	30,240	33,284	146,688	191,400	617,923	104,408	5.92	Todd
80	Wadena	234,300	0	61,690	67,859	0	255,997	628,446	94,542	6.65	Wadena
86	Wright	960,931	389,780	593,270	652,597	0	189,279	2,604,311	269,762	9.65	Wright
District 3 Totals		3,278,336	4,079,181	2,796,634	3,076,296	2,428,131	2,679,955	17,423,794	2,215,813	7.86	District 3 Totals
3	Becker	248,084	306,680	180,645	198,710	938,444	280,276	2,076,367	346,640	5.99	Becker
6	Big Stone	49,014	296,329	30,600	33,660	24,528	0	491,091	70,201	7.00	Big Stone
14	Clay	0	367,293	838,492	922,341	0	0	1,381,457	226,911	6.09	Clay
21	Douglas	444,000	208,339	104,436	114,880	15,705	58,259	967,424	179,446	5.39	Douglas
26	Grant	232,130	120,576	0	0	363,860	0	856,415	173,575	4.93	Grant
44	Mahnomen	172,220	223,886	201,327	221,460	49,591	0	774,332	127,858	6.06	Mahnomen
56	Otter Tail	638,159	15,000	848,805	933,686	813,761	378,426	2,933,542	521,414	5.63	Otter Tail
61	Pope	258,962	102,404	318,481	300,329	248,775	293,952	1,345,273	254,010	5.30	Pope
75	Stevens	0	315,746	879,471	967,418	0	0	1,362,101	282,449	4.82	Stevens
76	Swift	172,222	25,026	0	0	0	589,840	845,012	98,675	8.56	Swift
78	Traverse	0	34,401	179,172	197,089	0	0	240,090	24,448	9.82	Traverse
84	Wilkin	164,800	0	718,364	790,200	0	7,164,229	1,720,869	173,654	9.91	Wilkin
District 4 Totals		2,379,591	2,017,294	4,298,793	4,729,773	2,454,664	2,317,182	14,993,973	2,479,281	6.05	District 4 Totals

Procedure for Inflating Gravel Base Unit Prices

June 2008

29-Apr-08

NO.	COUNTY	INFLATED 2003 COSTS (X 1.30)	INFLATED 2004 COSTS (X 1.25)	INFLATED 2005 COSTS (X 1.10)	INFLATED 2006 COSTS (X 0.95)	2007 COSTS	TOTAL 2003-2007 INFLATED COSTS	TOTAL 2003-2007 INFLATED QUANTITY	2003-2007 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
2	Anoka	246,049	551,858	147,924	672,145	1,965,521	3,776,462	495,469	7.62	Anoka
10	Carver	187,720	244,036	1,642	2,365,330	0	2,529,684	266,371	9.50	Carver
27	Hennepin	819,156	1,064,903	1,250,914	2,218,812	1,110,112	5,430,911	447,282	12.14	Hennepin
70	Scott	0	1,038,174	809,107	1,258,719	1,256,426	4,640,895	551,122	8.42	Scott
District 5 Totals		1,252,925	2,796,339	2,209,587	6,516,006	3,332,059	16,377,952	1,760,244	9.30	District 5 Totals
20	Dodge	\$728,208	\$571,699	\$182,287	\$329,945	\$436,546	2,611,804	244,338	\$10.69	Dodge
23	Fillmore	378,093	0	341,647	555,346	0	1,394,912	137,403	10.15	Fillmore
24	Freeborn	120,687	274,955	247,408	120,360	36,465	923,543	126,316	7.31	Freeborn
25	Goodhue	202,288	326,473	317,244	382,549	254,149	1,637,604	204,677	8.00	Goodhue
28	Houston	436,768	243,303	136,305	0	65,521	1,087,384	131,719	8.26	Houston
50	Mower	239,729	231,504	268,956	1,004,099	320,217	2,170,991	196,358	11.06	Mower
55	Olmsted	739,887	477,015	596,269	162,762	278,880	1,991,626	197,140	10.10	Olmsted
66	Rice	0	365,458	193,119	51,686	80,595	798,951	110,546	7.23	Rice
74	Steele	0	207,706	18,291	142,538	0	415,164	38,089	10.90	Steele
79	Wabasha	24,439	127,529	0	26,078	174,455	390,411	52,321	7.46	Wabasha
85	Winona	116,355	215,550	508,745	300,190	293,029	1,558,530	135,607	11.49	Winona
District 6 Totals		2,986,454	3,882,390	2,214,002	3,075,553	1,939,857	14,980,920	1,574,514	9.51	District 6 Totals
7	Blue Earth	50,227	307,875	327,344	352,268	110,512	1,255,384	152,043	8.26	Blue Earth
8	Brown	119,087	75,136	59,415	270,388	59,200	630,159	108,015	5.83	Brown
17	Cottonwood	0	148,292	23,632	154,797	0	358,417	76,291	4.70	Cottonwood
22	Fairbault	6,965	163,092	0	520,334	707,705	1,414,942	139,522	10.14	Fairbault
32	Jackson	72,695	231,649	156,802	494,317	94,838	1,012,264	118,563	8.54	Jackson
40	Le Sueur	39,780	261,771	370,882	379,873	69,000	855,898	91,859	9.32	Le Sueur
46	Martin	0	194,250	0	0	402,123	644,936	65,065	9.91	Martin
52	Nicollet	25,959	167,360	87,500	236,044	31,014	594,453	63,418	9.37	Nicollet
53	Nobles	144,279	187,563	197,550	0	203,775	608,643	85,050	7.16	Nobles
67	Rock	128,237	166,708	43,470	296,664	0	496,356	67,719	7.33	Rock
72	Sibley	7,296	0	72,155	0	0	88,856	8,788	10.11	Sibley
81	Waseca	0	0	0	0	446,402	446,402	49,200	9.07	Waseca
83	Watonwan	110,200	32,672	127,935	272,630	0	583,828	51,924	11.24	Watonwan
District 7 Totals		704,725	1,582,097	1,466,685	2,482,998	2,124,569	8,990,538	1,077,457	8.34	District 7 Totals
12	Chippewa	92,486	120,232	110,216	669,590	0	241,470	34,079	7.09	Chippewa
34	Kandiyohi	236,032	306,842	1,213,840	1,335,224	411,973	2,930,820	431,240	6.80	Kandiyohi
37	Lac qui Parle	113,271	147,252	71,732	6,600	0	307,092	36,684	8.37	Lac qui Parle
41	Lincoln	296,665	385,665	41,688	366,727	0	1,094,553	173,740	6.30	Lincoln
42	Lyon	15,263	19,642	137,144	0	38,080	598,336	80,774	7.41	Lyon
43	McLeod	261,369	339,780	36,120	173,574	488,171	1,160,331	138,399	8.38	McLeod
47	Meeker	85,650	111,345	223,970	299,647	141,600	1,063,140	203,803	5.22	Meeker
51	Murray	345,260	448,838	428,133	0	0	984,004	134,256	7.33	Murray
59	Pipestone	0	494,956	459,900	618,695	256,705	1,381,290	229,926	6.01	Pipestone
64	Redwood	239,372	311,184	558,126	0	0	941,956	126,441	7.45	Redwood
65	Renville	30,408	375,564	1,240,474	479,500	0	2,329,031	339,159	6.87	Renville
87	Yellow Medicine	0	318,750	604,669	665,136	1,031,993	2,095,567	266,082	7.88	Yellow Medicine
District 8 Totals		1,715,776	2,230,510	4,697,879	1,995,638	2,368,522	15,127,590	2,194,583	6.89	District 8 Totals
13	Chisago	0	906,399	655,225	252,583	414,359	2,508,060	280,402	8.94	Chisago
19	Dakota	32,683	145,638	616,406	50,405	863,059	1,813,527	224,914	8.06	Dakota
62	Ramsey	301,503	449,252	95,857	0	47,111	1,106,073	91,204	12.13	Ramsey
82	Washington	429,008	557,710	61,347	0	693,310	1,325,252	120,956	10.96	Washington
District 9 Totals		763,194	992,152	1,428,835	302,988	2,017,839	6,752,912	717,476	9.41	District 9 Totals
STATE TOTALS		\$17,034,641	\$22,145,039	\$26,110,697	\$24,736,785	\$22,328,999	\$125,057,200	16,505,204	\$7.58	STATE TOTALS

Calculation of Gravel Base Unit Prices for Counties with less than 50,000 Tons

June 2008

District 4	TONS (1,000)		INFLATED UNIT PRICE		
TRAVERSE	24	X	9.82	=	235.68
Surrounding	<u>26</u>	X	<u>6.33</u>	=	<u>164.58</u>
	50				400.26 = \$8.01
Inflated					
<u>Surrounding Counties -</u>	<u>Cost</u>		<u>Quantity</u>		
Wilkin	\$1,720,869	-	173,654		
Grant	856,415	-	173,575		
Stevens	1,362,101	-	282,449		
Big Stone	<u>491,091</u>	-	<u>70,201</u>		
	<u>\$4,430,476</u>		<u>699,879</u>	=	\$6.33

District 6	TONS (1,000)		INFLATED UNIT PRICE		
STEELE	38	X	8.37	=	318.06
Surrounding	<u>12</u>	X	<u>9.23</u>	=	<u>110.76</u>
	50				428.82 = \$8.58
Inflated					
<u>Surrounding Counties -</u>	<u>Cost</u>		<u>Quantity</u>		
Rice	\$798,951	-	110,546		
Goodhue	1,637,604	-	204,677		
Dodge	2,611,804	-	244,338		
Mower	2,170,991	-	196,358		
Freeborn	<u>923,543</u>	-	<u>126,316</u>		
	<u>\$8,142,893</u>		<u>882,235</u>	=	\$9.23

District 7	TONS (1,000)		INFLATED UNIT PRICE		
SIBLEY	9	X	10.11	=	90.99
Surrounding	<u>41</u>	X	<u>8.35</u>	=	<u>342.35</u>
	50				433.34 = \$8.67
Inflated					
<u>Surrounding Counties -</u>	<u>Cost</u>		<u>Quantity</u>		
LeSueur	\$855,898	-	91,859		
Nicollet	594,453	-	63,418		
McLeod	1,160,331	-	138,399		
Carver	2,529,684	-	266,371		
Scott	4,640,895	-	551,122		
Renville	<u>2,329,031</u>	-	<u>339,159</u>		
	<u>\$12,110,292</u>		<u>1,450,328</u>	=	\$8.35

Calculation of Gravel Base Unit Prices for Counties with less than 50,000 Tons

June 2008

District 7	TONS (1,000)		INFLATED UNIT PRICE		
WASECA	49	X	9.07	=	444.43
Surrounding	<u>1</u>	X	<u>8.46</u>	=	<u>8.46</u>
	50				452.89 = \$9.06
Surrounding Counties -					
	<u>Inflated</u>		<u>Quantity</u>		
	<u>Cost</u>				
Faribault	\$1,414,942	-	139,522		
Freeborn	923,543	-	126,316		
Le Sueur	855,898	-	91,859		
Rice	798,951	-	110,546		
Blue Earth	<u>1,255,384</u>	-	<u>152,043</u>		
	<u>\$5,248,718</u>		<u>620,286</u>	=	\$8.46

District 8	TONS (1,000)		INFLATED UNIT PRICE		
CHIPPEWA	34	X	7.09	=	241.06
Surrounding	<u>16</u>	X	<u>7.21</u>	=	<u>115.36</u>
	50				356.42 = \$7.13
Surrounding Counties -					
	<u>Inflated</u>		<u>Quantity</u>		
	<u>Cost</u>				
Renville	\$2,329,031	-	339,159		
Kandiyohi	2,930,820	-	431,240		
Swift	845,012	-	98,675		
Big Stone	491,091	-	70,201		
Yellow Medicine	<u>2,095,567</u>	-	<u>266,082</u>		
	<u>\$8,691,521</u>		<u>1,205,357</u>	=	\$7.21

District 8	TONS (1,000)		INFLATED UNIT PRICE		
LAC QUI PARLE	37	X	8.37	=	309.69
Surrounding	<u>13</u>	X	<u>7.69</u>	=	<u>99.97</u>
	50				409.66 = \$8.19
Surrounding Counties -					
	<u>Inflated</u>		<u>Quantity</u>		
	<u>Cost</u>				
Big Stone	491,091	-	70,201		
Yellow Medicine	<u>2,095,567</u>	-	<u>266,082</u>		
	<u>\$2,586,658</u>		<u>336,283</u>	=	\$7.69

2007 CSAH Gravel Base Unit Price Data

June 2008

The map indicates each county's 2007 CSAH needs study gravel base unit price, the gravel base data in the 2003-2007 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2008. As directed by the 1986 Screening Board, all urban design projects were also included in the five-year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was modified by the June 2003 Screening Board to determine the 2008 gravel base unit prices.

If a county has at least 50,000 tons of gravel base in its current five-year average unit price study, that five-year average unit price, inflated by the factors shown in the inflation factor report, is used.

If a county has less than 50,000 tons of gravel base material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the gravel base material to equal 50,000 tons, and a weighted average unit price inflated by the proper factors is determined.

As you can see, the counties whose recommended unit prices have a circle around them have less than 50,000 tons of gravel base material in their current five-year average unit price study. Therefore, these prices were determined using the procedure above and the calculation of these is shown.

CSAH Roadway Unit Price Report

June 2008

Construction Item	2007 CSAH Needs Study Average	2003-2007 CSAH 5-Year Const. Average	2007 CSAH Const. Average	2008 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
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Rural & Urban Design				
Gravel Base CI 5 & 6/Ton	\$7.93	\$6.84	\$7.58	\$7.58
Outstate(Gravel Base CI 5 & 6/Ton)	7.40	6.51	7.23	7.23
Metro (Gravel Base CI 5 & 6/Ton)	9.76	8.70	9.00	9.00

Rural Design				
Outstate (Bituminous/Ton)	36.90	28.66	37.64	\$37.64 - \$7.23 = G.B.+30.41
Gravel Surf. 2118/Ton	7.21	6.25	6.74	\$6.74 - \$7.58= G.B. -0.84
Gravel Shldr. 2221/Ton	9.05	7.65	10.55	\$10.55 - \$7.58 = G.B. +2.97

Urban Design				
Outstate (Bituminous/Ton)	36.27	36.30	44.84	\$44.84 - \$7.23 = G.B. +37.61

Rural & Urban Design				
Metro (Bituminous/Ton)	41.99	44.17	49.25	\$49.25 - \$9.00 = G.B. +40.25

* The Recommended Gravel Base Unit Price for each individual county is shown on the state map.

G.B. - The gravel base price as shown on the state map

GRAVEL BASE SPEC 2215

Rural & Urban Projects let during 2007

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	17 (7 Urban) (10 Rural)	\$2,331,823	368,241	\$6.33	26.20
2	18 (2 Urban) (16 Rural)	3,217,193	546,307	5.89	69.27
3	18 (5 Urban) (13 Rural)	2,679,955	366,294	7.32	36.38
4	15 (3 Urban) (12 Rural)	2,317,182	316,178	7.33	32.24
6	18 (4 Urban) (14 Rural)	1,939,857	209,791	9.25	18.80
7	13 (3 Urban) (10 Rural)	2,124,569	215,879	9.84	28.56
8	9 (1 Urban) (8 Rural)	2,368,522	327,232	7.24	32.37
Metro	13 (10 Urban) (3 Rural)	5,349,898	594,380	9.00	19.01
State Total	121 (35 Urban) (86 Rural)	\$22,328,999	2,944,302	\$7.58	262.82
Outstate	108 (25 Urban) (83 Rural)	16,979,101	2,349,922	7.23	243.82

Urban* Projects let during 2007

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	7	\$587,383	73,181	\$8.03	3.38
2	2	109,573	16,139	6.79	1.12
3	5	743,803	80,500	9.24	3.94
4	3	48,349	5,089	9.50	0.49
6	4	704,817	70,413	10.01	2.66
7	3	283,258	38,407	7.38	1.85
8	1	38,080	5,600	6.80	0.50
Metro	10	4,335,923	501,747	8.64	14.10
State Total	35	\$6,851,186	791,076	\$8.66	28.03
Outstate	25	2,515,263	289,329	8.69	13.93

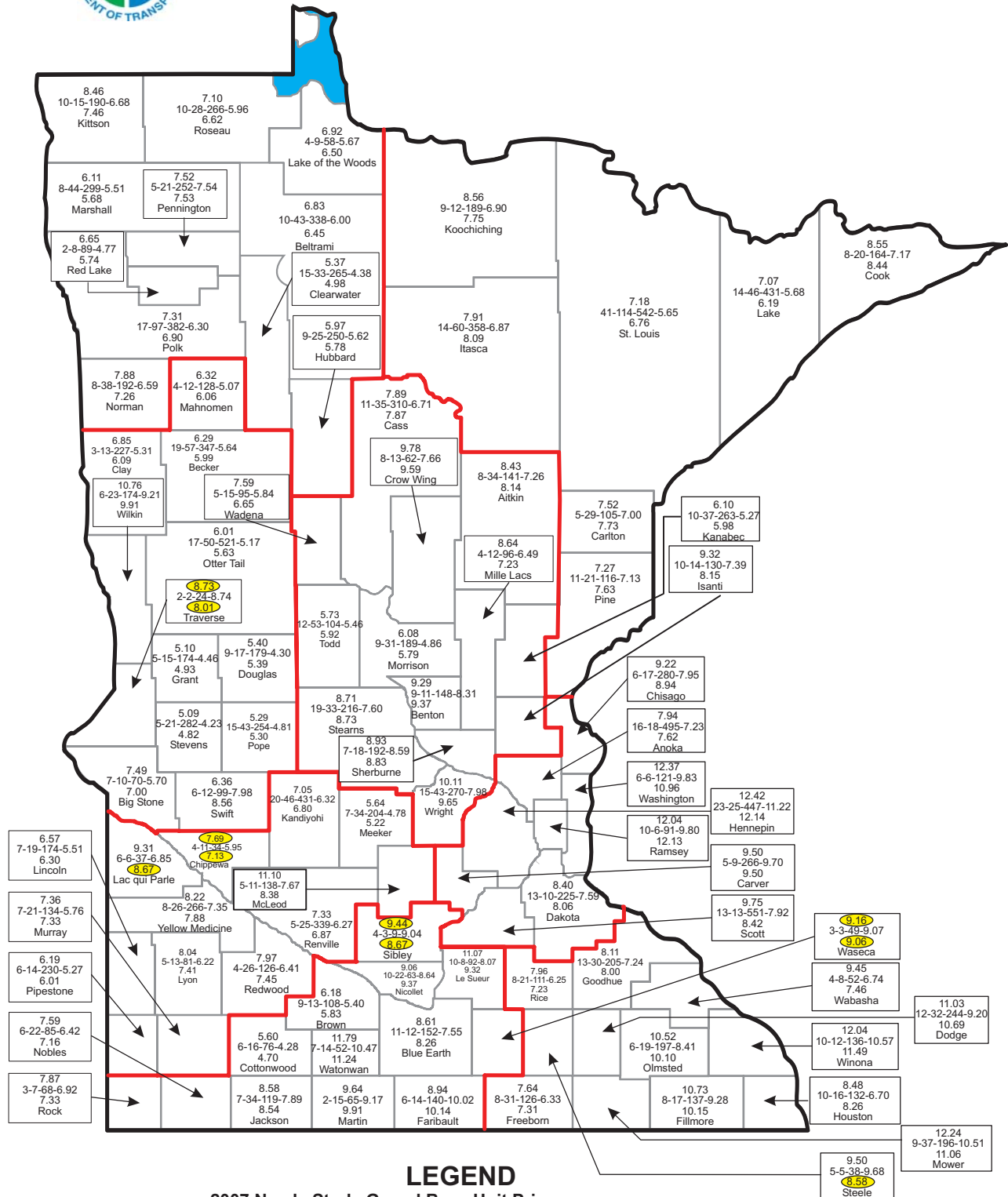
Rural Projects let during 2007

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	10	\$1,744,440	295,060	\$5.91	22.82
2	16	3,107,620	530,168	5.86	68.15
3	13	1,936,152	285,794	6.77	32.44
4	12	2,268,833	311,089	7.29	31.75
6	14	1,235,040	139,378	8.86	16.14
7	10	1,841,311	177,472	10.38	26.71
8	8	2,330,442	321,632	7.25	31.87
Metro	3	1,013,975	92,633	10.95	4.91
State Total	86	\$15,477,813	2,153,226	\$7.19	234.80
Outstate	83	14,463,838	2,060,593	7.02	229.88

*If more than 25% of the project length has Curb and Gutter, it is considered Urban.



2003-2007 CSAH Gravel Base Unit Price Data (Rural and Urban Projects Included) June 2008



7.04
115-344-3,081,243-7.93
7.92



ALL BITUMINOUS

Rural & Urban Projects let during 2007

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	16 (6 Urban) (10 Rural)	\$7,419,195	184,992	\$40.11	60.35
2	24 (2 Urban) (22 Rural)	11,480,602	304,755	37.67	91.93
3	41 (5 Urban) (36 Rural)	14,043,329	395,190	35.54	113.97
4	28 (3 Urban) (25 Rural)	10,386,856	303,638	34.21	97.86
6	37 (3 Urban) (34 Rural)	14,146,445	358,656	39.44	85.88
7	32 (5 Urban) (27 Rural)	18,053,648	465,644	38.77	97.28
8	26 (1 Urban) (25 Rural)	13,414,043	327,770	40.93	96.89
Metro	19 (12 Urban) (7 Rural)	21,600,438	438,581	49.25	29.65
State Total	223 (41 Urban) (161 Rural)	\$110,544,556	2,779,226	\$39.78	673.80
Outstate	204 (25 Urban) (155 Rural)	88,944,118	2,340,645	38.00	644.15

Urban Projects let during 2007

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	6	\$924,334	18,315	\$50.47	2.98
2	2	345,949	7,763	44.56	1.12
3	5	2,195,682	50,322	43.63	3.94
4	3	186,640	4,020	46.43	0.49
6	3	674,178	15,492	43.52	1.96
7	5	815,960	19,037	42.86	2.70
8	1	133,310	2,720	49.01	0.50
Metro	12	16,438,046	325,542	50.49	15.66
State Total	37	\$21,714,099	443,211	\$48.99	29.34
Outstate	25	5,276,053	117,669	44.84	13.69

Rural Projects let during 2007

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	10	\$6,494,861	166,677	\$38.97	57.37
2	22	11,134,653	296,992	37.49	90.80
3	36	11,847,647	344,868	34.35	110.04
4	25	10,200,216	299,618	34.04	97.37
6	34	13,472,267	343,164	39.26	83.93
7	27	17,237,688	446,607	38.60	94.57
8	25	13,280,733	325,050	40.86	96.38
Metro	7	5,162,392	113,039	45.67	13.99
State Total	186	\$88,830,457	2,336,015	\$38.03	644.46
Outstate	179	83,668,065	2,222,976	37.64	630.47

CSAH Miscellaneous Unit Price Report

June 2008

Construction Item	2007 CSAH Needs Study Average	Prices Recommended For 2008 By Mn\DOT or Average 2007 Construction Prices	2008 CSAH Unit Price Recommended by CSAH Subcommittee
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Other Urban Design

Storm Sewer - Complete/Mi.	\$271,117	\$277,895	\$277,895
Storm Sewer - Partial/Mi.	88,102	89,687	89,687
Curb & Gutter Const./Lin.Ft.	10.15	10.45*	10.45*

Bridges

0-149 Ft.Long/Sq.Ft.	\$112.00	\$113.00	\$113.00
150 Ft. & Longer/Sq.Ft.	102.00	117.00	117.00
Widening/Sq.Ft.	150.00	****	150.00

* used 2.79% constuction cost index from Engineering News Record



Minnesota Department of Transportation

Memo

Bridge Office
3485 Hadley Avenue North
Oakdale, MN 55128-3307

Date: February 11, 2008

To: Marshall Johnston
Manager, Municipal State Aid Street Needs Section

From: Mike Leuer *ML*
State Aid Hydraulic Specialist

Phone: (651) 366-4469

Subject: State Aid Storm Sewer
Construction Costs for 2007

FEB 12 2008

We have completed our analysis of storm sewer construction costs incurred for 2007 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately \$277,895 for new construction, and
- Approximately \$89,687 for adjustment of existing systems

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices from approximately 93 plans for 2007.

CC: Andrea Hendrickson (file)

2007 Bridge Construction Projects

June 2008

After compiling the information received from the State Aid Bridge Office, these are the average costs arrived at for 2007. In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

Bridges Built in Calendar Year 2007

June 2008

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.	
39522	SP	38-598-035	66.42	PCB	2,081	223,976	108
73569	SAP	73-599-078	70.52	PCB	2,210	224,886	102
83546	SAP	83-618-009	72.00	TTS	2,448	220,375	90
78523	SAP	78-599-054	74.00	C-SLAB	2,318	257,975	111
83545	SAP	83-599-069	74.00	TTS	2,220	206,845	93
78519	SP	78-613-007	76.56	C-SLAB	2,705	262,618	97
28539	SP	28-620-012	76.69	PCB	2,713	339,805	125
27J32	SP	27-605-022	80.83	P-ARCH	1,293	989,717	765
59512	SAP	59-599-052	81.92	PCB	2,567	275,940	108
39524	SP	39-598-052	86.67	PCB	2,715	294,030	108
45570	SAP	45-604-021	93.50	C-SLAB	3,678	301,535	82
2572	SP	02-614-024	94.67	PCB	5,499	1,084,360	197
28537	SAP	28-599-060	100.50	C-SLAB	3,149	316,813	101
64578	SAP	64-617-027	101.67	PCB	5,500	534,857	97
68539	SAP	68-597-001	104.25	C-SLAB	3,683	358,928	97
50586	SAP	50-597-005	105.90	C-SLAB	5,136	630,299	123
78514	SP	78-611-004	110.00	C-SLAB	4,326	371,087	86
42562	SAP	42-598-040	119.75	C-SLAB	4,711	419,400	89
83547	SP	83-601-010	120.19	C-SLAB	4,247	359,087	85
76540	SAP	76-599-042	132.46	C-SLAB	4,680	395,819	85
37553	SAP	37-997-001	133.46	C-SLAB	4,716	366,513	78
67555	SP	67-599-134	143.00	C-SLAB	4,481	426,825	95
72539	SAP	72-618-016	146.06	C-SLAB	5,745	457,040	80
TOTAL					82,821	\$9,318,730.00	\$113

BRIDGE LENGTH 150 FEET & OVER

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.	
23555	SAP	23-599-100	153.46	PCB	4,195	369,288	88
45571	SP	45-617-012	162.67	C-SLAB	5,748	683,970	119
38531	SAP	38-599-004	163.76	PCB	5,786	604,760	105
19560	SP	19-642-042	166.00	PCB	25,121	2,842,034	113
23574	SAP	23-599-160	204.42	PCB	4,770	559,971	117
6501	SP	06-630-003	214.42	PCB	11,507	1,621,135	141
50588	SAP	50-605-013	216.98	PCB	7,667	729,086	95
7579	SP	07-650-001	241.29	PCB	11,420	1,318,603	115
62623	SP	62-616-002	374.83	PCB	19,998	1,553,630	78
14544	SAP	14-598-029	382.21	PCB	13,505	1,481,100	110
54550	SP	54-639-032	801.67	STEEL	31,532	4,737,200	150
TOTAL					141,249	\$16,500,777	\$117

Minor Structure Unit Prices

June 2008

The prices below have been revised as of March, 2004 for the CSAH Needs Study from the Mn/DOT Estimating Office. The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts. The end section costs are recommended by State Aid Bridge.

CULVERT SIZE	Cost/Lineal Foot	From Estimating	From Tom	Recom-mended Price	+ End Sections	From Estimating	From Tom	Recom-mended End Section Costs
	CURRENT COST				CURRENT COST			
C 8 x 6 single	\$400	\$389	\$386		\$10,400	\$12,638	\$11,232	
C 8 x 8 single	\$400	\$384	\$399		\$10,600	\$14,926	\$12,480	
C 10 x 4 single	\$800	\$260	\$416		\$11,000	\$7,222	\$12,688	
C 10 x 5 single	\$800	\$731	\$447		\$11,200	\$12,100	\$13,191	
C 10 x 6 single	\$800	\$434	\$451		\$12,000	\$14,166	\$14,733	
C 10 x 7 single	\$800	\$496	\$516		\$12,600	\$16,854	\$17,528	
C 10 x 8 single	\$800	\$484	\$503		\$12,978	\$18,870	\$19,625	
C 10 x 9 single	\$800	\$650	\$541		\$13,646	\$20,000	\$19,760	
C 10 x 10 single	\$800	\$554	\$576		\$16,000	\$19,678	\$20,465	
C 12 x 6 single	\$800	\$644	\$622		\$13,400	\$14,252	\$14,822	
C 12 x 8 single	\$800	\$704	\$641		\$16,600	\$19,466	\$20,245	
C 12 x 10 single	\$800	\$697	\$725		\$20,000	\$22,274	\$23,165	
C 12 x12 single	\$800	\$695	\$738		\$23,400	\$21,400	\$24,960	
C 12 x 14 single	\$800	\$741			\$26,600	\$26,088		
C 8 x 6 Double	\$756	\$778	\$772		\$20,800	\$25,276	\$22,464	
C 8 x 8 Double	\$786	\$768	\$799		\$21,200	\$29,852	\$24,960	
C 10 x 4 Double	\$800	\$520	\$832		\$22,000	\$14,444	\$25,376	
C 10 x 5 Double	\$830	\$1,462	\$894		\$22,400	\$24,200	\$26,383	
C 10 x 6 Double	\$840	\$868	\$903		\$24,000	\$28,332	\$29,465	
C 10 x 7 Double	\$850	\$992	\$1,032		\$25,200	\$33,708	\$35,056	
C 10 x 8 Double	\$860	\$968	\$1,007		\$25,956	\$37,740	\$39,250	
C 10 x 9 Double	\$870	\$1,300	\$1,082		\$27,292	\$40,000	\$39,520	
C 10 x 10 Double	\$890	\$1,108	\$1,152		\$32,000	\$39,356	\$40,930	
C 12 x 6 Double	\$846	\$1,288	\$1,244		\$26,800	\$28,504	\$29,644	
C 12 x 8 Double	\$980	\$1,408	\$1,281		\$33,200	\$38,932	\$40,489	
C 12 x 10 Double	\$1,350	\$1,394	\$1,450		\$40,000	\$44,548	\$46,330	
C 12 x12 Double	\$1,750	\$1,390	\$1,477		\$46,800	\$42,800	\$49,920	
C 12 x 14 Double	\$2,000	\$1,482			\$53,200	\$52,176		

Minor Structure Unit Prices

June 2008

The prices below have been revised as of March, 2004 for the CSAH Needs Study from the Mn/DOT Estimating Office. The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts. The end section costs are recommended by State Aid Bridge.

CULVERT SIZE	Cost/Lineal Foot	From Estimating	From Tom	Recommended Price	+ End Sections	From Estimating	From Tom	Recommended End Section Costs
	CURRENT COST				CURRENT COST			
C 10 x 5 Triple	\$1,245	\$2,193	\$1,342		\$34,200	\$36,300	\$39,574	
C 10 x 6 Triple	\$1,260	\$1,302	\$1,354		\$36,000	\$42,498	\$44,198	
C 10 x 8 Triple	\$1,290	\$1,452	\$1,510		\$39,000	\$56,610	\$58,874	
C 10 x 10 Triple	\$1,335	\$1,662	\$1,728		\$48,000	\$59,034	\$61,395	
C 12 x 6 Triple	\$1,269	\$1,932	\$1,866		\$40,200	\$42,756	\$44,466	
C 12 x 8 Triple	\$1,470	\$2,112	\$1,922		\$49,800	\$58,398	\$60,734	
C 12 x 10 Triple	\$1,550	\$2,091	\$2,175		\$60,000	\$66,822	\$69,495	
C 12 x 12 Triple	\$1,659	\$2,085	\$2,215		\$70,200	\$64,200	\$74,880	

CSAH MINOR DRAINAGE COSTS

LESS THAN 10 FOOT SPAN - \$540 Current Cost/LINEAL FOOT
 10 FOOT - 20 FOOT SPAN - \$1080 Current Cost/LINEAL FOOT

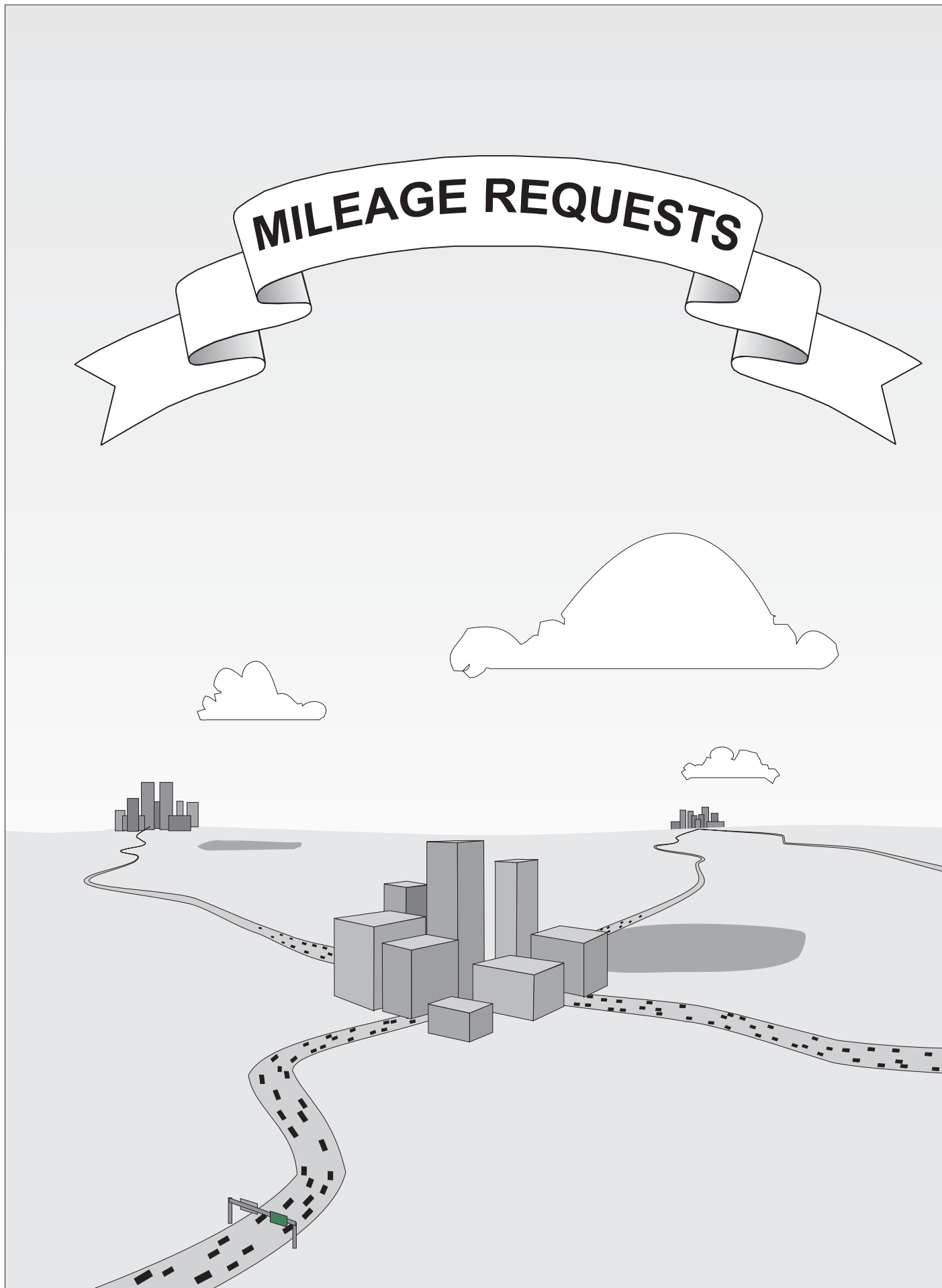
SAH\Books\Spring 2008\box culvert prices 2008.xls

Variances Requested for 2007-2008

June 2008

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status (*Full approval or **Pend HHT*)	Denial Date	Project Number Route Name, Number, Location, Termini, Tied to Project Numbers
2007-01	Murray County	6/14/2007	8820.9961 , so as to allow a 62 foot wide street with 18 foot deep parking stalls in lieu of 66 foot wide with 20 foot parking stall depths.	6/19/2007		SP 51-604-025 West of Cotter, S of Columbia in Iona
2007-02	Morrison County	6/14/2007	8820.9936 , so as to allow a design speed of 20mph at the railroad grade crossing in lieu of the minimum 30 mph.	6/19/2007		SAP 49-704-002 TH 10 to TH 115 in Randall
2007-03	Ramsey County	6/14/2007	8820.2900 , so as to allow an extension of CSAH turnback funds for a period of 25 years beyond the date of jurisdiction transfer in lieu of 15 years.	6/19/2007		SAP 62-030-010
2007-04	Winona County	6/14/2007	8820.9936 , so as to allow reconstruction of the bridge on the existing alignment but shifted southerly approximately 10 feet in lieu of the minimum 30 mph design speed on horizontal curves.	6/19/2007		SAP 85-607-009 Over Big Trout Creek SE of Winona
2007-06	Filmore County	10/8/2007	8820.9920 to allow a 30 MPH vertical sag curve in lieu of the minimum 40 MPH required by standard	10/23/2008		S.P. 23-620-002, Bridge 92882 on CSAH 20 in York Township
2007-07	Washington Co	12/20/2007	8820.9920 to allow a minimum left shoulder width of 3.4 feet paved and a minimum right shoulder width of 4.7 feet paved in lieu of the minimum shoulder width of 11.5 feet usable (10.0 feet paved)	1/8/2008		S.A.P. 82-613-024 (CSAH 13) between 1000 feet south of the south ramp to I-94 and 3rd Street N. in the City of Woodbury.

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

June 2008

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

June 2008

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	2007	2008	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	0.00	0.00	75.59	District 1 Totals

Beltrami	7.53 ¹	0.16				2.10												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	0.00	0.00	60.07	District 2 Totals

Aitkin	6.10		0.60			7.12												13.82	Aitkin
Benton	3.18 ¹																	3.18	Benton
Cass	7.90					2.80												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												9.70	Morrison
Sherburne	5.42											26.68						32.10	Sherburne
Stearns	0.78				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	0.00	0.00	130.71	District 3 Totals

History of CSAH Additional Mileage Requests

June 2008

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	2007	2008	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	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	0.00	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														5.35			20.67	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	5.35	0.00	0.00	49.38	District 6 Totals

History of CSAH Additional Mileage Requests

June 2008

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	2007	2008	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	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
McLeod	0.09	0.50		0.32														0.91	McLeod
Meeker	0.80	0.50																1.30	Meeker
Murray	3.52	1.10																4.62	Murray
Pipestone	0.50																	0.50	Pipestone
Redwood	3.41		0.13															3.54	Redwood
Renville																		0.00	Renville
Yellow Medicine		1.39																1.39	Yellow Medicine
District 8 Totals	34.24	3.49	0.13	0.00	1.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.73	District 8 Totals

Chisago	3.24				2.20													5.44	Chisago
Dakota	1.65 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	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	13.12	0.00	0.00	688.79	Totals
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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

June 2008

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, 2008 is included.

County	Banked Mileage Available	Year Made Available
Becker	5.60	2007
Beltrami	1.30	2002 & 2004
Benton	0.07	2007
Blue Earth	0.55	2000 & 2003
Brown	0.61	1999 & 2006
Carlton	0.88	92, 94 & 2001
Carver	0.95	2001 & 2005
Cass	0.55	2002
Chippewa	0.32	1999
Clay	0.50	1993 & 1997
Clearwater	0.60	1997
Cook	0.31	2007
Cottonwood	1.00	2004 & 2005
Dakota	2.17	2000 & 2005
Dodge	1.56	1994, 2000, 2005
Douglas	2.47	1992 & 2002
Faribault	2.54	1993
Fillmore	0.06	2005
Goodhue	1.78	2003
Hennepin	5.64	2002, 2004 & 2007
Hubbard	0.40	2002
Isanti	0.88	1992 & 2007
Itasca	0.15	1997
Jackson	0.12	2006
Kanabec	0.98	2005
Kandiyohi	2.20	1993, 2003, 2004, 2006
Kittson	0.26	1999
Koochiching	0.23	2003
Le Sueur	1.10	2003, 2004, 2007
Marshall	0.01	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	0.05	1996
Pope	0.13	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	0.86	1996, 2005
Scott	0.82	2001 & 2005
Sibley	0.75	1995, 2008
Stearns	1.30	1997, 2001, 2005, 2006
Steele	0.90	1999 & 2005
Stevens	2.48	1998, 2001, 2007
Todd	0.11	1999, 2000, 2005
Wabasha	1.51	2005
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Washington	1.13	2007
Watsonwan	1.04	2003, 2006
Wright	2.00	2007, 2008
Yellow Medicine	0.24	1995 & 2001
Total Banked Mileage	62.79	

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

Historical Documentation for the Anoka County CSAH Mileage Request

June 2008

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
3/5/2007	CR 116 - CSAH 83 To CSAH 57	2.39	291.54	293.93
3/5/2007	CR 56 - HWY 10 To CSAH 5	3.00	293.93	296.93
3/5/2007	CR 54 - I-35E To CSAH 14	2.89	296.93	299.82
3/5/2007	CR 154 - CSAH 21 To CR 54	0.75	299.82	300.57
5/15/2007	CR 102 - CSAH 2 to TH 47	2.08	300.57	302.65

These designations are left to be completed:

	<u>Miles</u>
K. CR 3 - CSAH 1 To TH 44	1.58
P. CR 58 - CSAH 9 To CSAH 18	<u>5.12</u>
Total Remaining to Designate	6.70

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

Historical Documentation for the Carver County CSAH Mileage Request

June 2008

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
1/2008	Designate CSAH 14	3.29	215.30	218.59

Mileage Request has been completed 1/2008

Historical Documentation for the Dakota County CSAH Mileage Request

June 2008

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
08/2007	Revoked CSAH 45	(1.45)	317.75	316.30
08/2007	Designate CSAH 8	2.54	316.30	318.84
05/2005	Revoke Portion CSAH 48	(0.85)	318.84	317.99

A portion left Co.Rd. 28 (+1.82) from South Robert Trail to Concord Blvd.

Historical Documentation for the Lake County CSAH Mileage Request

June 2008

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 Olmsted County CSAH Mileage Request

June 2008

Olmsted County CSAH mileage (6/06)	315.67
Banked miles	(0.92)
Approved Revocations (10/06)	(16.68)
Approved Designations (10/06)	22.95
TOTAL	321.02

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
10/1/2006	Beginning Balance	0.00	315.67	315.67
3/2008	CSAH 31 - CSAH 3 to TH 52	(3.34)	315.67	312.33
3/2008	CSAH 18 - TH 52 to 0.13 mi. East	(0.13)	312.33	312.20
3/2008	CSAH 12 - TH 52 to 0.24 mi. East	(0.24)	312.20	311.96
3/2008	CSAH 18 connection to TH 52 on CR 112	1.39	311.96	313.35
3/2008	CSAH 12 to TH 52	1.26	313.35	314.61

These revocations need to be completed:

	<u>Miles</u>
CSAH 2 - CSAH 22 to MSAS 110	(1.34)
CSAH 9 - CSAH 22 to MSAS 105	(0.50)
CSAH 4 - CSAH 22 to MSAS 104	(2.58)
CSAH 34 - CSAH 22 to TH 52	(1.49)
CSAH 25 - CSAH 22 to TH 63	(1.23)
CSAH 7 - CSAH 22 to MN 42	(0.89)
CSAH 3 between CSAH 4 and TH 14	(2.70)
CSAH 22 (37th St NW) - TH 63 to TH 52	(2.24)
	(12.97)

These designations are left to be completed:

	<u>Miles</u>
CR 104/60th Ave from TH 14 to CSAH 14	5.18
CR 112 from CSAH 18 to CSAH 14	4.10
55th St as a new CSAH 22	3.24
CR 112 from CSAH 14 to CSAH 22 (55th St.)	1.98
CR 104 - TH 14 to CR 117	4.10
Willow Creek- CR 104 to TH52 @CSAH 36	1.70
	20.30

* See October 2006 County Screening Board Data Booklet, pp. 77-86, for detailed recommendations.

Historical Documentation for the St. Louis County CSAH Mileage Request

June 2008

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

June 2008

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
10/2007	Revoke Portion CSAH 28	(0.52)	214.35	213.83

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 (-0.10), 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

June 2008

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
8/1/2007	Banked Mileage	(0.27)	403.00	402.73
8/1/2007	Designate CSAH 32	5.20	402.73	407.93
8/1/2007	Designate CSAH 18	1.98	407.93	409.91
8/1/2007	Designate CSAH 22	0.83	409.91	410.74
8/1/2007	Designate CSAH 35	0.58	410.74	411.32

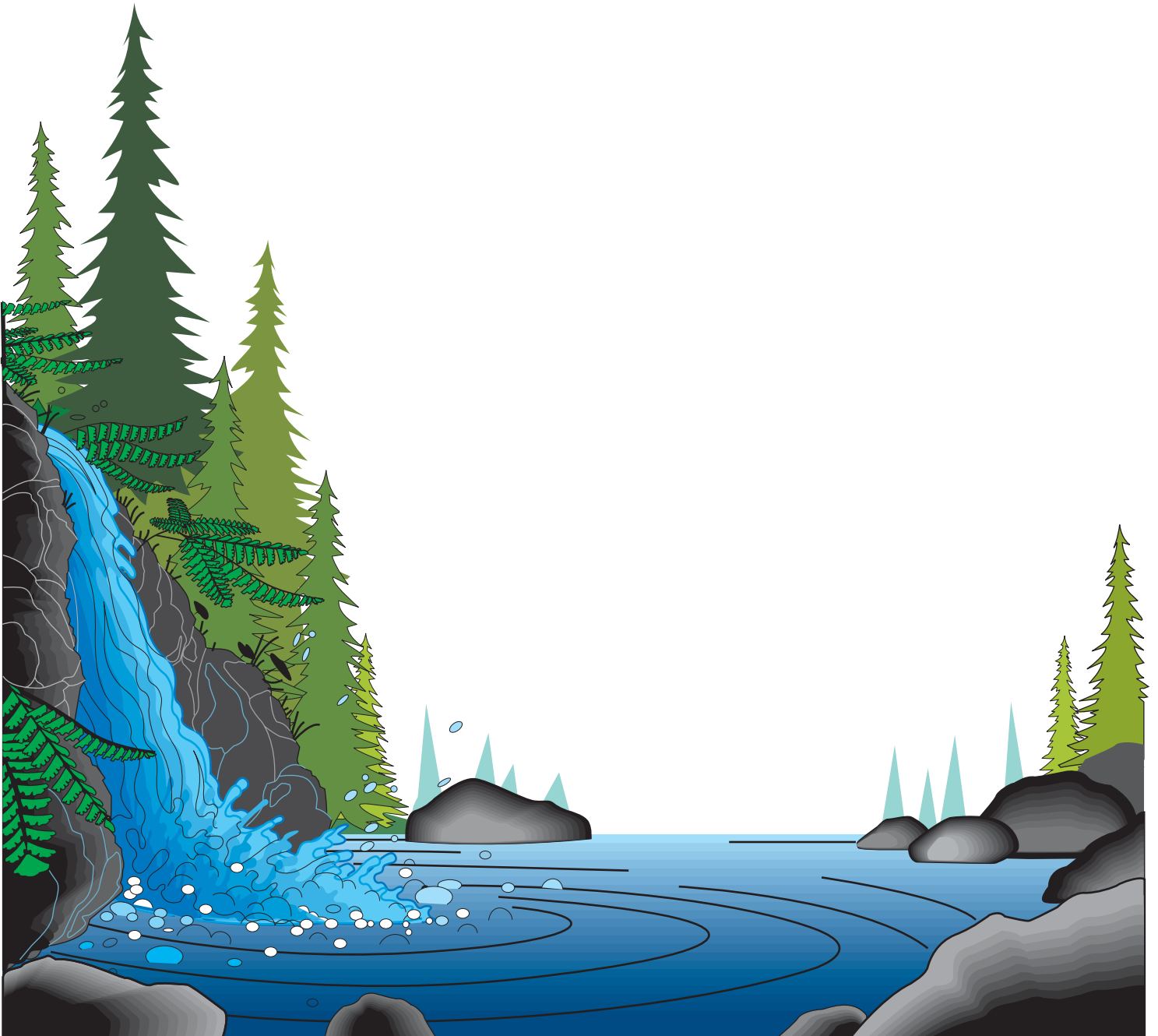
These revocations need to be completed:

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:

70th St NE (CSAH 37 to CSAH 19)	3.00
70th St NE (Kadler Ave NE to CSAH 19)	1.00
Kadler Ave NE (Mississippi River to 70th St NE)	2.48
Kalder Ave NE (CSAH 33 to 70th St NE)	7.80
	14.28

STATE PARK ROAD ACCOUNT



State Park Road Account

JUNE 2008

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.

Historical Review of 2006 State Park Road Account

June 2008

2006 Allotment \$2,693,118

2006 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Kittson	6/06	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
Big Stone		06-600-xxx	Co Rd	Co Rd 80; Hwy 12 to Artichoke Lake	Road Improvements	\$320,000
Waseca		81-604-021	CSAH	TH14 to Snake Trail/CSAH 13 in Waseca	Road Improvements	\$40,000
Waseca		81-613-006	CSAH	At Clear Lake outlet 1 mi. E. of Waseca	Road Improvements	\$40,000
						\$1,176,601
PROJECTS ADDED AFTER JUNE 2006						
Aitkin		01-600-014	Co Rd	Access to Little Willow River Wildlife Management area	Road Improvements	\$75,000
Beltrami		04-600-010	Twp	Access road to Rognlien Park	Reconstruction	\$200,000
Big Stone		06-600-003	Co Rd	Meadow Brook Rd, access to Big Stone Lake	Road Improvements	\$49,576 *
Cass		11-600-015	Co Rd	Sylvan Twp Rd., access to Pillsbury State Forest	Road Improvements	\$300,000 \$45,971 *
Chisago		13-600-009	Co Rd	Franconia Trail, access to the St. Croix River	Road Improvements	\$94,000 \$43,763 *
Clearwater		15-600-009	Co. Rd	Access to Itasca State Park	Road Improvements	\$646,000
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	6/02	28-601-009	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
Mille Lacs		48-600-009	Twp.	Access to Mille Lacs Wildlife Management Area	Reconstruction	\$212,000
St. Louis		69-600-036	Twp	Esker Trail, access to State Forest lands & Fish Lake	Road Improvements	\$270,000
Scott		70-600-010	Twp	CSAH 57 North park entrance	Road Improvements	\$253,824
Waseca		81-613-005	CSAH	8th St. NE to CSAH 4 in Waseca	Road Improvements	\$40,000
						TOTAL: \$3,961,735

* Supplement to a previous allocation

Historical Review of 2007 State Park Road Account

June 2008

2007 Allotment \$2,726,127

2007 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Anoka		02-600-016	TWP	Carlos Avery Wild Life Management	Road Improvements	35,000
Becker		03-635-006	CSAH		Seal Coat	30,000
Beltrami		04-600-011	TWP	Three Island Cty. Park Rd. access to Three Island Lake	Road Improvements	78,000
Beltrami	10/03	04-619-006	CSAH	CSAH 19 access to Lake Bemidji State Park	Road Improvements	45,000 *
Cass		11-600-016	CR	CR 141 access to Steamboat Lake & Heartland Trail Rest Area	Road Improvements	50,000
Chisago		13-600-010	TWP	Nathan Lane Twp Road access to Kroon Lake	Road Improvements	34,000
Chisago		13-600-011	TWP	482nd St. & Blue Heron Trail Access to Goose Lake	Road Improvements	50,000
Clearwater		15-600-010	CR	TH 200 to Co Rd 117 2.5 Mi e & 18.5 Mi S of Shevlin	Road Improvements	146,000
Crow Wing		18-600-028	TWP	Kego Lake Road in the City of Fifty Lakes access to Kego Lake	Road Improvements	78,000 *
Morrison		49-600-027	TWP	Little Elk Wild Life Management	Road Improvements	48,600
Pine		58-600-010	TWP	Bridge L3123 over Hay Creek on Piedmont Trail access to St. Croix State Park	Road Improvements	5,000
Polk		60-600-005	MSAS	12th St. NW to 20th St. NW	Road Improvements	48,925
Pope	6/07	61-628-024	CSAH	N. Side of Lake Villard	Road Improvements	150,000
Rice		66-600-004	Twp	Co. Rd. 68 to 177th St. W., Access to Roberds Lake	Road Improvements	75,000
Rice	6/07	66-629-011	CSAH	CSAH 29 access to Nerstrand Woods State Park	Road Improvements	291,000
Rock	6/07	67-620-012	CSAH	CSAH 20 access to Blue Mounds State Park	Road Improvements	250,000
Roseau	6/07	68-613-016	CSAH	Access on Springsteel Island North of Warroad	Road Improvements	450,000
St. Louis		69-600-030	Township	Access to Ely Lake (Gilbert/Fayal Corp. Lim.	Road Improvements	560 *
Stearns		73-600-011	CITY	145th St and 73rd Ave. access to School Section Lake	Road Improvements	150,000
Swift		76-600-002	Twp	2.5 Mi. around the Danvers	Road Improvements	90,000
Wabasha		79-600-010	Park Road	Zumbro Bottoms Park	Road Improvements	976,153
Waseca		81-600-004	CR	CR 53 access Lake Elysian	Road Improvements	69,000
TOTAL:						\$3,150,238

* Supplement to a previous allocation

Historical Review of 2008 State Park Road Account

June 2008

2008 Allotment \$2,749,684

2008 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Chippewa	6/07	012-632-xxx	CSAH	Access to the Lac qui Parle State Park & Wildlife Headquarters	Bridge Replace.	660,000
Crow Wing		018-600-028	Co Rd	Kego Lake Rd., access to Kego Lake	Road Improvements	40,000 *

TOTAL: \$700,000

* Supplement to a previous allocation

REFERENCE MATERIAL



Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison

**Lengths used in calculations may exceed 3 decimal places

2003 thru 2007

2002 thru 2006

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	009-620-006	1	2.317	\$107,656	\$46,464	26,914	11,616	\$4.00	0.000	\$0	\$0	0	0	\$0.00
2002	009-635-001	1	3.678	\$316,733	\$86,116	59,092	16,066	\$5.36	0.000	\$0	\$0	0	0	\$0.00
2003	009-635-002	1	2.953	\$264,962	\$89,726	46,322	15,686	\$5.72	2.953	\$264,962	\$89,726	46,322	15,686	\$5.72
2005	009-601-040	2	0.662	\$58,583	\$88,494	7,811	11,799	\$7.50	0.662	\$58,583	\$88,494	7,811	11,799	\$7.50
2005	009-635-003	1	6.631	\$8,000	\$1,206	1,000	151	\$8.00	6.631	\$8,000	\$1,206	1,000	151	\$8.00
2005	009-661-019	1	15.840	\$69,230	\$4,371	6,923	437	\$10.00	15.840	\$69,230	\$4,371	6,923	437	\$10.00
2006	009-608-011	1	2.594	\$334,999	\$129,144	43,059	16,599	\$7.78	2.594	\$334,999	\$129,144	43,059	16,599	\$7.78
CARLTON			34.675	\$1,160,163	\$33,458	191,121	5,512	\$6.07	28.680	\$735,774	\$25,655	105,115	3,665	\$7.00
2003	016-604-010	1	3.365	\$213,802	\$63,537	55,948	16,626	\$3.82	3.365	\$213,802	\$63,537	55,948	16,626	\$3.82
2003	016-604-011	1	3.365	\$13,695	\$4,070	3,486	1,036	\$3.93	3.365	\$13,695	\$4,070	3,486	1,036	\$3.93
2003	016-612-059	2	1.526	\$250,430	\$164,109	34,802	22,806	\$7.20	1.526	\$250,430	\$164,109	34,802	22,806	\$7.20
2003	016-612-062	1	4.104	\$110,358	\$26,890	15,765	3,841	\$7.00	4.104	\$110,358	\$26,890	15,765	3,841	\$7.00
2004	016-605-001	1	1.586	\$51,056	\$32,192	4,467	2,817	\$11.43	1.586	\$51,056	\$32,192	4,467	2,817	\$11.43
2005	016-612-067	1	4.991	\$186,120	\$37,291	11,844	2,373	\$15.71	4.991	\$186,120	\$37,291	11,844	2,373	\$15.71
2007	016-607-019	2	0.000	\$0	\$0	0	0	\$0.00	1.168	\$289,900	\$248,202	31,220	26,729	\$9.29
2007	016-615-001	2	0.000	\$0	\$0	0	0	\$0.00	0.251	\$61,620	\$245,498	6,636	26,438	\$9.29
COOK			18.937	\$825,461	\$43,590	126,312	6,670	\$6.54	20.356	\$1,176,981	\$57,820	164,168	8,065	\$7.17

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	031-603-014	1	15.045	\$167,440	\$11,129	45,254	3,008	\$3.70	0.000	\$0	\$0	0	0	\$0.00
2002	031-607-020	1	6.799	\$219,520	\$32,287	39,200	5,766	\$5.60	0.000	\$0	\$0	0	0	\$0.00
2002	031-643-002	1	1.196	\$40,745	\$34,068	5,620	4,699	\$7.25	0.000	\$0	\$0	0	0	\$0.00
2002	031-660-007	1	0.816	\$24,650	\$30,208	4,060	4,975	\$6.07	0.000	\$0	\$0	0	0	\$0.00
2002	031-662-018	1	4.725	\$277,157	\$58,658	59,085	12,505	\$4.69	0.000	\$0	\$0	0	0	\$0.00
2002	031-675-003	1	1.477	\$16,549	\$11,204	2,713	1,837	\$6.10	0.000	\$0	\$0	0	0	\$0.00
2003	031-607-022	1	12.420	\$111,840	\$9,005	25,020	2,014	\$4.47	12.420	\$111,840	\$9,005	25,020	2,014	\$4.47
2003	031-629-013	1	4.167	\$307,777	\$73,861	40,497	9,719	\$7.60	4.167	\$307,777	\$73,861	40,497	9,719	\$7.60
2003	031-662-019	1	1.299	\$54,334	\$41,828	16,718	12,870	\$3.25	1.299	\$54,334	\$41,828	16,718	12,870	\$3.25
2004	031-607-023	1	6.438	\$435,900	\$67,707	64,103	9,957	\$6.80	6.438	\$435,900	\$67,707	64,103	9,957	\$6.80
2004	031-629-014	1	6.629	\$497,050	\$74,981	64,720	9,763	\$7.68	6.629	\$497,050	\$74,981	64,720	9,763	\$7.68
2004	031-669-006	1	5.100	\$11,880	\$2,329	2,495	489	\$4.76	5.100	\$11,880	\$2,329	2,495	489	\$4.76
2005	031-607-025	1	6.438	\$93,750	\$14,562	15,000	2,330	\$6.25	6.438	\$93,750	\$14,562	15,000	2,330	\$6.25
2005	031-615-004	2	0.063	\$9,599	\$152,365	1,251	19,857	\$7.67	0.063	\$9,599	\$152,365	1,251	19,857	\$7.67
2005	031-663-015	1	5.332	\$615,706	\$115,474	90,545	16,981	\$6.80	5.332	\$615,706	\$115,474	90,545	16,981	\$6.80
2006	031-629-015	1	4.149	\$90,720	\$21,866	9,600	2,314	\$9.45	4.149	\$90,720	\$21,866	9,600	2,314	\$9.45
2006	031-629-016	1	6.629	\$141,750	\$21,383	15,000	2,263	\$9.45	6.629	\$141,750	\$21,383	15,000	2,263	\$9.45
2006	031-662-016	2	0.081	\$12,978	\$160,222	1,691	20,877	\$7.67	0.081	\$12,978	\$160,222	1,691	20,877	\$7.67
2007	031-604-008	1	0.000	\$0	\$0	0	0	\$0.00	0.240	\$23,484	\$97,850	4,120	17,167	\$5.70
2007	031-662-020	1	0.000	\$0	\$0	0	0	\$0.00	0.538	\$54,000	\$100,372	7,500	13,941	\$7.20
ITASCA			88.803	\$3,129,345	\$35,239	502,572	5,659	\$6.23	59.523	\$2,460,768	\$41,341	358,260	6,019	\$6.87

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	036-624-015	1	0.840	\$54,300	\$64,643	9,050	10,774	\$6.00	0.000	\$0	\$0	0	0	\$0.00
2002	036-738-001	1	1.834	\$244,572	\$133,354	33,734	18,394	\$7.25	0.000	\$0	\$0	0	0	\$0.00
2003	036-620-008	1	3.196	\$164,063	\$51,334	26,500	8,292	\$6.19	3.196	\$164,063	\$51,334	26,500	8,292	\$6.19
2003	036-629-012	1	0.128	\$16,150	\$126,172	1,900	14,844	\$8.50	0.128	\$16,150	\$126,172	1,900	14,844	\$8.50
2004	036-640-003	2	0.602	\$59,850	\$99,397	11,574	19,222	\$5.17	0.602	\$59,850	\$99,397	11,574	19,222	\$5.17
2005	036-615-008	1	3.136	\$469,543	\$149,727	58,256	18,577	\$8.06	3.136	\$469,543	\$149,727	58,256	18,577	\$8.06
2005	036-617-005	1	3.640	\$416,663	\$114,468	64,102	17,610	\$6.50	3.640	\$416,663	\$114,468	64,102	17,610	\$6.50
2005	036-641-001	2	0.202	\$35,438	\$175,436	4,725	23,391	\$7.50	0.202	\$35,438	\$175,436	4,725	23,391	\$7.50
2007	036-624-017	2	0.000	\$0	\$0	0	0	\$0.00	0.235	\$29,400	\$125,106	4,200	17,872	\$7.00
2007	036-702-002	1	0.000	\$0	\$0	0	0	\$0.00	0.649	\$69,000	\$106,317	11,500	17,720	\$6.00
2007	036-708-001	2	0.000	\$0	\$0	0	0	\$0.00	0.265	\$40,600	\$153,208	5,800	21,887	\$7.00
	KOOCHICHING		13.578	\$1,460,579	\$107,568	209,841	15,454	\$6.96	12.053	\$1,300,707	\$107,914	188,557	15,644	\$6.90
2003	038-602-020	1	0.568	\$28,755	\$50,625	5,456	9,606	\$5.27	0.568	\$28,755	\$50,625	5,456	9,606	\$5.27
2003	038-603-029	1	2.023	\$65,381	\$32,319	14,676	7,255	\$4.45	2.023	\$65,381	\$32,319	14,676	7,255	\$4.45
2003	038-609-010	1	2.060	\$98,520	\$47,825	18,078	8,776	\$5.45	2.060	\$98,520	\$47,825	18,078	8,776	\$5.45
2003	038-611-013	1	2.988	\$180,106	\$60,276	41,211	13,792	\$4.37	2.988	\$180,106	\$60,276	41,211	13,792	\$4.37
2004	038-602-024	1	13.124	\$129,312	\$9,853	22,823	1,739	\$5.67	13.124	\$129,312	\$9,853	22,823	1,739	\$5.67
2004	038-609-011	1	2.038	\$144,606	\$70,955	20,982	10,295	\$6.89	2.038	\$144,606	\$70,955	20,982	10,295	\$6.89
2005	038-603-030	1	2.027	\$98,382	\$48,536	19,573	9,656	\$5.03	2.027	\$98,382	\$48,536	19,573	9,656	\$5.03
2005	038-610-005	1	1.012	\$44,640	\$44,111	5,208	5,146	\$8.57	1.012	\$44,640	\$44,111	5,208	5,146	\$8.57
2005	038-611-014	1	5.400	\$216,346	\$40,064	33,036	6,118	\$6.55	5.400	\$216,346	\$40,064	33,036	6,118	\$6.55
2005	038-612-014	1	0.679	\$23,374	\$34,424	3,230	4,757	\$7.24	0.679	\$23,374	\$34,424	3,230	4,757	\$7.24
2007	038-602-023	1	0.000	\$0	\$0	0	0	\$0.00	11.360	\$1,028,811	\$90,564	185,539	16,333	\$5.54
2007	038-602-025	1	0.000	\$0	\$0	0	0	\$0.00	0.727	\$74,288	\$102,184	13,474	18,534	\$5.51
2007	038-604-013	1	0.000	\$0	\$0	0	0	\$0.00	1.777	\$250,123	\$140,756	38,245	21,522	\$6.54
2007	038-605-009	2	0.000	\$0	\$0	0	0	\$0.00	0.401	\$65,363	\$163,000	9,351	23,319	\$6.99
	LAKE		31.919	\$1,029,422	\$32,251	184,273	5,773	\$5.59	46.184	\$2,448,007	\$53,006	430,882	9,330	\$5.68

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	058-615-003	1	6.418	\$277,381	\$43,219	63,329	9,867	\$4.38	0.000	\$0	\$0	0	0	\$0.00
2002	058-622-015	1	1.924	\$81,864	\$42,549	15,446	8,028	\$5.30	0.000	\$0	\$0	0	0	\$0.00
2002	058-625-013	1	3.520	\$149,256	\$42,402	28,703	8,154	\$5.20	0.000	\$0	\$0	0	0	\$0.00
2003	058-607-020	2	0.561	\$61,241	\$109,164	6,492	11,572	\$9.43	0.561	\$61,241	\$109,164	6,492	11,572	\$9.43
2004	058-633-011	1	1.142	\$76,747	\$67,204	10,840	9,492	\$7.08	1.142	\$76,747	\$67,204	10,840	9,492	\$7.08
2004	058-647-005	1	1.061	\$79,838	\$75,248	8,404	7,921	\$9.50	1.061	\$79,838	\$75,248	8,404	7,921	\$9.50
2005	058-633-010	1	2.538	\$120,073	\$47,310	19,814	7,807	\$6.06	2.538	\$120,073	\$47,310	19,814	7,807	\$6.06
2005	058-646-024	1	2.967	\$4,900	\$1,651	700	236	\$7.00	2.967	\$4,900	\$1,651	700	236	\$7.00
2006	058-624-003	1	1.100	\$55,709	\$50,645	8,773	7,975	\$6.35	1.100	\$55,709	\$50,645	8,773	7,975	\$6.35
2006	058-654-005	1	3.642	\$186,998	\$51,345	26,714	7,335	\$7.00	3.642	\$186,998	\$51,345	26,714	7,335	\$7.00
2007	058-617-014	1	0.000	\$0	\$0	0	0	\$0.00	1.505	\$53,508	\$35,558	8,918	5,926	\$6.00
2007	058-623-005	1	0.000	\$0	\$0	0	0	\$0.00	1.935	\$76,024	\$39,288	9,215	4,762	\$8.25
2007	058-623-006	1	0.000	\$0	\$0	0	0	\$0.00	2.058	\$70,133	\$34,078	8,501	4,131	\$8.25
2007	058-624-004	1	0.000	\$0	\$0	0	0	\$0.00	2.033	\$45,069	\$22,169	8,048	3,959	\$5.60
PINE			24.873	\$1,094,007	\$43,984	189,215	7,607	\$5.78	20.542	\$830,240	\$40,417	116,419	5,667	\$7.13

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	069-604-057	1	5.326	\$268,290	\$50,374	56,341	10,578	\$4.76	0.000	\$0	\$0	0	0	\$0.00
2002	069-622-012	1	3.381	\$241,016	\$71,285	33,742	9,980	\$7.14	0.000	\$0	\$0	0	0	\$0.00
2002	069-623-029	1	4.552	\$196,644	\$43,199	44,940	9,873	\$4.38	0.000	\$0	\$0	0	0	\$0.00
2002	069-648-022	2	2.023	\$196,323	\$97,045	32,014	15,825	\$6.13	0.000	\$0	\$0	0	0	\$0.00
2002	069-715-004	1	7.220	\$379,200	\$52,521	71,669	9,926	\$5.29	0.000	\$0	\$0	0	0	\$0.00
2003	069-605-039	1	5.940	\$132,251	\$22,264	37,872	6,376	\$3.49	5.940	\$132,251	\$22,264	37,872	6,376	\$3.49
2003	069-609-030	2	0.254	\$21,870	\$86,102	2,296	9,039	\$9.53	0.254	\$21,870	\$86,102	2,296	9,039	\$9.53
2003	069-616-040	1	4.470	\$218,380	\$48,855	41,274	9,234	\$5.29	4.470	\$218,380	\$48,855	41,274	9,234	\$5.29
2003	069-617-004	2	0.256	\$22,500	\$87,891	2,835	11,074	\$7.94	0.256	\$22,500	\$87,891	2,835	11,074	\$7.94
2003	069-622-015	1	1.985	\$1,806	\$910	140	71	\$12.90	1.985	\$1,806	\$910	140	71	\$12.90
2003	069-641-002	1	0.133	\$7,649	\$57,511	1,750	13,158	\$4.37	0.133	\$7,649	\$57,511	1,750	13,158	\$4.37
2003	069-703-011	2	1.036	\$96,701	\$93,341	19,227	18,559	\$5.03	1.036	\$96,701	\$93,341	19,227	18,559	\$5.03
2003	069-728-009	1	4.837	\$54,407	\$11,248	8,568	1,771	\$6.35	4.837	\$54,407	\$11,248	8,568	1,771	\$6.35
2003	069-744-002	2	0.411	\$13,590	\$33,066	2,569	6,251	\$5.29	0.411	\$13,590	\$33,066	2,569	6,251	\$5.29
2003	069-752-001	2	1.273	\$101,941	\$80,079	16,609	13,047	\$6.14	1.273	\$101,941	\$80,079	16,609	13,047	\$6.14
2004	069-605-042	1	4.876	\$9,248	\$1,897	1,028	211	\$9.00	4.876	\$9,248	\$1,897	1,028	211	\$9.00
2004	069-607-039	1	6.081	\$103,640	\$17,043	14,896	2,450	\$6.96	6.081	\$103,640	\$17,043	14,896	2,450	\$6.96
2004	069-616-040	1	4.470	\$205,714	\$46,021	41,274	9,234	\$4.98	4.470	\$205,714	\$46,021	41,274	9,234	\$4.98
2004	069-621-029	1	14.651	\$97,401	\$6,648	17,058	1,164	\$5.71	14.651	\$97,401	\$6,648	17,058	1,164	\$5.71
2004	069-637-013	1	5.031	\$295,248	\$58,686	42,543	8,456	\$6.94	5.031	\$295,248	\$58,686	42,543	8,456	\$6.94
2004	069-637-014	1	0.294	\$46,260	\$157,347	5,969	20,303	\$7.75	0.294	\$46,260	\$157,347	5,969	20,303	\$7.75
2004	069-643-013	1	1.890	\$159,904	\$84,605	22,982	12,160	\$6.96	1.890	\$159,904	\$84,605	22,982	12,160	\$6.96
2004	069-644-024	1	7.051	\$48,003	\$6,808	6,957	987	\$6.90	7.051	\$48,003	\$6,808	6,957	987	\$6.90
2004	069-648-020	1	3.527	\$165,534	\$46,933	35,919	10,184	\$4.61	3.527	\$165,534	\$46,933	35,919	10,184	\$4.61
2004	069-661-014	1	0.264	\$55,800	\$211,364	5,273	19,973	\$10.58	0.264	\$55,800	\$211,364	5,273	19,973	\$10.58
2004	069-675-003	1	0.124	\$6,439	\$51,810	806	6,485	\$7.99	0.124	\$6,439	\$51,810	806	6,485	\$7.99
2004	069-684-004	1	2.983	\$101,059	\$33,878	14,437	4,840	\$7.00	2.983	\$101,059	\$33,878	14,437	4,840	\$7.00
2004	069-688-008	1	2.733	\$20,423	\$7,473	4,168	1,525	\$4.90	2.733	\$20,423	\$7,473	4,168	1,525	\$4.90
2004	069-688-010	1	2.711	\$53,792	\$19,842	11,694	4,314	\$4.60	2.711	\$53,792	\$19,842	11,694	4,314	\$4.60
2004	069-698-011	1	2.754	\$5,296	\$1,923	623	226	\$8.50	2.754	\$5,296	\$1,923	623	226	\$8.50
2004	069-710-023	1	0.852	\$57,099	\$67,018	10,278	12,063	\$5.56	0.852	\$57,099	\$67,018	10,278	12,063	\$5.56
2004	069-716-008	1	2.557	\$106,707	\$41,731	23,867	9,334	\$4.47	2.557	\$106,707	\$41,731	23,867	9,334	\$4.47

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2004	069-733-023	1	6.006	\$12,824	\$2,135	1,603	267	\$8.00	6.006	\$12,824	\$2,135	1,603	267	\$8.00
2004	069-734-001	1	3.126	\$42,084	\$13,463	6,012	1,923	\$7.00	3.126	\$42,084	\$13,463	6,012	1,923	\$7.00
2005	069-604-064	1	1.383	\$5,769	\$4,171	554	401	\$10.41	1.383	\$5,769	\$4,171	554	401	\$10.41
2005	069-609-035	1	1.570	\$840	\$535	79	50	\$10.63	1.570	\$840	\$535	79	50	\$10.63
2005	069-616-045	1	0.065	\$4,832	\$74,338	571	8,785	\$8.46	0.065	\$4,832	\$74,338	571	8,785	\$8.46
2005	069-623-030	1	4.593	\$179,405	\$39,061	23,068	5,022	\$7.78	4.593	\$179,405	\$39,061	23,068	5,022	\$7.78
2005	069-641-003	1	0.152	\$5,716	\$37,605	939	6,178	\$6.09	0.152	\$5,716	\$37,605	939	6,178	\$6.09
2005	069-702-011	1	4.035	\$42,038	\$10,418	4,425	1,097	\$9.50	4.035	\$42,038	\$10,418	4,425	1,097	\$9.50
2006	069-616-043	1	5.221	\$245,314	\$46,986	56,162	10,757	\$4.37	5.221	\$245,314	\$46,986	56,162	10,757	\$4.37
2006	069-624-018	2	0.280	\$24,752	\$88,400	3,342	11,936	\$7.41	0.280	\$24,752	\$88,400	3,342	11,936	\$7.41
2006	069-663-012	1	3.080	\$156,040	\$50,662	31,374	10,186	\$4.97	3.080	\$156,040	\$50,662	31,374	10,186	\$4.97
2006	069-724-003	2	0.240	\$33,726	\$140,525	4,553	18,971	\$7.41	0.240	\$33,726	\$140,525	4,553	18,971	\$7.41
2007	069-601-001	2	0.000	\$0	\$0	0	0	\$0.00	0.289	\$31,960	\$110,588	3,020	10,450	\$10.58
2007	069-607-040	2	0.000	\$0	\$0	0	0	\$0.00	0.770	\$68,540	\$89,013	12,954	16,823	\$5.29
ST. LOUIS			135.697	\$4,243,475	\$31,272	764,300	5,632	\$5.55	114.254	\$3,062,502	\$26,804	541,568	4,740	\$5.65
DISTRIC 1			348.482	\$12,942,452	\$37,139	2,167,634	6,220	\$5.97	301.592	\$12,014,979	\$39,838	1,904,969	6,316	\$6.31

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	004-603-002	1	0.383	\$24,250	\$63,399	5,000	13,072	\$4.85	0.000	\$0	\$0	0	0	\$0.00
2002	004-605-025	1	5.012	\$215,000	\$42,897	43,000	8,579	\$5.00	0.000	\$0	\$0	0	0	\$0.00
2002	004-622-017	1	3.185	\$39,867	\$12,517	8,220	2,581	\$4.85	0.000	\$0	\$0	0	0	\$0.00
2003	004-611-009	1	3.529	\$308,015	\$87,281	60,395	17,114	\$5.10	3.529	\$308,015	\$87,281	60,395	17,114	\$5.10
2004	004-607-019	1	0.843	\$15,500	\$18,387	1,550	1,839	\$10.00	0.843	\$15,500	\$18,387	1,550	1,839	\$10.00
2004	004-619-005	2	1.396	\$104,685	\$74,989	14,955	10,713	\$7.00	1.396	\$104,685	\$74,989	14,955	10,713	\$7.00
2005	004-612-013	1	11.350	\$28,050	\$2,471	3,740	330	\$7.50	11.350	\$28,050	\$2,471	3,740	330	\$7.50
2005	004-615-014	1	4.160	\$518,524	\$124,645	86,565	20,809	\$5.99	4.160	\$518,524	\$124,645	86,565	20,809	\$5.99
2006	004-603-003	1	4.144	\$69,000	\$16,651	17,250	4,163	\$4.00	4.144	\$69,000	\$16,651	17,250	4,163	\$4.00
2006	004-619-006	2	2.929	\$177,800	\$60,703	25,400	8,672	\$7.00	2.929	\$177,800	\$60,703	25,400	8,672	\$7.00
2006	004-622-018	1	5.227	\$267,872	\$51,248	41,855	8,007	\$6.40	5.227	\$267,872	\$51,248	41,855	8,007	\$6.40
2007	004-603-004	1	0.000	\$0	\$0	0	0	\$0.00	4.144	\$135,450	\$32,686	31,500	7,601	\$4.30
2007	004-612-014	1	0.000	\$0	\$0	0	0	\$0.00	5.487	\$404,250	\$73,674	55,000	10,024	\$7.35
	BELTRAMI		42.158	\$1,768,563	\$41,951	307,930	7,304	\$5.74	43.209	\$2,029,146	\$46,961	338,210	7,827	\$6.00

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	015-617-002	1	0.383	\$24,250	\$63,399	5,000	13,072	\$4.85	0.000	\$0	\$0	0	0	\$0.00
2002	015-619-002	1	3.246	\$94,870	\$29,227	26,500	8,164	\$3.58	0.000	\$0	\$0	0	0	\$0.00
2002	015-630-001	1	2.021	\$58,354	\$28,874	16,300	8,065	\$3.58	0.000	\$0	\$0	0	0	\$0.00
2002	015-632-001	1	0.255	\$7,160	\$28,078	2,000	7,843	\$3.58	0.000	\$0	\$0	0	0	\$0.00
2003	015-604-008	1	0.602	\$49,500	\$82,226	11,000	18,272	\$4.50	0.602	\$49,500	\$82,226	11,000	18,272	\$4.50
2003	015-610-002	1	2.159	\$85,095	\$39,414	18,300	8,476	\$4.65	2.159	\$85,095	\$39,414	18,300	8,476	\$4.65
2003	015-646-002	2	1.460	\$126,965	\$86,962	20,814	14,256	\$6.10	1.460	\$126,965	\$86,962	20,814	14,256	\$6.10
2003	015-653-001	2	0.080	\$6,051	\$75,638	992	12,400	\$6.10	0.080	\$6,051	\$75,638	992	12,400	\$6.10
2004	015-619-003	1	3.246	\$86,250	\$26,571	25,000	7,702	\$3.45	3.246	\$86,250	\$26,571	25,000	7,702	\$3.45
2004	015-630-002	1	2.021	\$53,475	\$26,460	15,500	7,669	\$3.45	2.021	\$53,475	\$26,460	15,500	7,669	\$3.45
2004	015-632-002	1	0.225	\$6,555	\$29,133	1,900	8,444	\$3.45	0.225	\$6,555	\$29,133	1,900	8,444	\$3.45
2004	015-637-004	1	7.514	\$196,305	\$26,125	56,900	7,573	\$3.45	7.514	\$196,305	\$26,125	56,900	7,573	\$3.45
2005	015-626-003	1	0.170	\$7,600	\$44,706	800	4,706	\$9.50	0.170	\$7,600	\$44,706	800	4,706	\$9.50
2005	015-639-004	1	0.300	\$16,000	\$53,333	3,200	10,667	\$5.00	0.300	\$16,000	\$53,333	3,200	10,667	\$5.00
2006	015-610-003	2	2.159	\$124,600	\$57,712	17,800	8,245	\$7.00	2.159	\$124,600	\$57,712	17,800	8,245	\$7.00
2006	015-617-003	1	4.144	\$69,000	\$16,651	17,250	4,163	\$4.00	4.144	\$69,000	\$16,651	17,250	4,163	\$4.00
2007	015-617-004	1	0.000	\$0	\$0	0	0	\$0.00	4.144	\$135,450	\$32,686	31,500	7,601	\$4.30
2007	015-628-007	1	0.000	\$0	\$0	0	0	\$0.00	3.030	\$118,125	\$38,985	26,250	8,663	\$4.50
2007	015-631-004	1	0.000	\$0	\$0	0	0	\$0.00	1.910	\$78,750	\$41,230	17,500	9,162	\$4.50
	CLEARWATER		29.985	\$1,012,030	\$33,752	239,256	7,979	\$4.23	33.164	\$1,159,721	\$34,969	264,706	7,982	\$4.38
2002	029-613-008	1	9.800	\$79,800	\$8,143	20,000	2,041	\$3.99	0.000	\$0	\$0	0	0	\$0.00
2002	029-617-002	1	4.079	\$165,585	\$40,595	41,500	10,174	\$3.99	0.000	\$0	\$0	0	0	\$0.00
2004	029-649-001	2	0.218	\$55,250	\$253,440	8,500	38,991	\$6.50	0.218	\$55,250	\$253,440	8,500	38,991	\$6.50
2005	029-603-007	1	7.035	\$158,000	\$22,459	33,000	4,691	\$4.79	7.035	\$158,000	\$22,459	33,000	4,691	\$4.79
2005	029-610-003	1	1.999	\$180,000	\$90,045	37,500	18,759	\$4.80	1.999	\$180,000	\$90,045	37,500	18,759	\$4.80
2005	029-645-011	1	5.976	\$66,522	\$11,131	11,650	1,949	\$5.71	5.976	\$66,522	\$11,131	11,650	1,949	\$5.71
2006	029-626-002	1	0.728	\$94,920	\$130,385	12,000	16,484	\$7.91	0.728	\$94,920	\$130,385	12,000	16,484	\$7.91
2006	029-628-001	1	2.010	\$182,188	\$90,641	29,150	14,502	\$6.25	2.010	\$182,188	\$90,641	29,150	14,502	\$6.25
2006	029-648-003	1	0.180	\$17,125	\$95,139	2,740	15,222	\$6.25	0.180	\$17,125	\$95,139	2,740	15,222	\$6.25
2007	029-645-012	1	0.000	\$0	\$0	0	0	\$0.00	5.962	\$564,760	\$94,727	100,850	16,915	\$5.60
2007	029-653-001	1	0.000	\$0	\$0	0	0	\$0.00	1.149	\$86,347	\$75,150	14,635	12,737	\$5.90
	HUBBARD		32.025	\$999,390	\$31,206	196,040	6,121	\$5.10	25.257	\$1,405,112	\$55,632	250,025	9,899	\$5.62

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison

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Friday, April 18, 2008

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	035-601-026	1	10.081	\$2,970	\$295	374	37	\$7.94	0.000	\$0	\$0	0	0	\$0.00
2002	035-604-018	1	5.696	\$161,313	\$28,320	33,537	5,888	\$4.81	0.000	\$0	\$0	0	0	\$0.00
2002	035-612-003	1	4.361	\$503,711	\$115,504	68,813	15,779	\$7.32	0.000	\$0	\$0	0	0	\$0.00
2003	035-605-012	1	2.003	\$51,336	\$25,630	8,257	4,122	\$6.22	2.003	\$51,336	\$25,630	8,257	4,122	\$6.22
2004	035-607-016	1	0.322	\$26,180	\$81,304	4,948	15,366	\$5.29	0.322	\$26,180	\$81,304	4,948	15,366	\$5.29
2004	035-607-019	1	1.534	\$160,480	\$104,615	32,172	20,973	\$4.99	1.534	\$160,480	\$104,615	32,172	20,973	\$4.99
2004	035-630-002	1	0.379	\$42,211	\$111,375	6,137	16,193	\$6.88	0.379	\$42,211	\$111,375	6,137	16,193	\$6.88
2005	035-601-027	2	0.379	\$53,248	\$140,496	6,290	16,596	\$8.47	0.379	\$53,248	\$140,496	6,290	16,596	\$8.47
2005	035-604-021	1	4.022	\$525,556	\$130,670	69,950	17,392	\$7.51	4.022	\$525,556	\$130,670	69,950	17,392	\$7.51
2005	035-633-001	1	1.554	\$178,794	\$115,054	25,030	16,107	\$7.14	1.554	\$178,794	\$115,054	25,030	16,107	\$7.14
2005	035-637-002	2	0.034	\$5,600	\$164,706	662	19,471	\$8.46	0.034	\$5,600	\$164,706	662	19,471	\$8.46
2007	035-607-020	1	0.000	\$0	\$0	0	0	\$0.00	4.000	\$169,292	\$42,323	29,442	7,361	\$5.75
2007	035-637-001	2	0.000	\$0	\$0	0	0	\$0.00	0.397	\$56,145	\$141,423	7,074	17,819	\$7.94
	KITTSON		30.365	\$1,711,399	\$56,361	256,170	8,436	\$6.68	14.624	\$1,268,842	\$86,764	189,962	12,990	\$6.68
2002	039-633-002	1	0.812	\$12,488	\$15,379	1,350	1,663	\$9.25	0.000	\$0	\$0	0	0	\$0.00
2004	039-604-005	1	4.220	\$180,158	\$42,691	42,390	10,045	\$4.25	4.220	\$180,158	\$42,691	42,390	10,045	\$4.25
2005	039-601-022	1	0.606	\$46,525	\$76,774	5,540	9,142	\$8.40	0.606	\$46,525	\$76,774	5,540	9,142	\$8.40
2005	039-622-005	2	0.148	\$23,945	\$161,791	2,817	19,034	\$8.50	0.148	\$23,945	\$161,791	2,817	19,034	\$8.50
2006	039-601-025	1	4.034	\$76,197	\$18,889	6,927	1,717	\$11.00	4.034	\$76,197	\$18,889	6,927	1,717	\$11.00
	LAKE OF THE		9.820	\$339,313	\$34,553	59,024	6,011	\$5.75	9.008	\$326,825	\$36,282	57,674	6,403	\$5.67

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	045-604-017	1	11.685	\$432,464	\$37,010	102,723	8,791	\$4.21	0.000	\$0	\$0	0	0	\$0.00
2002	045-606-024	1	10.823	\$353,971	\$32,705	92,933	8,587	\$3.81	0.000	\$0	\$0	0	0	\$0.00
2002	045-610-009	1	10.023	\$561,986	\$56,070	82,645	8,246	\$6.80	0.000	\$0	\$0	0	0	\$0.00
2002	045-621-002	1	2.375	\$21,997	\$9,262	3,750	1,579	\$5.87	0.000	\$0	\$0	0	0	\$0.00
2002	045-644-004	1	2.560	\$111,456	\$43,538	28,800	11,250	\$3.87	0.000	\$0	\$0	0	0	\$0.00
2003	045-649-006	1	0.489	\$32,052	\$65,546	8,928	18,258	\$3.59	0.489	\$32,052	\$65,546	8,928	18,258	\$3.59
2005	045-602-016	1	6.252	\$252,835	\$40,441	58,540	9,363	\$4.32	6.252	\$252,835	\$40,441	58,540	9,363	\$4.32
2005	045-648-008	1	10.801	\$326,885	\$30,264	66,673	6,173	\$4.90	10.801	\$326,885	\$30,264	66,673	6,173	\$4.90
2006	045-602-021	1	9.864	\$115,691	\$11,729	31,846	3,229	\$3.63	9.864	\$115,691	\$11,729	31,846	3,229	\$3.63
2006	045-617-013	1	2.004	\$189,032	\$94,327	24,252	12,102	\$7.79	2.004	\$189,032	\$94,327	24,252	12,102	\$7.79
2007	045-623-004	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$172,810	\$86,018	23,754	11,824	\$7.27
2007	045-654-013	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$168,113	\$40,344	24,470	5,872	\$6.87
2007	045-654-015	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$389,593	\$45,050	60,624	7,010	\$6.43
	MARSHALL		66.876	\$2,398,369	\$35,863	501,090	7,493	\$4.79	44.234	\$1,647,011	\$37,234	299,087	6,761	\$5.51
2002	054-622-010	1	6.990	\$49,813	\$7,126	7,723	1,105	\$6.45	0.000	\$0	\$0	0	0	\$0.00
2002	054-629-021	1	5.207	\$118,244	\$22,709	19,873	3,817	\$5.95	0.000	\$0	\$0	0	0	\$0.00
2002	054-629-022	1	3.307	\$10,966	\$3,316	1,687	510	\$6.50	0.000	\$0	\$0	0	0	\$0.00
2004	054-619-023	1	11.045	\$305,770	\$27,684	66,762	6,045	\$4.58	11.045	\$305,770	\$27,684	66,762	6,045	\$4.58
2004	054-624-008	1	6.020	\$141,438	\$23,495	23,573	3,916	\$6.00	6.020	\$141,438	\$23,495	23,573	3,916	\$6.00
2004	054-654-001	2	0.590	\$44,884	\$76,049	6,412	10,864	\$7.00	0.590	\$44,884	\$76,049	6,412	10,864	\$7.00
2005	054-619-027	1	2.004	\$248,074	\$123,789	21,934	10,945	\$11.31	2.004	\$248,074	\$123,789	21,934	10,945	\$11.31
2005	054-631-010	1	1.832	\$30,102	\$16,431	4,631	2,528	\$6.50	1.832	\$30,102	\$16,431	4,631	2,528	\$6.50
2006	054-619-019	1	11.045	\$153,290	\$13,879	22,216	2,011	\$6.90	11.045	\$153,290	\$13,879	22,216	2,011	\$6.90
2006	054-619-026	1	3.017	\$273,538	\$90,669	32,564	10,794	\$8.40	3.017	\$273,538	\$90,669	32,564	10,794	\$8.40
2007	054-638-006	1	0.000	\$0	\$0	0	0	\$0.00	1.998	\$65,593	\$32,829	13,601	6,807	\$4.82
	NORMAN		51.057	\$1,376,119	\$26,953	207,375	4,062	\$6.64	37.551	\$1,262,689	\$33,626	191,693	5,105	\$6.59

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	057-618-004	1	3.507	\$296,690	\$84,599	81,285	23,178	\$3.65	0.000	\$0	\$0	0	0	\$0.00
2003	057-627-009	1	0.500	\$17,405	\$34,810	2,950	5,900	\$5.90	0.500	\$17,405	\$34,810	2,950	5,900	\$5.90
2005	057-627-010	1	5.951	\$438,256	\$73,644	81,927	13,767	\$5.35	5.951	\$438,256	\$73,644	81,927	13,767	\$5.35
2006	057-627-011	1	7.088	\$1,050,994	\$148,278	98,302	13,869	\$10.69	7.088	\$1,050,994	\$148,278	98,302	13,869	\$10.69
2007	057-606-004	1	0.000	\$0	\$0	0	0	\$0.00	4.011	\$100,233	\$24,990	12,900	3,216	\$7.77
2007	057-628-004	1	0.000	\$0	\$0	0	0	\$0.00	3.509	\$292,372	\$83,321	55,801	15,902	\$5.24
	PENNINGTON		17.046	\$1,803,345	\$105,793	264,464	15,515	\$6.82	21.059	\$1,899,260	\$90,188	251,880	11,961	\$7.54
2002	060-606-019	1	5.106	\$85,748	\$16,794	14,559	2,851	\$5.89	0.000	\$0	\$0	0	0	\$0.00
2002	060-606-021	2	0.179	\$19,200	\$107,263	2,400	13,408	\$8.00	0.000	\$0	\$0	0	0	\$0.00
2002	060-624-003	1	4.970	\$321,300	\$64,648	61,200	12,314	\$5.25	0.000	\$0	\$0	0	0	\$0.00
2002	060-666-009	1	6.487	\$79,417	\$12,242	13,539	2,087	\$5.87	0.000	\$0	\$0	0	0	\$0.00
2003	060-606-022	1	6.539	\$32,450	\$4,963	8,311	1,271	\$3.90	6.539	\$32,450	\$4,963	8,311	1,271	\$3.90
2003	060-617-015	1	3.098	\$6,683	\$2,157	1,232	398	\$5.42	3.098	\$6,683	\$2,157	1,232	398	\$5.42
2003	060-617-016	1	5.551	\$231,650	\$41,731	56,500	10,178	\$4.10	5.551	\$231,650	\$41,731	56,500	10,178	\$4.10
2003	060-644-015	1	1.982	\$6,275	\$3,166	1,119	565	\$5.61	1.982	\$6,275	\$3,166	1,119	565	\$5.61
2003	060-676-001	1	1.234	\$5,960	\$4,830	1,126	912	\$5.29	1.234	\$5,960	\$4,830	1,126	912	\$5.29
2004	060-601-053	1	4.258	\$8,350	\$1,961	1,661	390	\$5.03	4.258	\$8,350	\$1,961	1,661	390	\$5.03
2004	060-601-054	1	9.012	\$34,337	\$3,810	6,133	681	\$5.60	9.012	\$34,337	\$3,810	6,133	681	\$5.60
2004	060-609-019	1	12.990	\$33,660	\$2,591	5,783	445	\$5.82	12.990	\$33,660	\$2,591	5,783	445	\$5.82
2004	060-666-006	1	7.000	\$393,104	\$56,158	63,200	9,029	\$6.22	7.000	\$393,104	\$56,158	63,200	9,029	\$6.22
2005	060-602-017	1	10.900	\$417,600	\$38,312	87,000	7,982	\$4.80	10.900	\$417,600	\$38,312	87,000	7,982	\$4.80
2005	060-602-018	2	1.018	\$53,204	\$52,263	9,400	9,234	\$5.66	1.018	\$53,204	\$52,263	9,400	9,234	\$5.66
2005	060-641-021	1	12.201	\$20,592	\$1,688	2,432	199	\$8.47	12.201	\$20,592	\$1,688	2,432	199	\$8.47
2005	060-672-002	1	0.360	\$79,984	\$222,178	9,357	25,992	\$8.55	0.360	\$79,984	\$222,178	9,357	25,992	\$8.55
2005	060-676-002	1	1.234	\$95,200	\$77,147	11,200	9,076	\$8.50	1.234	\$95,200	\$77,147	11,200	9,076	\$8.50
2006	060-666-010	1	10.513	\$837,900	\$79,701	95,000	9,036	\$8.82	10.513	\$837,900	\$79,701	95,000	9,036	\$8.82
2007	060-608-011	2	0.000	\$0	\$0	0	0	\$0.00	0.726	\$53,428	\$73,592	9,065	12,486	\$5.89
2007	060-608-012	1	0.000	\$0	\$0	0	0	\$0.00	8.095	\$99,394	\$12,278	13,788	1,703	\$7.21
	POLK		104.632	\$2,762,614	\$26,403	451,152	4,312	\$6.12	96.711	\$2,409,771	\$24,917	382,307	3,953	\$6.30

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	063-613-008	1	4.119	\$350,900	\$85,191	63,800	15,489	\$5.50	0.000	\$0	\$0	0	0	\$0.00
2004	063-610-005	1	4.020	\$293,120	\$72,915	64,000	15,920	\$4.58	4.020	\$293,120	\$72,915	64,000	15,920	\$4.58
2005	063-610-007	1	4.020	\$131,250	\$32,649	25,000	6,219	\$5.25	4.020	\$131,250	\$32,649	25,000	6,219	\$5.25
	RED LAKE		12.159	\$775,270	\$63,761	152,800	12,567	\$5.07	8.040	\$424,370	\$52,782	89,000	11,070	\$4.77
2002	068-605-005	1	4.970	\$195,889	\$39,414	31,595	6,357	\$6.20	0.000	\$0	\$0	0	0	\$0.00
2003	068-606-009	1	1.901	\$88,239	\$46,417	24,579	12,930	\$3.59	1.901	\$88,239	\$46,417	24,579	12,930	\$3.59
2003	068-626-005	1	4.005	\$210,214	\$52,488	49,462	12,350	\$4.25	4.005	\$210,214	\$52,488	49,462	12,350	\$4.25
2003	068-632-004	1	1.890	\$83,241	\$44,043	23,187	12,268	\$3.59	1.890	\$83,241	\$44,043	23,187	12,268	\$3.59
2004	068-672-006	2	1.889	\$150,673	\$79,763	27,395	14,502	\$5.50	1.889	\$150,673	\$79,763	27,395	14,502	\$5.50
2004	068-677-003	2	0.543	\$42,498	\$78,265	7,727	14,230	\$5.50	0.543	\$42,498	\$78,265	7,727	14,230	\$5.50
2005	068-602-034	1	7.198	\$352,576	\$48,982	50,368	6,997	\$7.00	7.198	\$352,576	\$48,982	50,368	6,997	\$7.00
2005	068-613-015	1	0.170	\$12,402	\$72,953	2,787	16,394	\$4.45	0.170	\$12,402	\$72,953	2,787	16,394	\$4.45
2005	068-678-001	2	0.147	\$21,012	\$142,939	2,472	16,816	\$8.50	0.147	\$21,012	\$142,939	2,472	16,816	\$8.50
2006	068-634-003	1	4.780	\$498,674	\$104,325	59,793	12,509	\$8.34	4.780	\$498,674	\$104,325	59,793	12,509	\$8.34
2007	068-602-037	1	0.000	\$0	\$0	0	0	\$0.00	5.885	\$127,088	\$21,595	18,553	3,153	\$6.85
	ROSEAU		27.493	\$1,655,418	\$60,212	279,365	10,161	\$5.93	28.408	\$1,586,617	\$55,851	266,323	9,375	\$5.96
	DISTRIC 2		423.616	\$16,601,829	\$39,191	2,914,666	6,880	\$5.70	361.265	\$15,419,363	\$42,682	2,580,867	7,144	\$5.97

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison

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2002 thru 2006

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	001-602-011	1	4.283	\$194,354	\$45,378	36,405	8,500	\$5.34	0.000	\$0	\$0	0	0	\$0.00
2002	001-631-002	1	3.529	\$44,919	\$12,729	6,417	1,818	\$7.00	0.000	\$0	\$0	0	0	\$0.00
2002	001-640-002	1	4.938	\$82,137	\$16,634	14,186	2,873	\$5.79	0.000	\$0	\$0	0	0	\$0.00
2003	001-623-007	1	4.770	\$64,783	\$13,581	10,283	2,156	\$6.30	4.770	\$64,783	\$13,581	10,283	2,156	\$6.30
2004	001-601-016	2	0.453	\$45,972	\$101,483	4,829	10,660	\$9.52	0.453	\$45,972	\$101,483	4,829	10,660	\$9.52
2004	001-602-012	1	10.234	\$151,138	\$14,768	21,197	2,071	\$7.13	10.234	\$151,138	\$14,768	21,197	2,071	\$7.13
2004	001-603-009	1	5.761	\$295,184	\$51,238	47,481	8,242	\$6.22	5.761	\$295,184	\$51,238	47,481	8,242	\$6.22
2006	001-603-010	1	5.738	\$125,296	\$21,836	15,662	2,730	\$8.00	5.738	\$125,296	\$21,836	15,662	2,730	\$8.00
2006	001-607-003	1	3.198	\$30,818	\$9,637	4,109	1,285	\$7.50	3.198	\$30,818	\$9,637	4,109	1,285	\$7.50
2006	001-629-003	1	2.250	\$201,590	\$89,596	20,866	9,274	\$9.66	2.250	\$201,590	\$89,596	20,866	9,274	\$9.66
2007	001-608-005	1	0.000	\$0	\$0	0	0	\$0.00	1.967	\$110,367	\$56,108	16,764	8,522	\$6.58
AITKIN			45.154	\$1,236,191	\$27,377	181,435	4,018	\$6.81	34.371	\$1,025,148	\$29,826	141,191	4,108	\$7.26

2003 thru 2007

2002	005-604-020	1	5.259	\$237,120	\$45,088	41,600	7,910	\$5.70	0.000	\$0	\$0	0	0	\$0.00
2004	005-613-009	1	2.008	\$189,700	\$94,472	27,100	13,496	\$7.00	2.008	\$189,700	\$94,472	27,100	13,496	\$7.00
2004	005-613-010	1	1.102	\$37,800	\$34,301	5,400	4,900	\$7.00	1.102	\$37,800	\$34,301	5,400	4,900	\$7.00
2004	005-625-009	1	2.011	\$145,783	\$72,493	22,850	11,363	\$6.38	2.011	\$145,783	\$72,493	22,850	11,363	\$6.38
2005	005-605-008	1	2.676	\$228,550	\$85,407	35,000	13,079	\$6.53	2.676	\$228,550	\$85,407	35,000	13,079	\$6.53
2005	005-605-011	1	0.407	\$35,589	\$87,442	5,450	13,391	\$6.53	0.407	\$35,589	\$87,442	5,450	13,391	\$6.53
2005	005-633-010	2	0.740	\$345,014	\$466,235	25,294	34,181	\$13.64	0.740	\$345,014	\$466,235	25,294	34,181	\$13.64
2005	005-633-014	2	0.530	\$87,420	\$164,943	6,409	12,092	\$13.64	0.530	\$87,420	\$164,943	6,409	12,092	\$13.64
2006	005-610-006	1	0.926	\$119,024	\$128,536	17,300	18,683	\$6.88	0.926	\$119,024	\$128,536	17,300	18,683	\$6.88
2007	005-633-013	2	0.000	\$0	\$0	0	0	\$0.00	0.142	\$38,909	\$274,007	2,918	20,549	\$13.33
BENTON			15.659	\$1,426,000	\$91,066	186,403	11,904	\$7.65	10.542	\$1,227,789	\$116,466	147,721	14,013	\$8.31

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	011-602-006	1	7.790	\$203,552	\$26,130	58,819	7,551	\$3.46	0.000	\$0	\$0	0	0	\$0.00
2002	011-604-012	1	5.356	\$106,272	\$19,842	17,280	3,226	\$6.15	0.000	\$0	\$0	0	0	\$0.00
2002	011-605-012	2	0.680	\$45,070	\$66,279	7,299	10,734	\$6.17	0.000	\$0	\$0	0	0	\$0.00
2002	011-652-002	1	3.617	\$54,718	\$15,128	9,150	2,530	\$5.98	0.000	\$0	\$0	0	0	\$0.00
2003	011-613-002	1	6.590	\$477,426	\$72,447	79,571	12,075	\$6.00	6.590	\$477,426	\$72,447	79,571	12,075	\$6.00
2003	011-613-004	1	1.100	\$62,825	\$57,114	8,975	8,159	\$7.00	1.100	\$62,825	\$57,114	8,975	8,159	\$7.00
2003	011-670-003	1	1.808	\$13,867	\$7,670	2,010	1,112	\$6.90	1.808	\$13,867	\$7,670	2,010	1,112	\$6.90
2004	011-606-007	1	4.400	\$168,302	\$38,250	32,680	7,427	\$5.15	4.400	\$168,302	\$38,250	32,680	7,427	\$5.15
2004	011-607-008	1	4.450	\$334,540	\$75,178	38,900	8,742	\$8.60	4.450	\$334,540	\$75,178	38,900	8,742	\$8.60
2004	011-631-001	1	4.463	\$114,921	\$25,750	22,984	5,150	\$5.00	4.463	\$114,921	\$25,750	22,984	5,150	\$5.00
2004	011-650-004	1	1.832	\$188,300	\$102,784	24,141	13,177	\$7.80	1.832	\$188,300	\$102,784	24,141	13,177	\$7.80
2004	011-801-001	1	0.170	\$8,174	\$48,082	1,635	9,618	\$5.00	0.170	\$8,174	\$48,082	1,635	9,618	\$5.00
2005	011-601-016	1	0.290	\$25,724	\$88,703	2,180	7,517	\$11.80	0.290	\$25,724	\$88,703	2,180	7,517	\$11.80
2006	011-660-003	2	2.898	\$214,237	\$73,926	26,449	9,127	\$8.10	2.898	\$214,237	\$73,926	26,449	9,127	\$8.10
2007	011-671-002	1	0.000	\$0	\$0	0	0	\$0.00	7.193	\$471,167	\$65,504	70,534	9,806	\$6.68
CASS			45.444	\$2,017,928	\$44,405	332,073	7,307	\$6.08	35.194	\$2,079,483	\$59,086	310,059	8,810	\$6.71
2002	018-620-006	2	0.170	\$14,068	\$82,753	1,595	9,382	\$8.82	0.000	\$0	\$0	0	0	\$0.00
2002	018-620-007	2	0.564	\$65,127	\$115,473	7,384	13,092	\$8.82	0.000	\$0	\$0	0	0	\$0.00
2002	018-639-002	2	2.983	\$95,112	\$31,885	16,203	5,432	\$5.87	0.000	\$0	\$0	0	0	\$0.00
2002	018-639-003	1	1.308	\$3,302	\$2,524	320	245	\$10.32	0.000	\$0	\$0	0	0	\$0.00
2002	018-677-005	1	1.606	\$27,427	\$17,078	4,769	2,969	\$5.75	0.000	\$0	\$0	0	0	\$0.00
2003	018-611-020	1	0.398	\$14,738	\$37,030	2,250	5,653	\$6.55	0.398	\$14,738	\$37,030	2,250	5,653	\$6.55
2003	018-620-008	2	1.698	\$127,197	\$74,910	13,333	7,852	\$9.54	1.698	\$127,197	\$74,910	13,333	7,852	\$9.54
2004	018-611-021	1	0.190	\$9,713	\$51,121	1,295	6,816	\$7.50	0.190	\$9,713	\$51,121	1,295	6,816	\$7.50
2004	018-619-003	1	3.746	\$133,992	\$35,771	21,313	5,690	\$6.29	3.746	\$133,992	\$35,771	21,313	5,690	\$6.29
2004	018-636-007	1	1.000	\$109,704	\$109,704	15,116	15,116	\$7.26	1.000	\$109,704	\$109,704	15,116	15,116	\$7.26
2004	018-645-005	2	0.360	\$57,616	\$160,044	7,202	20,006	\$8.00	0.360	\$57,616	\$160,044	7,202	20,006	\$8.00
2005	018-602-023	1	5.066	\$5,694	\$1,124	448	88	\$12.71	5.066	\$5,694	\$1,124	448	88	\$12.71
2006	018-620-009	2	0.251	\$18,144	\$72,287	1,296	5,163	\$14.00	0.251	\$18,144	\$72,287	1,296	5,163	\$14.00
CROW WING			19.340	\$681,834	\$35,256	92,524	4,784	\$7.37	12.709	\$476,798	\$37,517	62,253	4,898	\$7.66

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	030-612-013	1	3.015	\$229,436	\$76,098	22,960	7,615	\$9.99	0.000	\$0	\$0	0	0	\$0.00
2003	030-615-005	1	2.780	\$187,425	\$67,419	24,990	8,989	\$7.50	2.780	\$187,425	\$67,419	24,990	8,989	\$7.50
2003	030-625-004	2	0.211	\$43,548	\$206,389	4,228	20,038	\$10.30	0.211	\$43,548	\$206,389	4,228	20,038	\$10.30
2003	030-625-005	2	0.147	\$19,086	\$129,837	1,853	12,605	\$10.30	0.147	\$19,086	\$129,837	1,853	12,605	\$10.30
2004	030-604-014	1	2.874	\$158,431	\$55,126	28,875	10,047	\$5.49	2.874	\$158,431	\$55,126	28,875	10,047	\$5.49
2004	030-622-002	2	0.066	\$3,424	\$51,873	756	11,455	\$4.53	0.066	\$3,424	\$51,873	756	11,455	\$4.53
2005	030-612-014	1	1.745	\$71,981	\$41,250	6,860	3,931	\$10.49	1.745	\$71,981	\$41,250	6,860	3,931	\$10.49
2006	030-605-023	1	0.984	\$7,701	\$7,826	420	427	\$18.34	0.984	\$7,701	\$7,826	420	427	\$18.34
2006	030-609-007	1	2.246	\$270,673	\$120,513	31,010	13,807	\$8.73	2.246	\$270,673	\$120,513	31,010	13,807	\$8.73
2006	030-622-001	1	2.970	\$188,943	\$63,617	30,605	10,305	\$6.17	2.970	\$188,943	\$63,617	30,605	10,305	\$6.17
2006	030-623-007	2	0.113	\$11,590	\$102,566	700	6,195	\$16.56	0.113	\$11,590	\$102,566	700	6,195	\$16.56
ISANTI			17.151	\$1,192,238	\$69,514	153,257	8,936	\$7.78	14.136	\$962,802	\$68,110	130,297	9,217	\$7.39
2002	033-626-005	1	4.150	\$160,347	\$38,638	37,729	9,091	\$4.25	0.000	\$0	\$0	0	0	\$0.00
2003	033-617-006	1	2.078	\$85,572	\$41,180	17,881	8,605	\$4.79	2.078	\$85,572	\$41,180	17,881	8,605	\$4.79
2003	033-617-007	1	2.209	\$115,403	\$52,242	24,042	10,884	\$4.80	2.209	\$115,403	\$52,242	24,042	10,884	\$4.80
2003	033-626-006	1	4.146	\$96,391	\$23,249	16,457	3,969	\$5.86	4.146	\$96,391	\$23,249	16,457	3,969	\$5.86
2004	033-606-020	1	5.690	\$33,345	\$5,860	6,825	1,199	\$4.89	5.690	\$33,345	\$5,860	6,825	1,199	\$4.89
2004	033-617-008	1	4.290	\$74,102	\$17,273	11,425	2,663	\$6.49	4.290	\$74,102	\$17,273	11,425	2,663	\$6.49
2004	033-624-003	1	4.830	\$198,352	\$41,067	49,588	10,267	\$4.00	4.830	\$198,352	\$41,067	49,588	10,267	\$4.00
2005	033-604-015	1	1.861	\$89,479	\$48,081	19,009	10,214	\$4.71	1.861	\$89,479	\$48,081	19,009	10,214	\$4.71
2005	033-604-016	1	4.010	\$205,961	\$51,362	41,192	10,272	\$5.00	4.010	\$205,961	\$51,362	41,192	10,272	\$5.00
2006	033-624-004	1	4.830	\$154,261	\$31,938	24,708	5,116	\$6.24	4.830	\$154,261	\$31,938	24,708	5,116	\$6.24
2007	033-602-006	1	0.000	\$0	\$0	0	0	\$0.00	3.466	\$333,657	\$96,266	51,920	14,980	\$6.43
KANABEC			38.094	\$1,213,213	\$31,848	248,856	6,533	\$4.88	37.410	\$1,386,523	\$37,063	263,047	7,031	\$5.27
2002	048-631-002	2	1.937	\$212,106	\$109,502	22,209	11,466	\$9.55	0.000	\$0	\$0	0	0	\$0.00
2003	048-601-026	1	3.287	\$162,809	\$49,531	24,641	7,497	\$6.61	3.287	\$162,809	\$49,531	24,641	7,497	\$6.61
2004	048-621-009	1	6.130	\$140,136	\$22,861	26,912	4,390	\$5.21	6.130	\$140,136	\$22,861	26,912	4,390	\$5.21
2006	048-601-028	1	2.615	\$259,685	\$99,306	36,910	14,115	\$7.04	2.615	\$259,685	\$99,306	36,910	14,115	\$7.04
2007	048-640-001	1	0.000	\$0	\$0	0	0	\$0.00	0.266	\$58,927	\$221,530	7,346	27,617	\$8.02
MILLE LACS			13.969	\$774,736	\$55,461	110,672	7,923	\$7.00	12.298	\$621,557	\$50,541	95,809	7,791	\$6.49

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison

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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	049-649-006	1	7.889	\$11,070	\$1,403	2,296	291	\$4.82	0.000	\$0	\$0	0	0	\$0.00
2003	049-621-015	1	0.758	\$31,900	\$42,107	6,160	8,131	\$5.18	0.758	\$31,900	\$42,107	6,160	8,131	\$5.18
2003	049-646-006	1	10.920	\$24,852	\$2,276	5,799	531	\$4.29	10.920	\$24,852	\$2,276	5,799	531	\$4.29
2003	049-652-004	1	4.606	\$161,803	\$35,129	45,948	9,976	\$3.52	4.606	\$161,803	\$35,129	45,948	9,976	\$3.52
2004	049-624-003	1	4.043	\$181,460	\$44,888	42,913	10,615	\$4.23	4.043	\$181,460	\$44,888	42,913	10,615	\$4.23
2004	049-652-003	2	1.395	\$123,390	\$88,452	17,275	12,384	\$7.14	1.395	\$123,390	\$88,452	17,275	12,384	\$7.14
2005	049-601-016	1	0.417	\$19,190	\$46,019	3,436	8,240	\$5.58	0.417	\$19,190	\$46,019	3,436	8,240	\$5.58
2005	049-603-002	1	7.429	\$320,831	\$43,186	57,438	7,732	\$5.59	7.429	\$320,831	\$43,186	57,438	7,732	\$5.59
2006	049-676-003	1	0.117	\$4,806	\$41,077	505	4,316	\$9.52	0.117	\$4,806	\$41,077	505	4,316	\$9.52
2007	049-704-002	2	0.000	\$0	\$0	0	0	\$0.00	1.005	\$50,798	\$50,545	9,482	9,435	\$5.36
	MORRISON		37.573	\$879,302	\$23,402	181,770	4,838	\$4.84	30.689	\$919,030	\$29,946	188,956	6,157	\$4.86
2002	071-604-030	1	0.320	\$1,658	\$5,181	195	609	\$8.50	0.000	\$0	\$0	0	0	\$0.00
2002	071-620-004	1	2.007	\$130,442	\$64,994	19,440	9,686	\$6.71	0.000	\$0	\$0	0	0	\$0.00
2003	071-609-011	1	1.723	\$108,927	\$63,219	16,630	9,652	\$6.55	1.723	\$108,927	\$63,219	16,630	9,652	\$6.55
2005	071-601-021	1	4.141	\$307,013	\$74,140	36,424	8,796	\$8.43	4.141	\$307,013	\$74,140	36,424	8,796	\$8.43
2005	071-613-009	1	0.710	\$38,640	\$54,423	4,600	6,479	\$8.40	0.710	\$38,640	\$54,423	4,600	6,479	\$8.40
2006	071-604-031	1	2.932	\$57,028	\$19,450	5,016	1,711	\$11.37	2.932	\$57,028	\$19,450	5,016	1,711	\$11.37
2006	071-633-001	1	2.927	\$363,137	\$124,065	46,322	15,826	\$7.84	2.927	\$363,137	\$124,065	46,322	15,826	\$7.84
2007	071-601-022	1	0.000	\$0	\$0	0	0	\$0.00	4.372	\$325,358	\$74,419	37,269	8,524	\$8.73
2007	071-617-001	2	0.000	\$0	\$0	0	0	\$0.00	1.585	\$448,591	\$283,023	45,728	28,850	\$9.81
	SHERBURNE		14.760	\$1,006,845	\$68,214	128,627	8,715	\$7.83	18.390	\$1,648,694	\$89,652	191,989	10,440	\$8.59

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison
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2002 thru 2006

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	073-602-038	1	0.850	\$11,583	\$13,627	1,806	2,125	\$6.41	0.000	\$0	\$0	0	0	\$0.00
2002	073-602-040	2	0.090	\$4,544	\$50,489	740	8,222	\$6.14	0.000	\$0	\$0	0	0	\$0.00
2002	073-609-032	2	0.423	\$32,782	\$77,499	3,848	9,097	\$8.52	0.000	\$0	\$0	0	0	\$0.00
2002	073-613-018	2	1.153	\$137,994	\$119,683	32,659	28,325	\$4.23	0.000	\$0	\$0	0	0	\$0.00
2002	073-654-009	1	3.160	\$17,805	\$5,634	2,948	933	\$6.04	0.000	\$0	\$0	0	0	\$0.00
2002	073-659-001	2	0.260	\$40,252	\$154,815	4,420	17,000	\$9.11	0.000	\$0	\$0	0	0	\$0.00
2003	073-601-037	1	4.041	\$33,181	\$8,211	7,799	1,930	\$4.25	4.041	\$33,181	\$8,211	7,799	1,930	\$4.25
2003	073-607-027	2	1.600	\$115,422	\$72,139	19,011	11,882	\$6.07	1.600	\$115,422	\$72,139	19,011	11,882	\$6.07
2003	073-617-027	2	0.443	\$45,500	\$102,709	6,370	14,379	\$7.14	0.443	\$45,500	\$102,709	6,370	14,379	\$7.14
2003	073-674-001	1	4.680	\$10,395	\$2,221	1,630	348	\$6.38	4.680	\$10,395	\$2,221	1,630	348	\$6.38
2003	073-675-026	1	0.160	\$15,343	\$95,894	2,527	15,794	\$6.07	0.160	\$15,343	\$95,894	2,527	15,794	\$6.07
2004	073-601-041	1	1.250	\$19,272	\$15,418	3,080	2,464	\$6.26	1.250	\$19,272	\$15,418	3,080	2,464	\$6.26
2004	073-608-003	1	3.860	\$2,559	\$663	372	96	\$6.88	3.860	\$2,559	\$663	372	96	\$6.88
2004	073-609-031	2	0.981	\$237,577	\$242,178	29,955	30,535	\$7.93	0.981	\$237,577	\$242,178	29,955	30,535	\$7.93
2004	073-617-029	2	0.352	\$49,224	\$139,841	5,743	16,315	\$8.57	0.352	\$49,224	\$139,841	5,743	16,315	\$8.57
2004	073-624-001	1	0.966	\$59,387	\$61,477	12,317	12,751	\$4.82	0.966	\$59,387	\$61,477	12,317	12,751	\$4.82
2004	073-738-001	1	2.466	\$261,280	\$105,953	31,808	12,899	\$8.21	2.466	\$261,280	\$105,953	31,808	12,899	\$8.21
2005	073-660-003	2	0.340	\$46,405	\$136,485	5,732	16,859	\$8.10	0.340	\$46,405	\$136,485	5,732	16,859	\$8.10
2005	073-675-024	2	0.255	\$15,747	\$61,753	1,756	6,886	\$8.97	0.255	\$15,747	\$61,753	1,756	6,886	\$8.97
2005	073-715-001	1	2.256	\$268,196	\$118,881	39,039	17,305	\$6.87	2.256	\$268,196	\$118,881	39,039	17,305	\$6.87
2006	073-617-028	2	0.841	\$102,213	\$121,537	13,961	16,600	\$7.32	0.841	\$102,213	\$121,537	13,961	16,600	\$7.32
2006	073-617-033	1	7.300	\$54,930	\$7,525	4,046	554	\$13.58	7.300	\$54,930	\$7,525	4,046	554	\$13.58
2006	073-681-011	2	0.500	\$97,367	\$194,734	8,261	16,522	\$11.79	0.500	\$97,367	\$194,734	8,261	16,522	\$11.79
2007	073-601-045	2	0.000	\$0	\$0	0	0	\$0.00	0.485	\$106,314	\$219,204	9,573	19,738	\$11.11
2007	073-653-004	2	0.000	\$0	\$0	0	0	\$0.00	0.718	\$99,191	\$138,149	12,799	17,826	\$7.75
STEARNS			38.227	\$1,678,958	\$43,921	239,828	6,274	\$7.00	33.494	\$1,639,503	\$48,949	215,779	6,442	\$7.60

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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	077-611-028	1	7.590	\$40,500	\$5,336	9,000	1,186	\$4.50	0.000	\$0	\$0	0	0	\$0.00
2002	077-638-014	1	5.001	\$133,000	\$26,595	38,000	7,598	\$3.50	0.000	\$0	\$0	0	0	\$0.00
2003	077-638-015	1	9.438	\$44,712	\$4,737	12,420	1,316	\$3.60	9.438	\$44,712	\$4,737	12,420	1,316	\$3.60
2004	077-605-002	1	4.578	\$109,193	\$23,852	24,265	5,300	\$4.50	4.578	\$109,193	\$23,852	24,265	5,300	\$4.50
2004	077-611-029	1	9.226	\$47,430	\$5,141	10,540	1,142	\$4.50	9.226	\$47,430	\$5,141	10,540	1,142	\$4.50
2005	077-603-008	1	10.010	\$30,240	\$3,021	5,760	575	\$5.25	10.010	\$30,240	\$3,021	5,760	575	\$5.25
2006	077-622-009	1	4.891	\$48,231	\$9,861	6,990	1,429	\$6.90	4.891	\$48,231	\$9,861	6,990	1,429	\$6.90
2006	077-622-010	2	0.236	\$26,560	\$112,542	3,320	14,068	\$8.00	0.236	\$26,560	\$112,542	3,320	14,068	\$8.00
2006	077-622-011	2	0.678	\$68,397	\$100,881	8,713	12,851	\$7.85	0.678	\$68,397	\$100,881	8,713	12,851	\$7.85
2006	077-624-016	1	4.587	\$3,500	\$763	500	109	\$7.00	4.587	\$3,500	\$763	500	109	\$7.00
2007	077-602-015	1	0.000	\$0	\$0	0	0	\$0.00	0.306	\$12,600	\$41,176	2,100	6,863	\$6.00
2007	077-606-008	1	0.000	\$0	\$0	0	0	\$0.00	0.530	\$41,400	\$78,113	6,900	13,019	\$6.00
2007	077-611-027	1	0.000	\$0	\$0	0	0	\$0.00	0.502	\$38,400	\$76,494	6,400	12,749	\$6.00
2007	077-611-031	1	0.000	\$0	\$0	0	0	\$0.00	7.641	\$99,000	\$12,956	16,500	2,159	\$6.00
TODD			56.235	\$551,763	\$9,812	119,508	2,125	\$4.62	52.623	\$569,663	\$10,825	104,408	1,984	\$5.46
2002	080-612-006	1	4.575	\$164,499	\$35,956	33,867	7,403	\$4.86	0.000	\$0	\$0	0	0	\$0.00
2003	080-609-017	1	3.952	\$234,300	\$59,286	39,760	10,061	\$5.89	3.952	\$234,300	\$59,286	39,760	10,061	\$5.89
2005	080-606-009	1	2.000	\$14,250	\$7,125	2,660	1,330	\$5.36	2.000	\$14,250	\$7,125	2,660	1,330	\$5.36
2005	080-626-017	1	4.133	\$47,440	\$11,478	4,949	1,197	\$9.59	4.133	\$47,440	\$11,478	4,949	1,197	\$9.59
2007	080-616-006	1	0.000	\$0	\$0	0	0	\$0.00	0.398	\$44,636	\$112,151	6,909	17,359	\$6.46
2007	080-623-014	1	0.000	\$0	\$0	0	0	\$0.00	4.691	\$211,361	\$45,057	40,264	8,583	\$5.25
WADENA			14.660	\$460,489	\$31,411	81,236	5,541	\$5.67	15.174	\$551,987	\$36,377	94,542	6,231	\$5.84

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	086-675-014	2	1.970	\$91,570	\$46,482	15,131	7,681	\$6.05	0.000	\$0	\$0	0	0	\$0.00
2003	086-603-015	1	9.939	\$226,884	\$22,828	36,260	3,648	\$6.26	9.939	\$226,884	\$22,828	36,260	3,648	\$6.26
2003	086-605-021	1	11.957	\$21,341	\$1,785	2,680	224	\$7.96	11.957	\$21,341	\$1,785	2,680	224	\$7.96
2003	086-612-015	2	0.500	\$98,986	\$197,972	11,136	22,272	\$8.89	0.500	\$98,986	\$197,972	11,136	22,272	\$8.89
2003	086-614-009	1	4.729	\$489,345	\$103,477	61,657	13,038	\$7.94	4.729	\$489,345	\$103,477	61,657	13,038	\$7.94
2003	086-617-007	2	0.828	\$144,375	\$174,366	16,500	19,928	\$8.75	0.828	\$144,375	\$174,366	16,500	19,928	\$8.75
2004	086-609-013	2	0.477	\$119,072	\$249,627	13,332	27,950	\$8.93	0.477	\$119,072	\$249,627	13,332	27,950	\$8.93
2004	086-612-018	2	1.150	\$128,572	\$111,801	16,759	14,573	\$7.67	1.150	\$128,572	\$111,801	16,759	14,573	\$7.67
2004	086-619-028	2	0.232	\$13,340	\$57,500	1,261	5,435	\$10.58	0.232	\$13,340	\$57,500	1,261	5,435	\$10.58
2004	086-630-019	1	8.196	\$45,938	\$5,605	5,250	641	\$8.75	8.196	\$45,938	\$5,605	5,250	641	\$8.75
2004	086-635-030	2	0.719	\$79,518	\$110,595	12,071	16,789	\$6.59	0.719	\$79,518	\$110,595	12,071	16,789	\$6.59
2004	086-635-035	2	0.067	\$3,340	\$49,851	316	4,716	\$10.57	0.067	\$3,340	\$49,851	316	4,716	\$10.57
2005	086-612-016	1	3.246	\$558,250	\$171,981	66,150	20,379	\$8.44	3.246	\$558,250	\$171,981	66,150	20,379	\$8.44
2005	086-622-001	2	0.193	\$35,020	\$181,451	3,502	18,145	\$10.00	0.193	\$35,020	\$181,451	3,502	18,145	\$10.00
2007	086-618-010	1	0.000	\$0	\$0	0	0	\$0.00	0.270	\$7,377	\$27,322	892	3,304	\$8.27
2007	086-619-030	1	0.000	\$0	\$0	0	0	\$0.00	0.840	\$181,902	\$216,550	21,996	26,186	\$8.27
WRIGHT			44.203	\$2,055,551	\$46,503	262,005	5,927	\$7.85	43.343	\$2,153,260	\$49,680	269,762	6,224	\$7.98
DISTRIC 3			400.469	\$15,175,047	\$37,893	2,318,194	5,789	\$6.55	350.373	\$15,262,236	\$43,560	2,215,813	6,324	\$6.89

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	003-615-007	1	4.540	\$36,120	\$7,956	8,400	1,850	\$4.30	0.000	\$0	\$0	0	0	\$0.00
2002	003-621-011	2	4.535	\$7,367	\$1,624	1,063	234	\$6.93	0.000	\$0	\$0	0	0	\$0.00
2002	003-621-013	1	4.178	\$12,447	\$2,979	2,124	508	\$5.86	0.000	\$0	\$0	0	0	\$0.00
2002	003-634-016	1	4.030	\$1,492	\$370	305	76	\$4.89	0.000	\$0	\$0	0	0	\$0.00
2002	003-635-004	1	2.866	\$5,720	\$1,996	891	311	\$6.42	0.000	\$0	\$0	0	0	\$0.00
2003	003-622-020	1	2.588	\$122,500	\$47,334	24,500	9,467	\$5.00	2.588	\$122,500	\$47,334	24,500	9,467	\$5.00
2003	003-622-026	1	2.629	\$14,896	\$5,666	2,800	1,065	\$5.32	2.629	\$14,896	\$5,666	2,800	1,065	\$5.32
2003	003-639-008	1	3.523	\$107,438	\$30,496	28,650	8,132	\$3.75	3.523	\$107,438	\$30,496	28,650	8,132	\$3.75
2003	003-644-009	1	2.595	\$3,250	\$1,252	500	193	\$6.50	2.595	\$3,250	\$1,252	500	193	\$6.50
2004	003-626-018	1	3.430	\$600	\$175	100	29	\$6.00	3.430	\$600	\$175	100	29	\$6.00
2004	003-632-008	1	1.499	\$111,702	\$74,518	18,742	12,503	\$5.96	1.499	\$111,702	\$74,518	18,742	12,503	\$5.96
2004	003-632-009	1	1.330	\$47,084	\$35,402	7,900	5,940	\$5.96	1.330	\$47,084	\$35,402	7,900	5,940	\$5.96
2004	003-639-010	1	3.523	\$56,925	\$16,158	10,350	2,938	\$5.50	3.523	\$56,925	\$16,158	10,350	2,938	\$5.50
2004	003-646-005	1	5.047	\$87,165	\$17,271	17,433	3,454	\$5.00	5.047	\$87,165	\$17,271	17,433	3,454	\$5.00
2004	003-646-006	1	3.189	\$3,204	\$1,005	534	167	\$6.00	3.189	\$3,204	\$1,005	534	167	\$6.00
2005	003-639-007	1	2.850	\$4,500	\$1,579	450	158	\$10.00	2.850	\$4,500	\$1,579	450	158	\$10.00
2005	003-640-007	1	3.100	\$5,520	\$1,781	552	178	\$10.00	3.100	\$5,520	\$1,781	552	178	\$10.00
2005	003-654-001	1	2.906	\$170,625	\$58,715	32,500	11,184	\$5.25	2.906	\$170,625	\$58,715	32,500	11,184	\$5.25
2006	003-615-008	1	3.004	\$181,625	\$60,461	31,207	10,388	\$5.82	3.004	\$181,625	\$60,461	31,207	10,388	\$5.82
2006	003-622-029	2	0.381	\$37,716	\$98,992	4,587	12,039	\$8.22	0.381	\$37,716	\$98,992	4,587	12,039	\$8.22
2006	003-624-007	2	0.700	\$66,309	\$94,727	8,065	11,521	\$8.22	0.700	\$66,309	\$94,727	8,065	11,521	\$8.22
2006	003-634-017	1	6.389	\$10,900	\$1,706	1,307	205	\$8.34	6.389	\$10,900	\$1,706	1,307	205	\$8.34
2006	003-634-018	1	4.403	\$641,894	\$145,786	110,289	25,049	\$5.82	4.403	\$641,894	\$145,786	110,289	25,049	\$5.82
2007	003-656-001	1	0.000	\$0	\$0	0	0	\$0.00	3.598	\$280,276	\$77,898	46,174	12,833	\$6.07
BECKER			73.235	\$1,736,999	\$23,718	313,249	4,277	\$5.55	56.684	\$1,954,129	\$34,474	346,640	6,115	\$5.64

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	006-611-005	1	0.562	\$32,931	\$58,596	6,801	12,101	\$4.84	0.000	\$0	\$0	0	0	\$0.00
2002	006-618-006	1	1.587	\$189,906	\$119,664	32,297	20,351	\$5.88	0.000	\$0	\$0	0	0	\$0.00
2003	006-611-007	1	0.788	\$4,500	\$5,711	500	635	\$9.00	0.788	\$4,500	\$5,711	500	635	\$9.00
2003	006-618-007	1	1.587	\$14,800	\$9,326	1,850	1,166	\$8.00	1.587	\$14,800	\$9,326	1,850	1,166	\$8.00
2003	006-619-003	1	0.880	\$29,714	\$33,766	6,603	7,503	\$4.50	0.880	\$29,714	\$33,766	6,603	7,503	\$4.50
2004	006-620-006	2	0.499	\$15,072	\$30,204	2,108	4,224	\$7.15	0.499	\$15,072	\$30,204	2,108	4,224	\$7.15
2004	006-635-003	1	4.504	\$281,257	\$62,446	49,780	11,052	\$5.65	4.504	\$281,257	\$62,446	49,780	11,052	\$5.65
2005	006-612-010	1	1.001	\$30,600	\$30,569	6,000	5,994	\$5.10	1.001	\$30,600	\$30,569	6,000	5,994	\$5.10
2006	006-612-011	1	1.001	\$24,528	\$24,503	3,360	3,357	\$7.30	1.001	\$24,528	\$24,503	3,360	3,357	\$7.30
	BIG STONE		12.409	\$623,308	\$50,230	109,299	8,808	\$5.70	10.260	\$400,471	\$39,032	70,201	6,842	\$5.70
2002	014-611-039	1	5.031	\$188,707	\$37,509	26,805	5,328	\$7.04	0.000	\$0	\$0	0	0	\$0.00
2002	014-618-009	1	1.020	\$56,471	\$55,364	6,105	5,985	\$9.25	0.000	\$0	\$0	0	0	\$0.00
2004	014-611-042	1	3.979	\$367,293	\$92,308	56,247	14,136	\$6.53	3.979	\$367,293	\$92,308	56,247	14,136	\$6.53
2005	014-626-022	1	3.540	\$455,085	\$128,555	90,513	25,569	\$5.03	3.540	\$455,085	\$128,555	90,513	25,569	\$5.03
2005	014-634-029	1	5.670	\$383,407	\$67,620	80,151	14,136	\$4.78	5.670	\$383,407	\$67,620	80,151	14,136	\$4.78
	CLAY		19.240	\$1,450,963	\$75,414	259,821	13,504	\$5.58	13.189	\$1,205,785	\$91,424	226,911	17,205	\$5.31
2002	021-606-005	1	4.200	\$282,611	\$67,288	80,746	19,225	\$3.50	0.000	\$0	\$0	0	0	\$0.00
2002	021-761-002	2	0.031	\$4,286	\$138,258	660	21,290	\$6.49	0.000	\$0	\$0	0	0	\$0.00
2002	021-762-002	2	0.042	\$2,824	\$67,238	435	10,357	\$6.49	0.000	\$0	\$0	0	0	\$0.00
2003	021-605-023	2	0.031	\$21,018	\$678,000	2,402	77,484	\$8.75	0.031	\$21,018	\$678,000	2,402	77,484	\$8.75
2003	021-682-011	1	4.510	\$422,982	\$93,788	93,996	20,842	\$4.50	4.510	\$422,982	\$93,788	93,996	20,842	\$4.50
2004	021-601-029	2	0.137	\$12,586	\$91,869	2,595	18,942	\$4.85	0.137	\$12,586	\$91,869	2,595	18,942	\$4.85
2004	021-606-006	1	4.050	\$140,493	\$34,690	46,831	11,563	\$3.00	4.050	\$140,493	\$34,690	46,831	11,563	\$3.00
2004	021-643-007	2	1.170	\$5,635	\$4,816	1,008	862	\$5.59	1.170	\$5,635	\$4,816	1,008	862	\$5.59
2004	021-682-014	2	0.625	\$49,625	\$79,400	10,232	16,371	\$4.85	0.625	\$49,625	\$79,400	10,232	16,371	\$4.85
2005	021-603-027	1	0.208	\$19,019	\$91,438	2,717	13,063	\$7.00	0.208	\$19,019	\$91,438	2,717	13,063	\$7.00
2005	021-606-009	1	4.050	\$85,417	\$21,091	17,432	4,304	\$4.90	4.050	\$85,417	\$21,091	17,432	4,304	\$4.90
2006	021-608-017	1	1.966	\$15,705	\$7,988	2,233	1,136	\$7.03	1.966	\$15,705	\$7,988	2,233	1,136	\$7.03
	DOUGLAS		21.020	\$1,062,201	\$50,533	261,287	12,430	\$4.07	16.747	\$772,480	\$46,126	179,446	10,715	\$4.30

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison

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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2003	026-621-005	1	4.594	\$232,130	\$50,529	69,500	15,128	\$3.34	4.594	\$232,130	\$50,529	69,500	15,128	\$3.34
2004	026-601-021	1	1.612	\$114,336	\$70,928	28,800	17,866	\$3.97	1.612	\$114,336	\$70,928	28,800	17,866	\$3.97
2004	026-621-007	1	4.596	\$6,240	\$1,358	1,300	283	\$4.80	4.596	\$6,240	\$1,358	1,300	283	\$4.80
2006	026-606-002	1	3.901	\$363,860	\$93,274	64,400	16,509	\$5.65	3.901	\$363,860	\$93,274	64,400	16,509	\$5.65
2007	026-602-018	1	0.000	\$0	\$0	0	0	\$0.00	0.698	\$58,259	\$83,466	9,575	13,718	\$6.08
GRANT			14.703	\$716,566	\$48,736	164,000	11,154	\$4.37	15.401	\$774,825	\$50,310	173,575	11,270	\$4.46
2003	044-601-018	1	4.299	\$172,220	\$40,060	43,600	10,142	\$3.95	4.299	\$172,220	\$40,060	43,600	10,142	\$3.95
2004	044-605-006	1	3.756	\$225,500	\$60,037	41,000	10,916	\$5.50	3.756	\$225,500	\$60,037	41,000	10,916	\$5.50
2005	044-610-015	1	2.935	\$201,327	\$68,595	38,348	13,066	\$5.25	2.935	\$201,327	\$68,595	38,348	13,066	\$5.25
2006	044-603-021	1	0.866	\$49,591	\$57,264	4,910	5,670	\$10.10	0.866	\$49,591	\$57,264	4,910	5,670	\$10.10
MAHNOMEN			11.856	\$648,638	\$54,710	127,858	10,784	\$5.07	11.856	\$648,638	\$54,710	127,858	10,784	\$5.07

2002 thru 2006

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	056-610-010	2	0.497	\$32,442	\$65,276	7,899	15,893	\$4.11	0.000	\$0	\$0	0	0	\$0.00
2002	056-612-011	1	2.121	\$147,581	\$69,581	34,725	16,372	\$4.25	0.000	\$0	\$0	0	0	\$0.00
2002	056-667-029	1	1.418	\$113,299	\$79,901	30,213	21,307	\$3.75	0.000	\$0	\$0	0	0	\$0.00
2003	056-605-006	1	3.338	\$142,880	\$42,804	35,720	10,701	\$4.00	3.338	\$142,880	\$42,804	35,720	10,701	\$4.00
2003	056-652-012	1	3.872	\$220,821	\$57,030	73,607	19,010	\$3.00	3.872	\$220,821	\$57,030	73,607	19,010	\$3.00
2003	056-688-003	1	4.976	\$257,075	\$51,663	56,500	11,355	\$4.55	4.976	\$257,075	\$51,663	56,500	11,355	\$4.55
2003	056-696-003	2	0.218	\$17,383	\$79,739	2,220	10,183	\$7.83	0.218	\$17,383	\$79,739	2,220	10,183	\$7.83
2004	056-605-008	1	6.816	\$15,000	\$2,201	3,500	513	\$4.29	6.816	\$15,000	\$2,201	3,500	513	\$4.29
2005	056-601-045	1	2.483	\$64,536	\$25,991	11,294	4,549	\$5.71	2.483	\$64,536	\$25,991	11,294	4,549	\$5.71
2005	056-611-015	1	5.984	\$288,364	\$48,189	30,547	5,105	\$9.44	5.984	\$288,364	\$48,189	30,547	5,105	\$9.44
2005	056-635-030	2	0.491	\$40,390	\$82,261	5,770	11,752	\$7.00	0.491	\$40,390	\$82,261	5,770	11,752	\$7.00
2005	056-665-006	1	2.647	\$166,812	\$63,019	41,703	15,755	\$4.00	2.647	\$166,812	\$63,019	41,703	15,755	\$4.00
2005	056-667-031	2	0.331	\$109,813	\$331,761	8,785	26,541	\$12.50	0.331	\$109,813	\$331,761	8,785	26,541	\$12.50
2005	056-674-002	1	3.011	\$178,890	\$59,412	44,500	14,779	\$4.02	3.011	\$178,890	\$59,412	44,500	14,779	\$4.02
2006	056-667-030	1	2.700	\$36,042	\$13,349	6,553	2,427	\$5.50	2.700	\$36,042	\$13,349	6,553	2,427	\$5.50
2006	056-682-007	1	4.210	\$609,453	\$144,763	93,762	22,271	\$6.50	4.210	\$609,453	\$144,763	93,762	22,271	\$6.50
2006	056-686-001	1	1.212	\$168,266	\$138,833	25,887	21,359	\$6.50	1.212	\$168,266	\$138,833	25,887	21,359	\$6.50
2007	056-601-046	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2007	056-651-017	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2007	056-698-001	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
	OTTER TAIL		46.325	\$2,609,047	\$56,320	513,185	11,078	\$5.08	49.774	\$2,694,151	\$54,128	521,414	10,476	\$5.17

2003 thru 2007

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison
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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	061-603-026	1	1.499	\$27,266	\$18,189	6,225	4,153	\$4.38	0.000	\$0	\$0	0	0	\$0.00
2002	061-610-008	1	8.792	\$4,590	\$522	540	61	\$8.50	0.000	\$0	\$0	0	0	\$0.00
2002	061-631-001	1	2.743	\$84,049	\$30,641	22,413	8,171	\$3.75	0.000	\$0	\$0	0	0	\$0.00
2003	061-601-011	1	0.682	\$10,120	\$14,839	2,200	3,226	\$4.60	0.682	\$10,120	\$14,839	2,200	3,226	\$4.60
2003	061-603-027	1	1.499	\$72,072	\$48,080	20,020	13,356	\$3.60	1.499	\$72,072	\$48,080	20,020	13,356	\$3.60
2003	061-607-002	1	4.006	\$170,610	\$42,589	36,300	9,061	\$4.70	4.006	\$170,610	\$42,589	36,300	9,061	\$4.70
2003	061-608-007	1	6.470	\$6,160	\$952	1,120	173	\$5.50	6.470	\$6,160	\$952	1,120	173	\$5.50
2004	061-601-012	1	0.682	\$40,986	\$60,097	8,280	12,141	\$4.95	0.682	\$40,986	\$60,097	8,280	12,141	\$4.95
2004	061-628-020	1	3.476	\$61,418	\$17,669	12,930	3,720	\$4.75	3.476	\$61,418	\$17,669	12,930	3,720	\$4.75
2005	061-603-029	1	4.108	\$129,976	\$31,640	30,800	7,498	\$4.22	4.108	\$129,976	\$31,640	30,800	7,498	\$4.22
2005	061-622-011	1	3.643	\$6,180	\$1,696	1,030	283	\$6.00	3.643	\$6,180	\$1,696	1,030	283	\$6.00
2005	061-628-021	1	3.321	\$182,325	\$54,901	42,900	12,918	\$4.25	3.321	\$182,325	\$54,901	42,900	12,918	\$4.25
2006	061-602-011	1	2.998	\$102,720	\$34,263	19,200	6,404	\$5.35	2.998	\$102,720	\$34,263	19,200	6,404	\$5.35
2006	061-603-030	1	4.108	\$97,162	\$23,652	26,260	6,392	\$3.70	4.108	\$97,162	\$23,652	26,260	6,392	\$3.70
2006	061-617-007	1	1.042	\$48,893	\$46,922	7,950	7,630	\$6.15	1.042	\$48,893	\$46,922	7,950	7,630	\$6.15
2007	061-602-012	1	0.000	\$0	\$0	0	0	\$0.00	2.998	\$112,220	\$37,432	18,100	6,037	\$6.20
2007	061-617-008	1	0.000	\$0	\$0	0	0	\$0.00	1.042	\$34,272	\$32,891	6,720	6,449	\$5.10
2007	061-628-022	1	0.000	\$0	\$0	0	0	\$0.00	2.951	\$147,460	\$49,970	20,200	6,845	\$7.30
POPE			49.069	\$1,044,527	\$21,287	238,168	4,854	\$4.39	43.026	\$1,222,574	\$28,415	254,010	5,904	\$4.81
2002	075-608-023	1	1.662	\$118,136	\$71,081	29,608	17,815	\$3.99	0.000	\$0	\$0	0	0	\$0.00
2002	075-608-025	1	1.662	\$7,200	\$4,332	1,680	1,011	\$4.29	0.000	\$0	\$0	0	0	\$0.00
2002	075-610-008	1	7.150	\$8,708	\$1,218	1,742	244	\$5.00	0.000	\$0	\$0	0	0	\$0.00
2004	075-605-003	1	4.593	\$80,028	\$17,424	23,677	5,155	\$3.38	4.593	\$80,028	\$17,424	23,677	5,155	\$3.38
2004	075-608-027	1	5.351	\$235,718	\$44,051	71,214	13,309	\$3.31	5.351	\$235,718	\$44,051	71,214	13,309	\$3.31
2005	075-605-004	1	4.593	\$351,441	\$76,517	78,098	17,004	\$4.50	4.593	\$351,441	\$76,517	78,098	17,004	\$4.50
2005	075-618-012	1	6.213	\$511,807	\$82,377	107,297	17,270	\$4.77	6.213	\$511,807	\$82,377	107,297	17,270	\$4.77
2005	075-635-001	2	0.253	\$16,223	\$64,123	2,163	8,549	\$7.50	0.253	\$16,223	\$64,123	2,163	8,549	\$7.50
STEVENS			31.477	\$1,329,261	\$42,230	315,479	10,023	\$4.21	21.003	\$1,195,217	\$56,907	282,449	13,448	\$4.23

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	076-631-019	1	4.030	\$137,949	\$34,231	31,352	7,780	\$4.40	0.000	\$0	\$0	0	0	\$0.00
2002	076-631-020	1	6.040	\$85,073	\$14,085	18,905	3,130	\$4.50	0.000	\$0	\$0	0	0	\$0.00
2003	076-617-007	1	6.200	\$172,222	\$27,778	35,805	5,775	\$4.81	6.200	\$172,222	\$27,778	35,805	5,775	\$4.81
2004	076-631-023	2	0.486	\$25,026	\$51,494	4,300	8,848	\$5.82	0.486	\$25,026	\$51,494	4,300	8,848	\$5.82
2007	076-603-009	1	0.000	\$0	\$0	0	0	\$0.00	0.540	\$81,340	\$150,630	7,881	14,594	\$10.32
2007	076-606-041	1	0.000	\$0	\$0	0	0	\$0.00	3.250	\$279,168	\$85,898	28,661	8,819	\$9.74
2007	076-620-018	1	0.000	\$0	\$0	0	0	\$0.00	0.574	\$105,393	\$183,611	7,890	13,746	\$13.36
2007	076-620-019	1	0.000	\$0	\$0	0	0	\$0.00	0.850	\$123,939	\$145,811	14,138	16,633	\$8.77
SWIFT			16.756	\$420,270	\$25,082	90,362	5,393	\$4.65	11.900	\$787,088	\$66,142	98,675	8,292	\$7.98
2002	078-620-014	2	0.300	\$30,685	\$102,283	3,230	10,767	\$9.50	0.000	\$0	\$0	0	0	\$0.00
2004	078-604-019	2	0.668	\$34,401	\$51,468	6,258	9,363	\$5.50	0.668	\$34,401	\$51,468	6,258	9,363	\$5.50
2005	078-609-020	2	1.188	\$179,172	\$150,818	18,190	15,311	\$9.85	1.188	\$179,172	\$150,818	18,190	15,311	\$9.85
TRAVERSE			2.156	\$244,258	\$113,271	27,678	12,835	\$8.82	1.856	\$213,573	\$115,047	24,448	13,170	\$8.74
2002	084-622-009	1	0.442	\$76,800	\$173,756	9,600	21,719	\$8.00	0.000	\$0	\$0	0	0	\$0.00
2002	084-624-006	2	0.259	\$12,000	\$46,332	1,500	5,792	\$8.00	0.000	\$0	\$0	0	0	\$0.00
2003	084-609-014	1	4.250	\$164,800	\$38,776	24,334	5,726	\$6.77	4.250	\$164,800	\$38,776	24,334	5,726	\$6.77
2005	084-606-005	1	4.158	\$430,000	\$103,415	43,000	10,342	\$10.00	4.158	\$430,000	\$103,415	43,000	10,342	\$10.00
2005	084-621-010	1	5.984	\$288,364	\$48,189	30,547	5,105	\$9.44	5.984	\$288,364	\$48,189	30,547	5,105	\$9.44
2007	084-605-013	2	0.000	\$0	\$0	0	0	\$0.00	0.126	\$20,449	\$162,294	1,573	12,484	\$13.00
2007	084-619-033	1	0.000	\$0	\$0	0	0	\$0.00	5.990	\$565,000	\$94,324	56,500	9,432	\$10.00
2007	084-632-009	1	0.000	\$0	\$0	0	0	\$0.00	2.134	\$130,980	\$61,378	17,700	8,294	\$7.40
WILKIN			15.093	\$971,964	\$64,398	108,981	7,221	\$8.92	22.642	\$1,599,593	\$70,647	173,654	7,670	\$9.21
DISTRIC 4			313.339	\$12,858,002	\$41,035	2,529,367	8,072	\$5.08	274.338	\$13,468,524	\$49,095	2,479,281	9,037	\$5.43

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison
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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	002-611-028	2	0.270	\$56,238	\$208,289	4,128	15,289	\$13.62	0.000	\$0	\$0	0	0	\$0.00
2002	002-635-009	2	0.457	\$47,023	\$102,958	4,843	10,604	\$9.71	0.000	\$0	\$0	0	0	\$0.00
2002	002-652-002	2	1.269	\$184,336	\$145,261	21,775	17,159	\$8.47	0.000	\$0	\$0	0	0	\$0.00
2002	002-652-003	2	0.587	\$58,880	\$100,307	6,955	11,848	\$8.47	0.000	\$0	\$0	0	0	\$0.00
2002	002-652-004	2	1.283	\$184,336	\$143,676	21,775	16,972	\$8.47	0.000	\$0	\$0	0	0	\$0.00
2002	002-678-013	2	0.740	\$59,640	\$80,595	8,306	11,224	\$7.18	0.000	\$0	\$0	0	0	\$0.00
2003	002-607-017	1	0.532	\$22,218	\$41,763	4,659	8,758	\$4.77	0.532	\$22,218	\$41,763	4,659	8,758	\$4.77
2003	002-609-011	1	0.442	\$64,531	\$145,998	8,838	19,995	\$7.30	0.442	\$64,531	\$145,998	8,838	19,995	\$7.30
2003	002-609-012	2	1.990	\$146,880	\$73,809	27,760	13,950	\$5.29	1.990	\$146,880	\$73,809	27,760	13,950	\$5.29
2003	002-620-006	1	0.234	\$11,967	\$51,141	1,639	7,004	\$7.30	0.234	\$11,967	\$51,141	1,639	7,004	\$7.30
2003	002-620-007	2	0.058	\$453	\$7,810	102	1,759	\$4.44	0.058	\$453	\$7,810	102	1,759	\$4.44
2004	002-617-013	2	2.858	\$551,858	\$193,092	141,319	49,447	\$3.91	2.858	\$551,858	\$193,092	141,319	49,447	\$3.91
2005	002-609-013	1	0.531	\$30,904	\$58,200	3,300	6,215	\$9.36	0.531	\$30,904	\$58,200	3,300	6,215	\$9.36
2005	002-678-018	1	0.491	\$75,300	\$153,360	5,693	11,595	\$13.23	0.491	\$75,300	\$153,360	5,693	11,595	\$13.23
2005	002-716-006	2	0.516	\$41,720	\$80,853	5,632	10,915	\$7.41	0.516	\$41,720	\$80,853	5,632	10,915	\$7.41
2006	002-612-011	2	1.100	\$266,207	\$242,006	29,990	27,264	\$8.88	1.100	\$266,207	\$242,006	29,990	27,264	\$8.88
2006	002-614-023	1	0.459	\$131,180	\$285,795	12,397	27,009	\$10.58	0.459	\$131,180	\$285,795	12,397	27,009	\$10.58
2006	002-623-014	2	0.442	\$51,288	\$116,036	4,103	9,283	\$12.50	0.442	\$51,288	\$116,036	4,103	9,283	\$12.50
2006	002-632-014	1	1.900	\$223,470	\$117,616	27,832	14,648	\$8.03	1.900	\$223,470	\$117,616	27,832	14,648	\$8.03
2007	002-611-029	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2007	002-614-024	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2007	002-678-016	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
ANOKA			16.159	\$2,208,429	\$136,671	341,046	21,106	\$6.48	17.989	\$3,583,497	\$199,205	495,469	27,543	\$7.23
2002	010-620-011	1	3.333	\$286,896	\$86,077	63,050	18,917	\$4.55	0.000	\$0	\$0	0	0	\$0.00
2002	010-631-009	2	0.714	\$122,948	\$172,196	12,675	17,752	\$9.70	0.000	\$0	\$0	0	0	\$0.00
2002	010-633-036	2	0.352	\$60,577	\$172,094	6,245	17,741	\$9.70	0.000	\$0	\$0	0	0	\$0.00
2003	010-640-003	1	0.877	\$187,720	\$214,048	23,342	26,616	\$8.04	0.877	\$187,720	\$214,048	23,342	26,616	\$8.04
2004	010-610-029	2	0.294	\$29,422	\$100,073	3,772	12,830	\$7.80	0.294	\$29,422	\$100,073	3,772	12,830	\$7.80
2005	010-614-006	2	0.256	\$1,642	\$6,414	127	496	\$12.93	0.256	\$1,642	\$6,414	127	496	\$12.93
2006	010-610-030	1	6.335	\$2,095,940	\$330,851	221,750	35,004	\$9.45	6.335	\$2,095,940	\$330,851	221,750	35,004	\$9.45
2006	010-634-011	2	1.110	\$269,390	\$242,694	17,380	15,658	\$15.50	1.110	\$269,390	\$242,694	17,380	15,658	\$15.50
CARVER			13.271	\$3,054,535	\$230,166	348,341	26,248	\$8.77	8.872	\$2,584,114	\$291,266	266,371	30,024	\$9.70

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison

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2002 thru 2006

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	027-603-029	2	0.824	\$88,464	\$107,363	13,668	16,588	\$6.47	0.000	\$0	\$0	0	0	\$0.00
2002	027-701-009	2	0.500	\$181,468	\$362,936	24,498	48,996	\$7.41	0.000	\$0	\$0	0	0	\$0.00
2003	027-601-038	2	0.352	\$100,386	\$285,188	10,541	29,946	\$9.52	0.352	\$100,386	\$285,188	10,541	29,946	\$9.52
2003	027-614-010	2	1.752	\$401,984	\$229,443	47,484	27,103	\$8.47	1.752	\$401,984	\$229,443	47,484	27,103	\$8.47
2003	027-617-027	2	0.190	\$43,722	\$230,116	4,591	24,163	\$9.52	0.190	\$43,722	\$230,116	4,591	24,163	\$9.52
2003	027-639-004	2	0.268	\$92,008	\$343,313	6,562	24,485	\$14.02	0.268	\$92,008	\$343,313	6,562	24,485	\$14.02
2003	027-673-007	2	1.950	\$72,336	\$37,095	6,214	3,187	\$11.64	1.950	\$72,336	\$37,095	6,214	3,187	\$11.64
2003	027-681-010	2	0.412	\$108,720	\$263,883	13,590	32,985	\$8.00	0.412	\$108,720	\$263,883	13,590	32,985	\$8.00
2004	027-603-042	2	0.320	\$45,892	\$143,413	3,278	10,244	\$14.00	0.320	\$45,892	\$143,413	3,278	10,244	\$14.00
2004	027-604-014	2	0.169	\$54,285	\$321,213	4,442	26,284	\$12.22	0.169	\$54,285	\$321,213	4,442	26,284	\$12.22
2004	027-605-021	2	0.725	\$37,211	\$51,326	6,224	8,585	\$5.98	0.725	\$37,211	\$51,326	6,224	8,585	\$5.98
2004	027-615-016	2	0.505	\$24,933	\$49,372	4,262	8,440	\$5.85	0.505	\$24,933	\$49,372	4,262	8,440	\$5.85
2004	027-619-018	2	0.427	\$185,637	\$434,747	16,709	39,131	\$11.11	0.427	\$185,637	\$434,747	16,709	39,131	\$11.11
2004	027-660-008	2	0.250	\$36,218	\$144,872	2,587	10,348	\$14.00	0.250	\$36,218	\$144,872	2,587	10,348	\$14.00
2004	027-681-011	2	0.787	\$102,220	\$129,886	9,660	12,274	\$10.58	0.787	\$102,220	\$129,886	9,660	12,274	\$10.58
2004	027-681-012	2	0.787	\$131,220	\$166,734	12,400	15,756	\$10.58	0.787	\$131,220	\$166,734	12,400	15,756	\$10.58
2005	027-603-031	2	1.480	\$297,057	\$200,714	24,494	16,550	\$12.13	1.480	\$297,057	\$200,714	24,494	16,550	\$12.13
2005	027-605-024	2	0.238	\$31,925	\$134,139	2,414	10,143	\$13.22	0.238	\$31,925	\$134,139	2,414	10,143	\$13.22
2005	027-610-024	2	1.774	\$437,437	\$246,582	35,056	19,761	\$12.48	1.774	\$437,437	\$246,582	35,056	19,761	\$12.48
2005	027-701-010	1	1.888	\$394,875	\$209,150	29,853	15,812	\$13.23	1.888	\$394,875	\$209,150	29,853	15,812	\$13.23
2005	027-716-003	2	0.637	\$89,620	\$140,691	8,962	14,069	\$10.00	0.637	\$89,620	\$140,691	8,962	14,069	\$10.00
2006	027-603-038	2	1.580	\$480,060	\$303,835	32,404	20,509	\$14.81	1.580	\$480,060	\$303,835	32,404	20,509	\$14.81
2006	027-619-017	1	6.240	\$1,291,752	\$207,012	102,520	16,429	\$12.60	6.240	\$1,291,752	\$207,012	102,520	16,429	\$12.60
2006	027-681-023	2	1.786	\$447,000	\$250,280	56,322	31,535	\$7.94	1.786	\$447,000	\$250,280	56,322	31,535	\$7.94
2007	027-603-045	1	0.000	\$0	\$0	0	0	\$0.00	0.542	\$110,112	\$203,159	6,713	12,386	\$16.40
			25.841	\$5,176,430	\$200,319	478,735	18,526	\$10.81	25.059	\$5,016,610	\$200,192	447,282	17,849	\$11.22

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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	070-616-023	2	0.503	\$192,574	\$382,851	19,257	38,284	\$10.00	0.000	\$0	\$0	0	0	\$0.00
2002	070-642-013	2	1.313	\$574,196	\$437,316	73,326	55,846	\$7.83	0.000	\$0	\$0	0	0	\$0.00
2002	070-683-002	2	0.815	\$341,362	\$418,849	43,593	53,488	\$7.83	0.000	\$0	\$0	0	0	\$0.00
2002	070-683-006	2	0.972	\$372,158	\$382,879	37,216	38,288	\$10.00	0.000	\$0	\$0	0	0	\$0.00
2004	070-601-004	1	0.142	\$82,323	\$579,739	12,665	89,190	\$6.50	0.142	\$82,323	\$579,739	12,665	89,190	\$6.50
2004	070-621-021	2	3.264	\$913,972	\$280,016	157,180	48,156	\$5.81	3.264	\$913,972	\$280,016	157,180	48,156	\$5.81
2004	070-623-007	2	0.221	\$41,879	\$189,498	4,260	19,276	\$9.83	0.221	\$41,879	\$189,498	4,260	19,276	\$9.83
2005	070-602-015	2	2.571	\$806,007	\$313,499	63,716	24,783	\$12.65	2.571	\$806,007	\$313,499	63,716	24,783	\$12.65
2005	070-605-006	1	0.019	\$3,100	\$163,158	155	8,158	\$20.00	0.019	\$3,100	\$163,158	155	8,158	\$20.00
2006	070-605-007	2	0.260	\$105,120	\$404,308	12,302	47,315	\$8.54	0.260	\$105,120	\$404,308	12,302	47,315	\$8.54
2006	070-617-020	2	0.230	\$23,092	\$100,400	3,009	13,083	\$7.67	0.230	\$23,092	\$100,400	3,009	13,083	\$7.67
2006	070-621-026	2	0.550	\$184,736	\$335,884	24,042	43,713	\$7.68	0.550	\$184,736	\$335,884	24,042	43,713	\$7.68
2006	070-682-001	2	2.610	\$900,587	\$345,052	115,985	44,439	\$7.76	2.610	\$900,587	\$345,052	115,985	44,439	\$7.76
2006	070-683-009	2	0.190	\$46,184	\$243,074	5,833	30,700	\$7.92	0.190	\$46,184	\$243,074	5,833	30,700	\$7.92
2007	070-612-010	2	0.000	\$0	\$0	0	0	\$0.00	0.447	\$84,413	\$188,843	14,772	33,047	\$5.71
2007	070-621-023	2	0.000	\$0	\$0	0	0	\$0.00	1.150	\$434,569	\$377,886	45,808	39,833	\$9.49
2007	070-642-019	2	0.000	\$0	\$0	0	0	\$0.00	1.679	\$737,444	\$439,216	91,395	54,434	\$8.07
SCOTT			13.660	\$4,587,290	\$335,819	572,539	41,914	\$8.01	13.333	\$4,363,426	\$327,265	551,122	41,335	\$7.92
DISTRIC 5			68.931	\$15,026,684	\$217,997	1,740,661	25,252	\$8.63	65.253	\$15,547,647	\$238,267	1,760,244	26,976	\$8.83

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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	020-611-008	1	1.506	\$97,186	\$64,533	14,292	9,490	\$6.80	0.000	\$0	\$0	0	0	\$0.00
2002	020-625-001	2	0.241	\$90,062	\$373,701	10,608	44,017	\$8.49	0.000	\$0	\$0	0	0	\$0.00
2003	020-607-017	1	3.186	\$324,249	\$101,773	40,430	12,690	\$8.02	3.186	\$324,249	\$101,773	40,430	12,690	\$8.02
2003	020-615-017	1	3.956	\$190,435	\$48,138	20,904	5,284	\$9.11	3.956	\$190,435	\$48,138	20,904	5,284	\$9.11
2003	020-616-010	1	2.941	\$213,524	\$72,603	26,459	8,997	\$8.07	2.941	\$213,524	\$72,603	26,459	8,997	\$8.07
2004	020-611-010	1	1.506	\$91,932	\$61,044	11,280	7,490	\$8.15	1.506	\$91,932	\$61,044	11,280	7,490	\$8.15
2004	020-616-012	1	3.996	\$326,683	\$81,753	36,018	9,014	\$9.07	3.996	\$326,683	\$81,753	36,018	9,014	\$9.07
2004	020-616-014	1	2.941	\$153,084	\$52,052	19,526	6,639	\$7.84	2.941	\$153,084	\$52,052	19,526	6,639	\$7.84
2005	020-603-011	1	0.520	\$67,500	\$129,808	6,750	12,981	\$10.00	0.520	\$67,500	\$129,808	6,750	12,981	\$10.00
2005	020-621-003	2	0.314	\$114,787	\$365,565	13,290	42,325	\$8.64	0.314	\$114,787	\$365,565	13,290	42,325	\$8.64
2006	020-616-015	1	4.173	\$293,942	\$70,439	26,722	6,404	\$11.00	4.173	\$293,942	\$70,439	26,722	6,404	\$11.00
2006	020-634-010	1	6.257	\$36,003	\$5,754	3,273	523	\$11.00	6.257	\$36,003	\$5,754	3,273	523	\$11.00
2007	020-634-011	2	0.000	\$0	\$0	0	0	\$0.00	1.092	\$427,504	\$391,487	38,864	35,590	\$11.00
2007	020-634-012	1	0.000	\$0	\$0	0	0	\$0.00	1.220	\$9,042	\$7,411	822	674	\$11.00
DODGE			31.537	\$1,999,387	\$63,398	229,552	7,279	\$8.71	32.102	\$2,248,685	\$70,048	244,338	7,611	\$9.20
2002	023-617-016	1	4.962	\$160,993	\$32,445	21,100	4,252	\$7.63	0.000	\$0	\$0	0	0	\$0.00
2002	023-621-019	1	1.203	\$17,894	\$14,874	778	647	\$23.00	0.000	\$0	\$0	0	0	\$0.00
2003	023-611-011	1	3.450	\$80,976	\$23,471	8,879	2,574	\$9.12	3.450	\$80,976	\$23,471	8,879	2,574	\$9.12
2003	023-617-013	2	0.690	\$158,937	\$230,343	21,478	31,128	\$7.40	0.690	\$158,937	\$230,343	21,478	31,128	\$7.40
2003	023-617-015	2	0.257	\$138,180	\$537,665	15,137	58,899	\$9.13	0.257	\$138,180	\$537,665	15,137	58,899	\$9.13
2005	023-602-016	1	1.003	\$122,660	\$122,293	12,266	12,229	\$10.00	1.003	\$122,660	\$122,293	12,266	12,229	\$10.00
2005	023-618-009	1	2.008	\$42,497	\$21,164	4,102	2,043	\$10.36	2.008	\$42,497	\$21,164	4,102	2,043	\$10.36
2005	023-638-005	1	1.521	\$176,490	\$116,036	17,649	11,604	\$10.00	1.521	\$176,490	\$116,036	17,649	11,604	\$10.00
2006	023-602-017	1	3.920	\$477,895	\$121,912	48,616	12,402	\$9.83	3.920	\$477,895	\$121,912	48,616	12,402	\$9.83
2006	023-640-005	1	4.225	\$77,451	\$18,332	9,276	2,196	\$8.35	4.225	\$77,451	\$18,332	9,276	2,196	\$8.35
FILLMORE			23.239	\$1,453,973	\$62,566	159,281	6,854	\$9.13	17.074	\$1,275,086	\$74,680	137,403	8,047	\$9.28

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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2003	024-625-019	1	5.967	\$51,901	\$8,698	7,310	1,225	\$7.10	5.967	\$51,901	\$8,698	7,310	1,225	\$7.10
2003	024-630-021	1	6.259	\$68,786	\$10,990	9,360	1,495	\$7.35	6.259	\$68,786	\$10,990	9,360	1,495	\$7.35
2004	024-618-005	1	4.487	\$208,744	\$46,522	30,925	6,892	\$6.75	4.487	\$208,744	\$46,522	30,925	6,892	\$6.75
2004	024-620-021	1	0.120	\$9,135	\$76,125	1,015	8,458	\$9.00	0.120	\$9,135	\$76,125	1,015	8,458	\$9.00
2004	024-624-003	2	0.460	\$57,076	\$124,078	10,814	23,509	\$5.28	0.460	\$57,076	\$124,078	10,814	23,509	\$5.28
2005	024-645-006	1	6.792	\$247,408	\$36,426	44,180	6,505	\$5.60	6.792	\$247,408	\$36,426	44,180	6,505	\$5.60
2006	024-646-010	1	5.957	\$120,360	\$20,205	17,700	2,971	\$6.80	5.957	\$120,360	\$20,205	17,700	2,971	\$6.80
2007	024-648-003	2	0.000	\$0	\$0	0	0	\$0.00	0.478	\$36,465	\$76,287	5,012	10,485	\$7.28
	FREEBORN		30.042	\$763,410	\$25,411	121,304	4,038	\$6.29	30.520	\$799,875	\$26,208	126,316	4,139	\$6.33
2002	025-604-009	1	2.157	\$94,220	\$43,681	18,844	8,736	\$5.00	0.000	\$0	\$0	0	0	\$0.00
2002	025-612-008	1	3.494	\$70,840	\$20,275	9,918	2,839	\$7.14	0.000	\$0	\$0	0	0	\$0.00
2003	025-604-010	1	0.988	\$49,600	\$50,202	8,680	8,785	\$5.71	0.988	\$49,600	\$50,202	8,680	8,785	\$5.71
2003	025-625-003	1	0.739	\$152,688	\$206,614	17,101	23,141	\$8.93	0.739	\$152,688	\$206,614	17,101	23,141	\$8.93
2004	025-601-020	1	3.163	\$121,876	\$38,532	18,853	5,960	\$6.46	3.163	\$121,876	\$38,532	18,853	5,960	\$6.46
2004	025-601-024	1	1.061	\$54,173	\$51,059	8,380	7,898	\$6.46	1.061	\$54,173	\$51,059	8,380	7,898	\$6.46
2004	025-604-011	1	5.863	\$123,318	\$21,033	18,564	3,166	\$6.64	5.863	\$123,318	\$21,033	18,564	3,166	\$6.64
2004	025-606-014	1	0.663	\$27,105	\$40,882	4,193	6,324	\$6.46	0.663	\$27,105	\$40,882	4,193	6,324	\$6.46
2005	025-601-023	1	2.936	\$135,803	\$46,254	18,640	6,349	\$7.29	2.936	\$135,803	\$46,254	18,640	6,349	\$7.29
2005	025-601-025	1	4.223	\$155,999	\$36,940	20,800	4,925	\$7.50	4.223	\$155,999	\$36,940	20,800	4,925	\$7.50
2005	025-606-015	1	0.663	\$25,442	\$38,374	3,392	5,116	\$7.50	0.663	\$25,442	\$38,374	3,392	5,116	\$7.50
2006	025-601-021	1	4.414	\$300,769	\$68,140	48,953	11,090	\$6.14	4.414	\$300,769	\$68,140	48,953	11,090	\$6.14
2006	025-662-003	2	0.284	\$81,780	\$287,958	5,800	20,423	\$14.10	0.284	\$81,780	\$287,958	5,800	20,423	\$14.10
2007	025-601-026	1	0.000	\$0	\$0	0	0	\$0.00	4.414	\$180,633	\$40,923	21,522	4,876	\$8.39
2007	025-601-028	1	0.000	\$0	\$0	0	0	\$0.00	0.751	\$73,516	\$97,891	9,799	13,048	\$7.50
	GOODHUE		30.648	\$1,393,614	\$45,472	202,118	6,595	\$6.90	30.162	\$1,482,703	\$49,158	204,677	6,786	\$7.24

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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2003	028-603-016	1	3.830	\$308,425	\$80,529	55,773	14,562	\$5.53	3.830	\$308,425	\$80,529	55,773	14,562	\$5.53
2003	028-603-017	1	4.570	\$128,343	\$28,084	21,939	4,801	\$5.85	4.570	\$128,343	\$28,084	21,939	4,801	\$5.85
2004	028-603-018	1	3.830	\$142,793	\$37,283	17,101	4,465	\$8.35	3.830	\$142,793	\$37,283	17,101	4,465	\$8.35
2004	028-605-011	1	0.275	\$35,846	\$130,349	5,645	20,527	\$6.35	0.275	\$35,846	\$130,349	5,645	20,527	\$6.35
2004	028-610-016	1	0.606	\$62,230	\$102,690	9,648	15,921	\$6.45	0.606	\$62,230	\$102,690	9,648	15,921	\$6.45
2004	028-624-004	1	1.100	\$2,434	\$2,213	275	250	\$8.85	1.100	\$2,434	\$2,213	275	250	\$8.85
2005	028-629-005	2	1.282	\$136,305	\$106,322	15,405	12,016	\$8.85	1.282	\$136,305	\$106,322	15,405	12,016	\$8.85
2007	028-601-009	1	0.000	\$0	\$0	0	0	\$0.00	0.160	\$33,465	\$209,156	2,743	17,144	\$12.20
2007	028-606-020	1	0.000	\$0	\$0	0	0	\$0.00	0.220	\$14,896	\$67,709	1,760	8,000	\$8.46
2007	028-620-012	1	0.000	\$0	\$0	0	0	\$0.00	0.195	\$17,160	\$88,000	1,430	7,333	\$12.00
HOUSTON			15.493	\$816,376	\$52,693	125,786	8,119	\$6.49	16.068	\$881,897	\$54,885	131,719	8,198	\$6.70
2002	050-601-026	1	2.405	\$20,601	\$8,566	1,324	551	\$15.56	0.000	\$0	\$0	0	0	\$0.00
2002	050-601-027	1	2.018	\$56,349	\$27,923	6,789	3,364	\$8.30	0.000	\$0	\$0	0	0	\$0.00
2002	050-606-026	1	1.990	\$28,431	\$14,287	2,430	1,221	\$11.70	0.000	\$0	\$0	0	0	\$0.00
2002	050-610-003	1	3.187	\$88,976	\$27,918	10,720	3,364	\$8.30	0.000	\$0	\$0	0	0	\$0.00
2002	050-620-012	1	2.045	\$31,752	\$15,527	2,700	1,320	\$11.76	0.000	\$0	\$0	0	0	\$0.00
2002	050-627-006	2	0.691	\$296,142	\$428,570	26,922	38,961	\$11.00	0.000	\$0	\$0	0	0	\$0.00
2002	050-627-008	1	0.296	\$3,569	\$12,057	366	1,236	\$9.75	0.000	\$0	\$0	0	0	\$0.00
2003	050-614-011	1	13.680	\$239,729	\$17,524	33,860	2,475	\$7.08	13.680	\$239,729	\$17,524	33,860	2,475	\$7.08
2004	050-636-003	1	3.010	\$231,504	\$76,912	21,200	7,043	\$10.92	3.010	\$231,504	\$76,912	21,200	7,043	\$10.92
2005	050-601-028	2	0.066	\$18,870	\$285,909	1,700	25,758	\$11.10	0.066	\$18,870	\$285,909	1,700	25,758	\$11.10
2005	050-602-022	1	7.074	\$103,011	\$14,562	7,470	1,056	\$13.79	7.074	\$103,011	\$14,562	7,470	1,056	\$13.79
2005	050-607-032	1	1.578	\$147,075	\$93,203	15,900	10,076	\$9.25	1.578	\$147,075	\$93,203	15,900	10,076	\$9.25
2006	050-602-023	1	9.295	\$994,480	\$106,991	85,734	9,224	\$11.60	9.295	\$994,480	\$106,991	85,734	9,224	\$11.60
2006	050-602-024	2	0.188	\$9,619	\$51,165	743	3,952	\$12.95	0.188	\$9,619	\$51,165	743	3,952	\$12.95
2007	050-607-033	1	0.000	\$0	\$0	0	0	\$0.00	0.459	\$96,697	\$210,669	9,431	20,547	\$10.25
2007	050-646-004	1	0.000	\$0	\$0	0	0	\$0.00	1.383	\$223,520	\$161,620	20,320	14,693	\$11.00
MOWER			47.523	\$2,270,108	\$47,769	217,858	4,584	\$10.42	36.733	\$2,064,505	\$56,203	196,358	5,346	\$10.51

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	055-603-033	1	5.766	\$348,589	\$60,456	45,154	7,831	\$7.72	0.000	\$0	\$0	0	0	\$0.00
2002	055-617-004	1	0.198	\$12,205	\$61,641	1,581	7,985	\$7.72	0.000	\$0	\$0	0	0	\$0.00
2003	055-606-003	1	4.413	\$413,585	\$93,720	54,998	12,463	\$7.52	4.413	\$413,585	\$93,720	54,998	12,463	\$7.52
2003	055-606-005	1	4.468	\$326,302	\$73,031	37,420	8,375	\$8.72	4.468	\$326,302	\$73,031	37,420	8,375	\$8.72
2004	055-601-014	2	1.750	\$187,793	\$107,310	17,885	10,220	\$10.50	1.750	\$187,793	\$107,310	17,885	10,220	\$10.50
2004	055-603-031	1	3.821	\$289,222	\$75,693	39,084	10,229	\$7.40	3.821	\$289,222	\$75,693	39,084	10,229	\$7.40
2006	055-606-006	1	2.540	\$162,762	\$64,080	21,193	8,344	\$7.68	2.540	\$162,762	\$64,080	21,193	8,344	\$7.68
2007	055-601-017	1	0.000	\$0	\$0	0	0	\$0.00	2.369	\$278,880	\$117,721	26,560	11,211	\$10.50
	OLMSTED		22.956	\$1,740,458	\$75,817	217,315	9,467	\$8.01	19.361	\$1,658,544	\$85,664	197,140	10,182	\$8.41
2002	066-616-013	2	0.591	\$53,445	\$90,431	9,620	16,277	\$5.56	0.000	\$0	\$0	0	0	\$0.00
2004	066-602-006	1	4.089	\$360,245	\$88,101	56,970	13,933	\$6.32	4.089	\$360,245	\$88,101	56,970	13,933	\$6.32
2004	066-603-007	1	5.864	\$5,213	\$889	750	128	\$6.95	5.864	\$5,213	\$889	750	128	\$6.95
2005	066-631-006	1	1.936	\$193,119	\$99,752	29,394	15,183	\$6.57	1.936	\$193,119	\$99,752	29,394	15,183	\$6.57
2006	066-608-012	2	0.250	\$40,766	\$163,064	7,002	28,008	\$5.82	0.250	\$40,766	\$163,064	7,002	28,008	\$5.82
2006	066-612-016	1	7.713	\$10,920	\$1,416	1,500	194	\$7.28	7.713	\$10,920	\$1,416	1,500	194	\$7.28
2007	066-611-011	1	0.000	\$0	\$0	0	0	\$0.00	0.318	\$46,769	\$147,072	6,192	19,472	\$7.55
2007	066-638-006	1	0.000	\$0	\$0	0	0	\$0.00	0.118	\$10,609	\$89,907	1,375	11,653	\$7.72
2007	066-696-001	2	0.000	\$0	\$0	0	0	\$0.00	0.460	\$23,217	\$50,472	7,363	16,007	\$3.15
	RICE		20.443	\$663,708	\$32,466	105,236	5,148	\$6.31	20.748	\$690,858	\$33,298	110,546	5,328	\$6.25
2002	074-619-017	1	0.519	\$17,612	\$33,934	2,072	3,992	\$8.50	0.000	\$0	\$0	0	0	\$0.00
2002	074-645-019	1	6.640	\$776,725	\$116,977	121,174	18,249	\$6.41	0.000	\$0	\$0	0	0	\$0.00
2002	074-645-020	2	0.108	\$13,564	\$125,593	1,685	15,602	\$8.05	0.000	\$0	\$0	0	0	\$0.00
2004	074-645-022	1	2.503	\$207,706	\$82,983	24,875	9,938	\$8.35	2.503	\$207,706	\$82,983	24,875	9,938	\$8.35
2005	074-612-031	2	0.409	\$1,691	\$4,134	151	369	\$11.20	0.409	\$1,691	\$4,134	151	369	\$11.20
2005	074-634-011	2	0.744	\$16,600	\$22,312	1,169	1,571	\$14.20	0.744	\$16,600	\$22,312	1,169	1,571	\$14.20
2006	074-635-007	1	0.735	\$77,464	\$105,393	6,402	8,710	\$12.10	0.735	\$77,464	\$105,393	6,402	8,710	\$12.10
2006	074-645-026	1	0.610	\$65,074	\$106,679	5,492	9,003	\$11.85	0.610	\$65,074	\$106,679	5,492	9,003	\$11.85
	STEELE		12.268	\$1,176,436	\$95,895	163,020	13,288	\$7.22	5.001	\$368,535	\$73,692	38,089	7,616	\$9.68

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	079-625-014	1	5.258	\$291,265	\$55,395	46,464	8,837	\$6.27	0.000	\$0	\$0	0	0	\$0.00
2002	079-650-003	1	0.340	\$31,265	\$91,956	3,158	9,288	\$9.90	0.000	\$0	\$0	0	0	\$0.00
2003	079-654-001	1	0.670	\$24,439	\$36,476	2,726	4,069	\$8.97	0.670	\$24,439	\$36,476	2,726	4,069	\$8.97
2004	079-605-011	2	1.525	\$127,529	\$83,626	15,819	10,373	\$8.06	1.525	\$127,529	\$83,626	15,819	10,373	\$8.06
2006	079-633-006	1	2.820	\$26,078	\$9,247	2,745	973	\$9.50	2.820	\$26,078	\$9,247	2,745	973	\$9.50
2007	079-604-041	1	0.000	\$0	\$0	0	0	\$0.00	2.519	\$174,455	\$69,256	31,031	12,319	\$5.62
	WABASHA		10.613	\$500,576	\$47,166	70,912	6,682	\$7.06	7.534	\$352,501	\$46,788	52,321	6,945	\$6.74
2002	085-627-011	1	3.838	\$74,545	\$19,423	8,471	2,207	\$8.80	0.000	\$0	\$0	0	0	\$0.00
2003	085-629-022	2	0.521	\$116,355	\$223,330	11,188	21,474	\$10.40	0.521	\$116,355	\$223,330	11,188	21,474	\$10.40
2004	085-625-051	1	1.816	\$215,550	\$118,695	21,555	11,869	\$10.00	1.816	\$215,550	\$118,695	21,555	11,869	\$10.00
2005	085-606-016	1	0.474	\$95,305	\$201,065	8,025	16,930	\$11.88	0.474	\$95,305	\$201,065	8,025	16,930	\$11.88
2005	085-621-014	2	1.458	\$344,975	\$236,608	34,671	23,780	\$9.95	1.458	\$344,975	\$236,608	34,671	23,780	\$9.95
2005	085-625-054	1	3.428	\$48,714	\$14,211	3,450	1,006	\$14.12	3.428	\$48,714	\$14,211	3,450	1,006	\$14.12
2005	085-632-013	2	0.142	\$19,751	\$139,092	1,807	12,725	\$10.93	0.142	\$19,751	\$139,092	1,807	12,725	\$10.93
2006	085-612-025	1	1.666	\$300,190	\$180,186	29,344	17,613	\$10.23	1.666	\$300,190	\$180,186	29,344	17,613	\$10.23
2007	085-625-052	2	0.000	\$0	\$0	0	0	\$0.00	0.628	\$217,631	\$346,546	19,174	30,532	\$11.35
2007	085-625-055	1	0.000	\$0	\$0	0	0	\$0.00	0.242	\$51,345	\$212,169	4,606	19,033	\$11.15
2007	085-625-056	1	0.000	\$0	\$0	0	0	\$0.00	1.775	\$24,053	\$13,551	1,787	1,007	\$13.46
	WINONA		13.343	\$1,215,385	\$91,088	118,511	8,882	\$10.26	12.150	\$1,433,869	\$118,014	135,607	11,161	\$10.57
	DISTRIC 6		258.105	\$13,993,430	\$54,216	1,730,893	6,706	\$8.08	227.453	\$13,257,057	\$58,285	1,574,514	6,922	\$8.42

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison
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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	007-620-018	1	0.993	\$85,418	\$86,020	12,749	12,839	\$6.70	0.000	\$0	\$0	0	0	\$0.00
2002	007-649-002	1	3.000	\$146,231	\$48,744	23,397	7,799	\$6.25	0.000	\$0	\$0	0	0	\$0.00
2003	007-643-004	1	0.304	\$21,276	\$69,987	3,106	10,217	\$6.85	0.304	\$21,276	\$69,987	3,106	10,217	\$6.85
2003	007-682-002	2	0.587	\$28,951	\$49,320	2,227	3,794	\$13.00	0.587	\$28,951	\$49,320	2,227	3,794	\$13.00
2004	007-616-026	2	1.708	\$207,322	\$121,383	34,073	19,949	\$6.08	1.708	\$207,322	\$121,383	34,073	19,949	\$6.08
2004	007-638-004	1	0.812	\$100,553	\$123,834	15,642	19,264	\$6.43	0.812	\$100,553	\$123,834	15,642	19,264	\$6.43
2005	007-624-004	1	2.996	\$222,615	\$74,304	26,190	8,742	\$8.50	2.996	\$222,615	\$74,304	26,190	8,742	\$8.50
2005	007-633-012	1	0.432	\$21,338	\$49,394	3,138	7,264	\$6.80	0.432	\$21,338	\$49,394	3,138	7,264	\$6.80
2005	007-648-003	1	0.895	\$83,391	\$93,174	9,987	11,159	\$8.35	0.895	\$83,391	\$93,174	9,987	11,159	\$8.35
2006	007-620-020	2	0.606	\$100,722	\$166,208	12,446	20,538	\$8.09	0.606	\$100,722	\$166,208	12,446	20,538	\$8.09
2006	007-657-002	2	2.454	\$251,546	\$102,504	33,184	13,522	\$7.58	2.454	\$251,546	\$102,504	33,184	13,522	\$7.58
2007	007-603-011	1	0.000	\$0	\$0	0	0	\$0.00	0.687	\$70,915	\$103,224	7,815	11,376	\$9.07
2007	007-650-002	1	0.000	\$0	\$0	0	0	\$0.00	0.435	\$39,597	\$91,028	4,235	9,736	\$9.35
	BLUE EARTH		14.787	\$1,269,363	\$85,843	176,139	11,912	\$7.21	11.916	\$1,148,226	\$96,360	152,043	12,760	\$7.55
2002	008-626-003	2	0.240	\$11,789	\$49,121	1,531	6,379	\$7.70	0.000	\$0	\$0	0	0	\$0.00
2003	008-602-016	1	1.300	\$21,124	\$16,249	4,515	3,473	\$4.68	1.300	\$21,124	\$16,249	4,515	3,473	\$4.68
2003	008-624-029	1	1.250	\$97,963	\$78,370	22,296	17,837	\$4.39	1.250	\$97,963	\$78,370	22,296	17,837	\$4.39
2004	008-604-007	2	0.813	\$51,336	\$63,144	8,244	10,140	\$6.23	0.813	\$51,336	\$63,144	8,244	10,140	\$6.23
2004	008-624-030	1	1.330	\$23,800	\$17,895	4,900	3,684	\$4.86	1.330	\$23,800	\$17,895	4,900	3,684	\$4.86
2005	008-610-025	1	1.259	\$59,415	\$47,192	12,401	9,850	\$4.79	1.259	\$59,415	\$47,192	12,401	9,850	\$4.79
2006	008-612-005	1	0.418	\$15,838	\$37,890	2,376	5,684	\$6.67	0.418	\$15,838	\$37,890	2,376	5,684	\$6.67
2006	008-627-016	1	2.847	\$254,550	\$89,410	43,168	15,163	\$5.90	2.847	\$254,550	\$89,410	43,168	15,163	\$5.90
2007	008-610-026	1	0.000	\$0	\$0	0	0	\$0.00	4.008	\$52,200	\$13,024	9,135	2,279	\$5.71
2007	008-627-021	1	0.000	\$0	\$0	0	0	\$0.00	0.152	\$7,000	\$46,053	980	6,447	\$7.14
	BROWN		9.457	\$535,815	\$56,658	99,431	10,514	\$5.39	13.377	\$583,226	\$43,599	108,015	8,075	\$5.40

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	017-601-018	2	0.634	\$49,157	\$77,557	7,157	11,292	\$6.87	0.000	\$0	\$0	0	0	\$0.00
2002	017-604-016	1	4.487	\$175,384	\$39,089	38,743	8,635	\$4.53	0.000	\$0	\$0	0	0	\$0.00
2004	017-603-015	1	3.868	\$102,870	\$26,595	15,309	3,958	\$6.72	3.868	\$102,870	\$26,595	15,309	3,958	\$6.72
2004	017-611-013	1	1.000	\$45,422	\$45,422	8,060	8,060	\$5.64	1.000	\$45,422	\$45,422	8,060	8,060	\$5.64
2005	017-613-039	2	0.092	\$18,000	\$195,652	2,000	21,739	\$9.00	0.092	\$18,000	\$195,652	2,000	21,739	\$9.00
2005	017-629-001	1	0.900	\$5,632	\$6,258	605	672	\$9.31	0.900	\$5,632	\$6,258	605	672	\$9.31
2006	017-602-021	1	4.697	\$98,000	\$20,864	25,137	5,352	\$3.90	4.697	\$98,000	\$20,864	25,137	5,352	\$3.90
2006	017-602-022	1	5.013	\$56,797	\$11,330	25,180	5,023	\$2.26	5.013	\$56,797	\$11,330	25,180	5,023	\$2.26
	COTTONWOOD		20.691	\$551,262	\$26,643	122,191	5,906	\$4.51	15.570	\$326,721	\$20,984	76,291	4,900	\$4.28
2002	022-616-014	2	0.388	\$28,188	\$72,649	2,430	6,263	\$11.60	0.000	\$0	\$0	0	0	\$0.00
2003	022-654-005	2	0.255	\$6,965	\$27,314	995	3,902	\$7.00	0.255	\$6,965	\$27,314	995	3,902	\$7.00
2004	022-616-016	1	3.234	\$45,765	\$14,151	8,100	2,505	\$5.65	3.234	\$45,765	\$14,151	8,100	2,505	\$5.65
2004	022-616-017	1	4.705	\$66,388	\$14,110	11,750	2,497	\$5.65	4.705	\$66,388	\$14,110	11,750	2,497	\$5.65
2004	022-653-006	2	0.485	\$50,939	\$105,029	9,256	19,085	\$5.50	0.485	\$50,939	\$105,029	9,256	19,085	\$5.50
2006	022-621-020	1	2.836	\$520,334	\$183,475	54,772	19,313	\$9.50	2.836	\$520,334	\$183,475	54,772	19,313	\$9.50
2007	022-621-023	1	0.000	\$0	\$0	0	0	\$0.00	2.784	\$707,705	\$254,204	54,649	19,630	\$12.95
	FARIBAULT		11.903	\$718,579	\$60,370	87,303	7,335	\$8.23	14.299	\$1,398,096	\$97,776	139,522	9,757	\$10.02
2003	032-634-019	1	6.358	\$72,695	\$11,434	14,310	2,251	\$5.08	6.358	\$72,695	\$11,434	14,310	2,251	\$5.08
2004	032-634-013	1	7.000	\$231,649	\$33,093	37,399	5,343	\$6.19	7.000	\$231,649	\$33,093	37,399	5,343	\$6.19
2005	032-609-052	1	3.162	\$42,928	\$13,576	4,310	1,363	\$9.96	3.162	\$42,928	\$13,576	4,310	1,363	\$9.96
2005	032-624-030	1	0.093	\$13,022	\$140,022	766	8,237	\$17.00	0.093	\$13,022	\$140,022	766	8,237	\$17.00
2005	032-634-022	1	7.633	\$100,852	\$13,213	15,327	2,008	\$6.58	7.633	\$100,852	\$13,213	15,327	2,008	\$6.58
2006	032-634-015	1	9.075	\$379,873	\$41,859	39,819	4,388	\$9.54	9.075	\$379,873	\$41,859	39,819	4,388	\$9.54
2007	032-645-001	1	0.000	\$0	\$0	0	0	\$0.00	0.775	\$94,838	\$122,372	6,632	8,557	\$14.30
	JACKSON		33.321	\$841,019	\$25,240	111,931	3,359	\$7.51	34.096	\$935,857	\$27,448	118,563	3,477	\$7.89

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	040-611-029	1	0.354	\$3,380	\$9,548	520	1,469	\$6.50	0.000	\$0	\$0	0	0	\$0.00
2002	040-660-003	2	0.460	\$102,765	\$223,402	8,060	17,522	\$12.75	0.000	\$0	\$0	0	0	\$0.00
2003	040-626-039	2	0.318	\$39,780	\$125,094	5,200	16,352	\$7.65	0.318	\$39,780	\$125,094	5,200	16,352	\$7.65
2004	040-616-004	1	0.040	\$1,444	\$36,100	175	4,375	\$8.25	0.040	\$1,444	\$36,100	175	4,375	\$8.25
2004	040-626-041	2	0.305	\$45,344	\$148,669	5,212	17,089	\$8.70	0.305	\$45,344	\$148,669	5,212	17,089	\$8.70
2004	040-628-017	1	3.009	\$214,503	\$71,287	29,246	9,720	\$7.33	3.009	\$214,503	\$71,287	29,246	9,720	\$7.33
2004	040-628-020	1	0.010	\$480	\$48,000	40	4,000	\$12.00	0.010	\$480	\$48,000	40	4,000	\$12.00
2005	040-613-007	1	0.310	\$35,202	\$113,555	3,345	10,790	\$10.52	0.310	\$35,202	\$113,555	3,345	10,790	\$10.52
2005	040-615-014	1	2.610	\$276,000	\$105,747	28,550	10,939	\$9.67	2.610	\$276,000	\$105,747	28,550	10,939	\$9.67
2005	040-615-015	2	0.292	\$36,192	\$123,945	4,275	14,640	\$8.47	0.292	\$36,192	\$123,945	4,275	14,640	\$8.47
2005	040-646-003	2	0.279	\$23,488	\$84,186	2,775	9,946	\$8.46	0.279	\$23,488	\$84,186	2,775	9,946	\$8.46
2007	040-629-005	2	0.000	\$0	\$0	0	0	\$0.00	0.640	\$69,000	\$107,813	13,041	20,377	\$5.29
	LE SUEUR		7.987	\$778,578	\$97,481	87,398	10,943	\$8.91	7.813	\$741,433	\$94,897	91,859	11,757	\$8.07
2002	046-644-010	1	7.647	\$236,005	\$30,862	33,715	4,409	\$7.00	0.000	\$0	\$0	0	0	\$0.00
2004	046-653-008	1	5.966	\$194,250	\$32,560	26,250	4,400	\$7.40	5.966	\$194,250	\$32,560	26,250	4,400	\$7.40
2007	046-637-003	1	0.000	\$0	\$0	0	0	\$0.00	8.885	\$402,123	\$45,259	38,815	4,369	\$10.36
	MARTIN		13.613	\$430,255	\$31,606	59,965	4,405	\$7.18	14.851	\$596,373	\$40,157	65,065	4,381	\$9.17
2002	052-640-004	1	1.360	\$93,015	\$68,393	13,500	9,926	\$6.89	0.000	\$0	\$0	0	0	\$0.00
2003	052-605-039	1	2.423	\$25,959	\$10,712	3,366	1,389	\$7.71	2.423	\$25,959	\$10,712	3,366	1,389	\$7.71
2004	052-605-044	1	2.043	\$35,000	\$17,132	5,000	2,447	\$7.00	2.043	\$35,000	\$17,132	5,000	2,447	\$7.00
2004	052-605-046	1	3.178	\$35,000	\$11,013	5,000	1,573	\$7.00	3.178	\$35,000	\$11,013	5,000	1,573	\$7.00
2004	052-606-006	1	4.139	\$6,160	\$1,488	700	169	\$8.80	4.139	\$6,160	\$1,488	700	169	\$8.80
2004	052-620-010	2	0.747	\$91,200	\$122,088	14,364	19,229	\$6.35	0.747	\$91,200	\$122,088	14,364	19,229	\$6.35
2005	052-605-048	1	3.314	\$31,500	\$9,505	4,500	1,358	\$7.00	3.314	\$31,500	\$9,505	4,500	1,358	\$7.00
2005	052-605-055	1	2.483	\$56,000	\$22,553	7,000	2,819	\$8.00	2.483	\$56,000	\$22,553	7,000	2,819	\$8.00
2006	052-605-053	1	2.538	\$65,290	\$25,725	6,931	2,731	\$9.42	2.538	\$65,290	\$25,725	6,931	2,731	\$9.42
2006	052-620-012	2	0.530	\$170,754	\$322,177	14,440	27,245	\$11.83	0.530	\$170,754	\$322,177	14,440	27,245	\$11.83
2007	052-623-007	1	0.000	\$0	\$0	0	0	\$0.00	0.231	\$31,014	\$134,260	2,117	9,165	\$14.65
	NICOLLET		22.755	\$609,878	\$26,801	74,801	3,287	\$8.15	21.626	\$547,877	\$25,334	63,418	2,932	\$8.64

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2003	053-619-020	2	0.272	\$14,250	\$52,390	2,100	7,721	\$6.79	0.272	\$14,250	\$52,390	2,100	7,721	\$6.79
2003	053-620-005	2	0.581	\$21,000	\$36,145	2,800	4,819	\$7.50	0.581	\$21,000	\$36,145	2,800	4,819	\$7.50
2003	053-635-016	1	3.974	\$71,008	\$17,868	13,202	3,322	\$5.38	3.974	\$71,008	\$17,868	13,202	3,322	\$5.38
2003	053-635-019	1	2.015	\$38,021	\$18,869	6,958	3,453	\$5.46	2.015	\$38,021	\$18,869	6,958	3,453	\$5.46
2005	053-635-017	1	8.305	\$197,550	\$23,787	30,730	3,700	\$6.43	8.305	\$197,550	\$23,787	30,730	3,700	\$6.43
2007	053-635-021	1	0.000	\$0	\$0	0	0	\$0.00	6.951	\$203,775	\$29,315	29,260	4,209	\$6.96
NOBLES			15.147	\$341,829	\$22,567	55,790	3,683	\$6.13	22.098	\$545,604	\$24,690	85,050	3,849	\$6.42
2002	067-632-002	2	0.237	\$35,250	\$148,734	4,700	19,831	\$7.50	0.000	\$0	\$0	0	0	\$0.00
2003	067-604-019	1	2.746	\$128,237	\$46,700	24,426	8,895	\$5.25	2.746	\$128,237	\$46,700	24,426	8,895	\$5.25
2005	067-637-001	2	0.527	\$43,470	\$82,486	6,210	11,784	\$7.00	0.527	\$43,470	\$82,486	6,210	11,784	\$7.00
2006	067-604-024	1	4.183	\$296,664	\$70,921	37,083	8,865	\$8.00	4.183	\$296,664	\$70,921	37,083	8,865	\$8.00
ROCK			7.693	\$503,621	\$65,465	72,419	9,414	\$6.95	7.456	\$468,371	\$62,818	67,719	9,082	\$6.92
2003	072-608-042	1	2.321	\$7,296	\$3,143	3,491	1,504	\$2.09	2.321	\$7,296	\$3,143	3,491	1,504	\$2.09
2005	072-608-044	1	0.095	\$21,385	\$225,105	2,027	21,337	\$10.55	0.095	\$21,385	\$225,105	2,027	21,337	\$10.55
2005	072-611-015	1	0.360	\$2,720	\$7,556	170	472	\$16.00	0.360	\$2,720	\$7,556	170	472	\$16.00
2005	072-628-004	2	0.168	\$48,050	\$286,012	3,100	18,452	\$15.50	0.168	\$48,050	\$286,012	3,100	18,452	\$15.50
SIBLEY			2.944	\$79,451	\$26,987	8,788	2,985	\$9.04	2.944	\$79,451	\$26,987	8,788	2,985	\$9.04
2007	081-601-006	2	0.000	\$0	\$0	0	0	\$0.00	0.362	\$83,915	\$231,809	9,849	27,207	\$8.52
2007	081-604-021	2	0.000	\$0	\$0	0	0	\$0.00	0.845	\$130,343	\$154,252	15,517	18,363	\$8.40
2007	081-613-005	1	0.000	\$0	\$0	0	0	\$0.00	1.804	\$232,144	\$128,683	23,834	13,212	\$9.74
WASECA			0.000	\$0	\$0	0	0	\$0.00	3.011	\$446,402	\$148,257	49,200	16,340	\$9.07
2003	083-605-031	2	0.848	\$2,900	\$3,420	378	446	\$7.67	0.848	\$2,900	\$3,420	378	446	\$7.67
2003	083-612-015	1	8.263	\$107,300	\$12,986	13,986	1,693	\$7.67	8.263	\$107,300	\$12,986	13,986	1,693	\$7.67
2004	083-612-016	2	0.358	\$32,672	\$91,263	3,580	10,000	\$9.13	0.358	\$32,672	\$91,263	3,580	10,000	\$9.13
2005	083-658-006	1	1.434	\$127,935	\$89,215	8,021	5,593	\$15.95	1.434	\$127,935	\$89,215	8,021	5,593	\$15.95
2006	083-614-025	1	2.010	\$164,000	\$81,592	15,498	7,710	\$10.58	2.010	\$164,000	\$81,592	15,498	7,710	\$10.58
2006	083-624-001	2	0.248	\$18,630	\$75,121	1,956	7,887	\$9.52	0.248	\$18,630	\$75,121	1,956	7,887	\$9.52
2006	083-659-002	1	1.009	\$90,000	\$89,197	8,505	8,429	\$10.58	1.009	\$90,000	\$89,197	8,505	8,429	\$10.58
WATONWAN			14.170	\$543,437	\$38,351	51,924	3,664	\$10.47	14.170	\$543,437	\$38,351	51,924	3,664	\$10.47
DISTRIC 7			174.468	\$7,203,087	\$41,286	1,008,080	5,778	\$7.15	183.228	\$8,361,074	\$45,632	1,077,457	5,880	\$7.76

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison
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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	012-615-008	1	0.889	\$16,500	\$18,560	2,750	3,093	\$6.00	0.000	\$0	\$0	0	0	\$0.00
2002	012-615-019	2	0.899	\$25,840	\$28,743	3,230	3,593	\$8.00	0.000	\$0	\$0	0	0	\$0.00
2003	012-604-007	1	1.038	\$31,783	\$30,619	5,387	5,190	\$5.90	1.038	\$31,783	\$30,619	5,387	5,190	\$5.90
2003	012-604-008	1	3.176	\$16,277	\$5,125	2,415	760	\$6.74	3.176	\$16,277	\$5,125	2,415	760	\$6.74
2003	012-618-002	1	1.560	\$44,426	\$28,478	7,877	5,049	\$5.64	1.560	\$44,426	\$28,478	7,877	5,049	\$5.64
2005	012-605-017	1	4.922	\$110,216	\$22,393	18,400	3,738	\$5.99	4.922	\$110,216	\$22,393	18,400	3,738	\$5.99
CHIPPEWA			12.484	\$245,042	\$19,628	40,059	3,209	\$6.12	10.696	\$202,702	\$18,951	34,079	3,186	\$5.95

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	034-601-025	1	2.703	\$210,287	\$77,798	39,827	14,734	\$5.28	0.000	\$0	\$0	0	0	\$0.00
2002	034-601-028	1	0.628	\$49,113	\$78,205	10,314	16,424	\$4.76	0.000	\$0	\$0	0	0	\$0.00
2002	034-601-031	1	4.269	\$110,196	\$25,813	19,713	4,618	\$5.59	0.000	\$0	\$0	0	0	\$0.00
2002	034-602-022	1	6.054	\$117,102	\$19,343	24,653	4,072	\$4.75	0.000	\$0	\$0	0	0	\$0.00
2002	034-607-012	1	0.581	\$50,202	\$86,406	8,381	14,425	\$5.99	0.000	\$0	\$0	0	0	\$0.00
2002	034-628-007	1	1.090	\$27,421	\$25,157	5,078	4,659	\$5.40	0.000	\$0	\$0	0	0	\$0.00
2003	034-601-029	1	0.338	\$25,911	\$76,660	4,737	14,015	\$5.47	0.338	\$25,911	\$76,660	4,737	14,015	\$5.47
2003	034-601-032	1	2.967	\$26,102	\$8,797	4,265	1,437	\$6.12	2.967	\$26,102	\$8,797	4,265	1,437	\$6.12
2003	034-602-027	1	5.671	\$46,900	\$8,270	11,725	2,068	\$4.00	5.671	\$46,900	\$8,270	11,725	2,068	\$4.00
2003	034-610-016	1	0.723	\$7,004	\$9,687	1,484	2,053	\$4.72	0.723	\$7,004	\$9,687	1,484	2,053	\$4.72
2003	034-624-006	2	0.926	\$117,644	\$127,045	23,576	25,460	\$4.99	0.926	\$117,644	\$127,045	23,576	25,460	\$4.99
2003	034-628-008	1	1.090	\$12,471	\$11,441	2,659	2,439	\$4.69	1.090	\$12,471	\$11,441	2,659	2,439	\$4.69
2004	034-608-021	1	0.379	\$38,700	\$102,111	6,684	17,636	\$5.79	0.379	\$38,700	\$102,111	6,684	17,636	\$5.79
2004	034-623-018	1	1.020	\$19,576	\$19,192	4,490	4,402	\$4.36	1.020	\$19,576	\$19,192	4,490	4,402	\$4.36
2004	034-623-019	1	1.020	\$15,622	\$15,316	3,583	3,513	\$4.36	1.020	\$15,622	\$15,316	3,583	3,513	\$4.36
2004	034-644-005	1	2.005	\$118,638	\$59,171	14,923	7,443	\$7.95	2.005	\$118,638	\$59,171	14,923	7,443	\$7.95
2005	034-604-018	1	0.544	\$34,890	\$64,136	3,489	6,414	\$10.00	0.544	\$34,890	\$64,136	3,489	6,414	\$10.00
2005	034-607-013	1	13.409	\$951,254	\$70,941	153,428	11,442	\$6.20	13.409	\$951,254	\$70,941	153,428	11,442	\$6.20
2005	034-623-014	1	1.630	\$83,822	\$51,425	6,209	3,809	\$13.50	1.630	\$83,822	\$51,425	6,209	3,809	\$13.50
2005	034-623-021	2	1.120	\$141,475	\$126,317	20,039	17,892	\$7.06	1.120	\$141,475	\$126,317	20,039	17,892	\$7.06
2005	034-660-001	2	0.056	\$2,399	\$42,839	387	6,911	\$6.20	0.056	\$2,399	\$42,839	387	6,911	\$6.20
2006	034-609-018	1	0.562	\$38,580	\$68,648	6,430	11,441	\$6.00	0.562	\$38,580	\$68,648	6,430	11,441	\$6.00
2006	034-610-014	1	5.817	\$437,204	\$75,160	76,168	13,094	\$5.74	5.817	\$437,204	\$75,160	76,168	13,094	\$5.74
2006	034-610-015	1	2.623	\$193,806	\$73,887	32,301	12,315	\$6.00	2.623	\$193,806	\$73,887	32,301	12,315	\$6.00
2007	034-604-019	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2007	034-647-002	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
	KANDIYOHI		57.225	\$2,876,319	\$50,263	484,543	8,467	\$5.94	45.663	\$2,723,971	\$59,654	431,240	9,444	\$6.32

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison
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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	037-602-014	1	7.031	\$218,010	\$31,007	28,313	4,027	\$7.70	0.000	\$0	\$0	0	0	\$0.00
2002	037-637-001	1	0.502	\$23,750	\$47,311	5,320	10,598	\$4.46	0.000	\$0	\$0	0	0	\$0.00
2003	037-607-030	1	4.073	\$74,358	\$18,256	13,770	3,381	\$5.40	4.073	\$74,358	\$18,256	13,770	3,381	\$5.40
2003	037-802-001	1	0.188	\$25,215	\$134,122	4,100	21,809	\$6.15	0.188	\$25,215	\$134,122	4,100	21,809	\$6.15
2003	037-804-001	2	0.189	\$13,698	\$72,476	1,535	8,122	\$8.92	0.189	\$13,698	\$72,476	1,535	8,122	\$8.92
2004	037-623-013	2	0.343	\$59,732	\$174,146	8,240	24,023	\$7.25	0.343	\$59,732	\$174,146	8,240	24,023	\$7.25
2005	037-619-014	2	1.052	\$71,732	\$68,186	8,439	8,022	\$8.50	1.052	\$71,732	\$68,186	8,439	8,022	\$8.50
2006	037-806-002	2	0.062	\$6,600	\$106,452	600	9,677	\$11.00	0.062	\$6,600	\$106,452	600	9,677	\$11.00
	LAC QUIPARLE		13.440	\$493,095	\$36,689	70,317	5,232	\$7.01	5.907	\$251,335	\$42,549	36,684	6,210	\$6.85
2002	041-605-019	1	2.342	\$79,800	\$34,073	16,800	7,173	\$4.75	0.000	\$0	\$0	0	0	\$0.00
2002	041-607-032	1	0.493	\$19,500	\$39,554	3,900	7,911	\$5.00	0.000	\$0	\$0	0	0	\$0.00
2002	041-617-023	1	1.250	\$32,500	\$26,000	5,000	4,000	\$6.50	0.000	\$0	\$0	0	0	\$0.00
2002	041-617-027	1	1.486	\$102,000	\$68,641	24,000	16,151	\$4.25	0.000	\$0	\$0	0	0	\$0.00
2003	041-608-022	1	0.502	\$22,230	\$44,283	3,900	7,769	\$5.70	0.502	\$22,230	\$44,283	3,900	7,769	\$5.70
2003	041-608-023	1	2.007	\$87,210	\$43,453	15,300	7,623	\$5.70	2.007	\$87,210	\$43,453	15,300	7,623	\$5.70
2003	041-618-014	1	3.013	\$124,825	\$41,429	30,445	10,105	\$4.10	3.013	\$124,825	\$41,429	30,445	10,105	\$4.10
2003	041-618-015	1	3.013	\$62,400	\$20,710	12,000	3,983	\$5.20	3.013	\$62,400	\$20,710	12,000	3,983	\$5.20
2004	041-601-027	1	4.991	\$251,712	\$50,433	45,600	9,136	\$5.52	4.991	\$251,712	\$50,433	45,600	9,136	\$5.52
2005	041-618-009	1	0.464	\$41,688	\$89,845	6,670	14,375	\$6.25	0.464	\$41,688	\$89,845	6,670	14,375	\$6.25
2006	041-615-018	1	4.819	\$366,727	\$76,100	59,825	12,414	\$6.13	4.819	\$366,727	\$76,100	59,825	12,414	\$6.13
	LINCOLN		24.380	\$1,190,592	\$48,835	223,440	9,165	\$5.33	18.809	\$956,792	\$50,869	173,740	9,237	\$5.51

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	042-602-030	1	5.010	\$396,617	\$79,165	69,950	13,962	\$5.67	0.000	\$0	\$0	0	0	\$0.00
2002	042-602-031	1	5.000	\$2,250	\$450	450	90	\$5.00	0.000	\$0	\$0	0	0	\$0.00
2002	042-604-004	1	9.130	\$51,398	\$5,630	9,345	1,024	\$5.50	0.000	\$0	\$0	0	0	\$0.00
2002	042-608-027	1	4.000	\$33,410	\$8,353	5,140	1,285	\$6.50	0.000	\$0	\$0	0	0	\$0.00
2002	042-609-029	1	0.850	\$56,477	\$66,444	7,632	8,979	\$7.40	0.000	\$0	\$0	0	0	\$0.00
2002	042-624-013	1	5.420	\$50,400	\$9,299	6,300	1,162	\$8.00	0.000	\$0	\$0	0	0	\$0.00
2003	042-610-027	1	2.940	\$15,263	\$5,191	1,650	561	\$9.25	2.940	\$15,263	\$5,191	1,650	561	\$9.25
2004	042-610-028	1	2.940	\$181,570	\$61,759	28,775	9,787	\$6.31	2.940	\$181,570	\$61,759	28,775	9,787	\$6.31
2004	042-613-023	1	3.520	\$130,075	\$36,953	23,650	6,719	\$5.50	3.520	\$130,075	\$36,953	23,650	6,719	\$5.50
2005	042-605-026	1	3.456	\$137,144	\$39,683	21,099	6,105	\$6.50	3.456	\$137,144	\$39,683	21,099	6,105	\$6.50
2007	042-635-001	2	0.000	\$0	\$0	0	0	\$0.00	0.503	\$38,080	\$75,706	5,600	11,133	\$6.80
LYON			42.266	\$1,054,604	\$24,952	173,991	4,117	\$6.06	13.359	\$502,132	\$37,588	80,774	6,046	\$6.22
2002	043-625-018	2	0.420	\$74,620	\$177,667	9,100	21,667	\$8.20	0.000	\$0	\$0	0	0	\$0.00
2003	043-603-027	2	0.234	\$261,369	\$1,116,962	29,041	124,107	\$9.00	0.234	\$261,369	\$1,116,962	29,041	124,107	\$9.00
2004	043-715-002	1	1.482	\$102,202	\$68,962	15,141	10,217	\$6.75	1.482	\$102,202	\$68,962	15,141	10,217	\$6.75
2005	043-615-009	2	0.361	\$36,120	\$100,055	4,200	11,634	\$8.60	0.361	\$36,120	\$100,055	4,200	11,634	\$8.60
2006	043-602-023	1	3.152	\$173,574	\$55,068	15,179	4,816	\$11.44	3.152	\$173,574	\$55,068	15,179	4,816	\$11.44
2007	043-607-012	1	0.000	\$0	\$0	0	0	\$0.00	6.236	\$488,171	\$78,283	74,838	12,001	\$6.52
MC LEOD			5.649	\$647,885	\$114,690	72,661	12,863	\$8.92	11.465	\$1,061,436	\$92,581	138,399	12,071	\$7.67
2002	047-602-006	1	4.120	\$183,756	\$44,601	38,165	9,263	\$4.81	0.000	\$0	\$0	0	0	\$0.00
2002	047-611-026	1	0.750	\$39,410	\$52,547	5,988	7,984	\$6.58	0.000	\$0	\$0	0	0	\$0.00
2003	047-601-016	1	4.160	\$85,650	\$20,589	19,186	4,612	\$4.46	4.160	\$85,650	\$20,589	19,186	4,612	\$4.46
2004	047-635-006	1	6.093	\$223,330	\$36,654	57,585	9,451	\$3.88	6.093	\$223,330	\$36,654	57,585	9,451	\$3.88
2005	047-601-018	1	8.422	\$147,548	\$17,519	36,358	4,317	\$4.06	8.422	\$147,548	\$17,519	36,358	4,317	\$4.06
2005	047-614-017	1	0.660	\$50,682	\$76,791	6,592	9,988	\$7.69	0.660	\$50,682	\$76,791	6,592	9,988	\$7.69
2005	047-634-014	1	1.717	\$25,740	\$14,991	3,952	2,302	\$6.51	1.717	\$25,740	\$14,991	3,952	2,302	\$6.51
2006	047-614-018	1	6.743	\$299,647	\$44,438	57,730	8,561	\$5.19	6.743	\$299,647	\$44,438	57,730	8,561	\$5.19
2007	047-614-019	1	0.000	\$0	\$0	0	0	\$0.00	6.700	\$141,600	\$21,134	22,400	3,343	\$6.32
MEEKER			32.665	\$1,055,763	\$32,321	225,556	6,905	\$4.68	34.495	\$974,197	\$28,242	203,803	5,908	\$4.78

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison
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Friday, April 18, 2008

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	051-608-012	1	3.255	\$227,150	\$69,785	41,300	12,688	\$5.50	0.000	\$0	\$0	0	0	\$0.00
2002	051-625-011	1	5.010	\$213,210	\$42,557	46,350	9,251	\$4.60	0.000	\$0	\$0	0	0	\$0.00
2003	051-617-006	1	2.968	\$86,185	\$29,038	16,735	5,638	\$5.15	2.968	\$86,185	\$29,038	16,735	5,638	\$5.15
2003	051-617-007	1	1.072	\$31,853	\$29,714	6,185	5,770	\$5.15	1.072	\$31,853	\$29,714	6,185	5,770	\$5.15
2003	051-640-002	1	2.326	\$101,150	\$43,487	13,856	5,957	\$7.30	2.326	\$101,150	\$43,487	13,856	5,957	\$7.30
2003	051-645-005	1	4.339	\$126,072	\$29,056	24,480	5,642	\$5.15	4.339	\$126,072	\$29,056	24,480	5,642	\$5.15
2004	051-617-008	1	4.047	\$167,844	\$41,474	28,400	7,018	\$5.91	4.047	\$167,844	\$41,474	28,400	7,018	\$5.91
2004	051-640-003	1	2.326	\$89,490	\$38,474	15,700	6,750	\$5.70	2.326	\$89,490	\$38,474	15,700	6,750	\$5.70
2004	051-645-006	1	4.339	\$170,799	\$39,364	28,900	6,661	\$5.91	4.339	\$170,799	\$39,364	28,900	6,661	\$5.91
	MURRAY		29.682	\$1,213,753	\$40,892	221,906	7,476	\$5.47	21.417	\$773,393	\$36,111	134,256	6,269	\$5.76
2002	059-611-003	1	3.979	\$319,282	\$80,242	72,564	18,237	\$4.40	0.000	\$0	\$0	0	0	\$0.00
2002	059-616-025	1	3.920	\$58,922	\$15,031	13,864	3,537	\$4.25	0.000	\$0	\$0	0	0	\$0.00
2004	059-604-003	1	4.657	\$494,956	\$106,282	89,992	19,324	\$5.50	4.657	\$494,956	\$106,282	89,992	19,324	\$5.50
2005	059-609-002	1	6.157	\$371,372	\$60,317	82,527	13,404	\$4.50	6.157	\$371,372	\$60,317	82,527	13,404	\$4.50
2005	059-609-004	1	0.576	\$44,150	\$76,649	8,830	15,330	\$5.00	0.576	\$44,150	\$76,649	8,830	15,330	\$5.00
2005	059-635-002	2	0.356	\$44,378	\$124,657	5,917	16,621	\$7.50	0.356	\$44,378	\$124,657	5,917	16,621	\$7.50
2007	059-618-027	1	0.000	\$0	\$0	0	0	\$0.00	1.332	\$122,975	\$92,324	25,064	18,817	\$4.91
2007	059-630-009	1	0.000	\$0	\$0	0	0	\$0.00	0.976	\$133,730	\$137,018	17,596	18,029	\$7.60
	PIPESTONE		19.645	\$1,333,060	\$67,857	273,694	13,932	\$4.87	14.054	\$1,211,561	\$86,208	229,926	16,360	\$5.27
2002	064-613-014	1	2.875	\$41,370	\$14,392	4,343	1,511	\$9.53	0.000	\$0	\$0	0	0	\$0.00
2003	064-606-026	1	10.602	\$239,372	\$22,578	43,130	4,068	\$5.55	10.602	\$239,372	\$22,578	43,130	4,068	\$5.55
2004	064-611-010	1	6.240	\$13,466	\$2,158	2,517	403	\$5.35	6.240	\$13,466	\$2,158	2,517	403	\$5.35
2005	064-606-027	1	3.544	\$193,970	\$54,732	27,710	7,819	\$7.00	3.544	\$193,970	\$54,732	27,710	7,819	\$7.00
2005	064-607-035	1	5.605	\$364,156	\$64,970	53,084	9,471	\$6.86	5.605	\$364,156	\$64,970	53,084	9,471	\$6.86
	REDWOOD		28.866	\$852,334	\$29,528	130,784	4,531	\$6.52	25.991	\$810,964	\$31,202	126,441	4,865	\$6.41

2002 thru 2006

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	065-606-011	1	7.100	\$333,344	\$46,950	55,650	7,838	\$5.99	0.000	\$0	\$0	0	0	\$0.00
2003	065-621-018	1	0.360	\$30,408	\$84,467	5,559	15,442	\$5.47	0.360	\$30,408	\$84,467	5,559	15,442	\$5.47
2004	065-609-009	1	6.348	\$375,564	\$59,163	71,400	11,248	\$5.26	6.348	\$375,564	\$59,163	71,400	11,248	\$5.26
2005	065-609-010	1	7.304	\$378,200	\$51,780	61,000	8,352	\$6.20	7.304	\$378,200	\$51,780	61,000	8,352	\$6.20
2005	065-611-042	1	5.233	\$862,274	\$164,776	132,700	25,358	\$6.50	5.233	\$862,274	\$164,776	132,700	25,358	\$6.50
2006	065-604-016	1	5.949	\$479,500	\$80,602	68,500	11,515	\$7.00	5.949	\$479,500	\$80,602	68,500	11,515	\$7.00
	RENVILLE		32.294	\$2,459,290	\$76,153	394,809	12,225	\$6.23	25.194	\$2,125,946	\$84,383	339,159	13,462	\$6.27
2002	087-614-012	1	0.360	\$20,482	\$56,894	2,607	7,242	\$7.86	0.000	\$0	\$0	0	0	\$0.00
2002	087-640-003	1	4.000	\$225,666	\$56,417	39,004	9,751	\$5.79	0.000	\$0	\$0	0	0	\$0.00
2002	087-644-003	1	0.859	\$71,207	\$82,895	7,581	8,825	\$9.39	0.000	\$0	\$0	0	0	\$0.00
2004	087-604-016	1	4.000	\$222,750	\$55,688	38,500	9,625	\$5.79	4.000	\$222,750	\$55,688	38,500	9,625	\$5.79
2004	087-645-001	2	0.053	\$9,750	\$183,962	1,229	23,189	\$7.93	0.053	\$9,750	\$183,962	1,229	23,189	\$7.93
2004	087-647-002	2	0.539	\$86,250	\$160,019	10,868	20,163	\$7.94	0.539	\$86,250	\$160,019	10,868	20,163	\$7.94
2005	087-604-015	1	4.580	\$257,400	\$56,201	43,680	9,537	\$5.89	4.580	\$257,400	\$56,201	43,680	9,537	\$5.89
2005	087-617-012	1	4.340	\$315,414	\$72,676	41,580	9,581	\$7.59	4.340	\$315,414	\$72,676	41,580	9,581	\$7.59
2005	087-642-002	2	0.120	\$31,855	\$265,458	3,154	26,283	\$10.10	0.120	\$31,855	\$265,458	3,154	26,283	\$10.10
2007	087-603-027	1	0.000	\$0	\$0	0	0	\$0.00	11.992	\$932,932	\$77,796	114,170	9,521	\$8.17
2007	087-624-003	1	0.000	\$0	\$0	0	0	\$0.00	0.870	\$99,061	\$113,863	12,901	14,829	\$7.68
	YELLOW MEDICINE		18.851	\$1,240,774	\$65,820	188,203	9,984	\$6.59	26.494	\$1,955,412	\$73,806	266,082	10,043	\$7.35
	DISTRIC 8		317.447	\$14,662,511	\$46,189	2,499,963	7,875	\$5.87	253.544	\$13,549,841	\$53,442	2,194,583	8,656	\$6.17

2003 thru 2007

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison
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2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	013-637-004	1	3.610	\$253,326	\$70,179	32,852	9,101	\$7.71	0.000	\$0	\$0	0	0	\$0.00
2004	013-623-004	1	2.829	\$404,565	\$143,006	55,802	19,725	\$7.25	2.829	\$404,565	\$143,006	55,802	19,725	\$7.25
2004	013-637-005	1	3.759	\$501,834	\$133,485	87,115	23,172	\$5.76	3.759	\$501,834	\$133,485	87,115	23,172	\$5.76
2005	013-607-011	1	4.670	\$632,528	\$135,445	67,650	14,486	\$9.35	4.670	\$632,528	\$135,445	67,650	14,486	\$9.35
2005	013-609-024	1	0.351	\$22,697	\$64,664	2,522	7,185	\$9.00	0.351	\$22,697	\$64,664	2,522	7,185	\$9.00
2006	013-617-005	2	1.739	\$252,583	\$145,246	28,768	16,543	\$8.78	1.739	\$252,583	\$145,246	28,768	16,543	\$8.78
2007	013-607-012	1	0.000	\$0	\$0	0	0	\$0.00	3.710	\$414,359	\$111,687	38,545	10,389	\$10.75
	CHISAGO		16.958	\$2,067,533	\$121,920	274,709	16,199	\$7.53	17.058	\$2,228,566	\$130,643	280,402	16,438	\$7.95
2002	019-660-003	2	0.749	\$146,753	\$195,932	20,334	27,148	\$7.22	0.000	\$0	\$0	0	0	\$0.00
2003	019-609-012	1	0.369	\$32,683	\$88,572	6,980	18,916	\$4.68	0.369	\$32,683	\$88,572	6,980	18,916	\$4.68
2004	019-650-011	2	1.113	\$76,705	\$68,917	9,998	8,983	\$7.67	1.113	\$76,705	\$68,917	9,998	8,983	\$7.67
2004	019-660-004	2	0.380	\$68,933	\$181,401	7,445	19,592	\$9.26	0.380	\$68,933	\$181,401	7,445	19,592	\$9.26
2005	019-609-015	1	0.253	\$10,303	\$40,723	1,053	4,162	\$9.78	0.253	\$10,303	\$40,723	1,053	4,162	\$9.78
2005	019-626-015	2	1.080	\$109,727	\$101,599	30,319	28,073	\$3.62	1.080	\$109,727	\$101,599	30,319	28,073	\$3.62
2005	019-631-031	2	1.000	\$149,061	\$148,994	27,767	27,755	\$5.37	1.000	\$149,061	\$148,994	27,767	27,755	\$5.37
2005	019-660-005	2	1.090	\$318,326	\$292,042	31,665	29,050	\$10.05	1.090	\$318,326	\$292,042	31,665	29,050	\$10.05
2005	019-670-009	1	0.497	\$28,989	\$58,328	2,962	5,960	\$9.79	0.497	\$28,989	\$58,328	2,962	5,960	\$9.79
2006	019-626-018	2	0.327	\$14,784	\$45,211	1,136	3,474	\$13.01	0.327	\$14,784	\$45,211	1,136	3,474	\$13.01
2006	019-631-033	2	0.796	\$35,621	\$44,750	2,737	3,438	\$13.01	0.796	\$35,621	\$44,750	2,737	3,438	\$13.01
2007	019-642-042	2	0.000	\$0	\$0	0	0	\$0.00	1.679	\$605,227	\$360,469	75,008	44,674	\$8.07
2007	019-650-005	2	0.000	\$0	\$0	0	0	\$0.00	0.696	\$147,232	\$211,540	17,392	24,989	\$8.47
2007	019-656-004	2	0.000	\$0	\$0	0	0	\$0.00	0.507	\$110,600	\$218,146	10,452	20,615	\$10.58
	DAKOTA		7.654	\$991,885	\$129,583	142,396	18,603	\$6.97	9.787	\$1,708,191	\$174,529	224,914	22,980	\$7.59

2002 thru 2006

2003 thru 2007

Year	Project	Rural/Urba	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	062-610-001	1	2.250	\$46,314	\$20,584	6,657	2,959	\$6.96	0.000	\$0	\$0	0	0	\$0.00
2002	062-615-024	2	0.557	\$44,550	\$79,982	5,320	9,551	\$8.37	0.000	\$0	\$0	0	0	\$0.00
2002	062-637-016	1	0.524	\$63,692	\$121,550	6,938	13,240	\$9.18	0.000	\$0	\$0	0	0	\$0.00
2002	062-644-021	2	1.800	\$108,865	\$60,481	12,315	6,842	\$8.84	0.000	\$0	\$0	0	0	\$0.00
2002	062-644-027	2	0.960	\$145,301	\$151,355	21,125	22,005	\$6.88	0.000	\$0	\$0	0	0	\$0.00
2002	062-649-003	2	1.816	\$220,820	\$121,615	23,455	12,918	\$9.41	0.000	\$0	\$0	0	0	\$0.00
2003	062-612-014	2	0.960	\$101,319	\$105,541	9,132	9,513	\$11.09	0.960	\$101,319	\$105,541	9,132	9,513	\$11.09
2003	062-696-010	2	1.162	\$200,184	\$172,305	23,815	20,498	\$8.41	1.162	\$200,184	\$172,305	23,815	20,498	\$8.41
2004	062-603-014	1	0.668	\$69,116	\$103,467	6,250	9,356	\$11.06	0.668	\$69,116	\$103,467	6,250	9,356	\$11.06
2004	062-623-040	2	1.540	\$322,430	\$209,367	32,073	20,826	\$10.05	1.540	\$322,430	\$209,367	32,073	20,826	\$10.05
2004	062-651-041	2	0.278	\$25,456	\$91,568	2,302	8,281	\$11.06	0.278	\$25,456	\$91,568	2,302	8,281	\$11.06
2004	062-668-043	2	0.380	\$19,000	\$50,000	1,436	3,779	\$13.23	0.380	\$19,000	\$50,000	1,436	3,779	\$13.23
2004	062-677-023	2	0.120	\$13,250	\$110,417	1,002	8,350	\$13.22	0.120	\$13,250	\$110,417	1,002	8,350	\$13.22
2005	062-619-025	1	0.413	\$39,825	\$96,429	5,066	12,266	\$7.86	0.413	\$39,825	\$96,429	5,066	12,266	\$7.86
2005	062-651-038	2	0.679	\$56,032	\$82,521	7,004	10,315	\$8.00	0.679	\$56,032	\$82,521	7,004	10,315	\$8.00
2007	062-665-042	2	0.000	\$0	\$0	0	0	\$0.00	0.180	\$47,111	\$261,728	3,124	17,356	\$15.08
	RAMSEY		14.107	\$1,476,154	\$104,643	163,890	11,618	\$9.01	6.380	\$893,723	\$140,086	91,204	14,296	\$9.80
2002	082-613-018	1	1.041	\$65,354	\$62,780	8,760	8,415	\$7.46	0.000	\$0	\$0	0	0	\$0.00
2003	082-613-007	1	1.270	\$253,208	\$199,376	27,346	21,532	\$9.26	1.270	\$253,208	\$199,376	27,346	21,532	\$9.26
2003	082-613-020	1	0.508	\$175,800	\$346,063	16,613	32,703	\$10.58	0.508	\$175,800	\$346,063	16,613	32,703	\$10.58
2004	082-619-013	1	0.120	\$5,400	\$45,000	450	3,750	\$12.00	0.120	\$5,400	\$45,000	450	3,750	\$12.00
2005	082-613-023	2	0.710	\$51,272	\$72,214	6,409	9,027	\$8.00	0.710	\$51,272	\$72,214	6,409	9,027	\$8.00
2005	082-616-017	1	0.918	\$10,075	\$10,975	1,172	1,277	\$8.60	0.918	\$10,075	\$10,975	1,172	1,277	\$8.60
2007	082-613-021	2	0.000	\$0	\$0	0	0	\$0.00	1.980	\$693,310	\$350,151	68,966	34,831	\$10.05
	WASHINGTON		4.567	\$561,109	\$122,862	60,750	13,302	\$9.24	5.506	\$1,189,065	\$215,957	120,956	21,968	\$9.83
	DISTRIC 9		43.286	\$5,096,681	\$117,744	641,745	14,826	\$7.94	38.732	\$6,019,545	\$155,416	717,476	18,524	\$8.39
	STATE TOTALS		2,348.143	\$113,559,722	\$48,362	17,551,203	7,475	\$6.47	2,055.778	\$112,900,265	\$54,919	16,505,204	8,029	\$6.84

Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison
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Friday, April 18, 2008

Hardship Transfers

June 2008

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	\$296,000	#24 & #27 County Road System
	\$296,000	
<u>CY 2003</u>		
Traverse	\$268,915	Disastrous fire destroying
	\$268,915	Wheaton Hwy shop
<u>CY 2004</u>		
Kittson	\$100,000	wet weather, poor drying &
	\$100,000	heavy comm truck damage
<u>CY 2005</u>		
Kittson	\$125,000	Heavy rain 7/3/2005 weekend
Otter Tail	500,000	High water, CSAH 12 & 10
	\$625,000	
Total	\$4,539,915	

Maintenance Facilities

June 2008

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>	Windom addition
	\$697,429.02	
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	1,164,576.40	Maintenance Facility
Meeker	1,000,000.00	Maintenance Facility
Pennington	\$66,811.40	Hwy Facility Upgrade
Renville	<u>313,500.00</u>	Franklin Facility
	\$2,824,887.80	
CY 2007		
Lake of the Woods	<u>\$97,464.00</u>	Salt/Sand Storage
	\$97,464.00	
Total to Date	\$11,147,414.35	

* - 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.

**COUNTY STATE AID CONSTRUCTION ACCOUNT
ADVANCE GUIDELINES
Regular & Municipal Accounts**

State Aid Advances

M.S. 162.08, Subd 5, 6 and 7 provide for counties to make advances from future year's allocations for the purpose of expediting construction. This process not only helps reduce the construction fund balance, but also allows counties to fund projects that may have been delayed due to funding shortages.

The formula used to determine if advances will be available is based on the current fund balance, expenditure trends, repayments and a \$40,000,000 recommended threshold. The threshold can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at the next Screening Board meeting.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.



Code RED - SEVERE - Fund Balances too low. NO ADVANCES - NO EXCEPTIONS



Code ORANGE - HIGH - Fund Balance below acceptable levels. Priority system in use. Advances approved thru DSAE and State Aid Engineer only. Resolution required. Approved projects are automatically reserved.



Code BLUE- GUARDED - Fund balance low. Priority system and/or first-come first-serve are used. Resolution required. Reserve option available only prior to bid advertisement by email or phone.



Code GREEN - LOW - Plush Fund Balance. Advances approved on first-come-first-serve basis while funds are available. Resolution required. Request to Reserve form optional.

General Guidelines for State Aid & Federal Aid Advance Construction

County Board Resolution

- ✓ Must be received by State Aid Finance before funds can be advanced.
- ✓ Required at all code levels.
- ✓ Is not project specific.
- ✓ For amount actually needed, not maximum allowable.
- ✓ Does not reserve funds.
- ✓ Good for year of submission only.
- ✓ Form obtained from SALT website.
 - Mail completed form to Sandra Martinez in State Aid Finance.

Request to Reserve Advanced Funding

- ✓ Not required and used only in green and blue levels.
- ✓ Allow funds to be reserved up to twelve weeks from date signed by County Engineer.
- ✓ Not used for Federal Aid Advance Construction projects.
- ✓ Form obtained from SALT website.
 - Mail completed form to Sandra Martinez in State Aid Finance.
 - Form will be signed and returned to County Engineer.

Priority System

- ✓ Projects include, but are not limited to projects where agreements have mandated the county's participation or projects with Advance Federal Aid.
- ✓ Requests are submitted to DSAE for prioritization within each district.
 - Requests should include negative impact if project had to be delayed or advance funding was not available; include significance of the project.
- ✓ DSAE's submit prioritized lists to SALT for final prioritization.
- ✓ Funds may be reserved in blue level prior to bid advertisement.
 - Contact Joan Peters in State Aid Finance .
- ✓ Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations

Statutory - None

Reference: M.S.162.08, Supd 5, 6 & 7.

State Aid Rules - None

Reference: State Aid Rules 8820.1500, Subp 5 & 8 thru 9

State Aid Guidelines

- ✓ Advance is limited to counties last "construction" allotment. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the State Aid Engineer.
- ✓ Advances repaid from next year's allocation.
- ✓ Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted.
 - Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the County.

Local Road Research Board Program for Calendar Year 2008

JUNE 2008

3/27/2006

INV	TITLE	PROJECT TOTAL	2005 Spent	2006	2007	2008
645	Implementation of Research Findings	Ongoing	\$200,000	\$200,000	\$200,000	\$200,000
668*	Technology Transfer Center, U of M - Base	Ongoing	185,000	185,000	185,000	185,000
	Technology Transfer Center, U of M - Cont. Projects:					
	Circuit Training & Assist. Program (CTAP), Instructor-\$74,500, T ²	Ongoing	127,500	158,500	158,500	158,500
	Minnesota Maintenance Research Expos	Ongoing	26,000	26,000	26,000	26,000
	Transportation Student Development	Ongoing	5,500	5,500	5,500	5,500
676	MN Road Research: Facility Sprt-\$500,000, Staff Sprt-\$60,000	Ongoing	560,000	560,000	560,000	560,000
745	Library Services for Local Governments	Ongoing	60,000	60,000	60,000	60,000
753	Duration of Spring Road Restrictions on Gravel Roads	51,000		45,158		
768	Geosynthetics in Roadway Design thru CY10	30,000	6,000	3,000	3,000	
771	Use of GPR to Review Cross Section Road	75,000		31,987		
773*	Shredded Tires Used for Road Bases	150,000	25,000	36,424		
784	Guidelines for using Rumble Strips	149,659		149,659		
787	Risk Asses Tool for Selection of Erosion Control Practicies	100,000		40,000		
791	Safety & Operational Characteristics 2-Way Left Turns	51,456	7,718	43,738		
792*	Pavement Research Institute funded thru CY2007	800,000	60,000	60,000	60,000	
797*	Urbanization of MN's Countryside: 2000-2005 - Future Geographics & Trans. Impacts	138,277	3,000	13,000		
801	Adaptation of Mechanistic 2003 Guide for Design of MN-Low Volume PCC	89,900	7,277	68,069		
804	Determ of Low Temp Fracture Properties on 3 Mn/Road Asphalt Mixtures	60,914		60,914		
805	Safety Impacts of Street Lighting at Isolated Rural Intersections -- Phase II	51,180	17,060	10,072		
808*	Pavement Rehabilitation Selection	102,000		30,600	20,400	
809	Research Tracking for Local Roads funded thru CY08	60,000		20,000	20,000	20,000
810*	Coal Ash Utilization in Gravel Roads	212,995		149,280		
812	Resilient Modulus & Strength of Base Course with Recycled Asphalt Pavements	94,000		33,000	61,000	
813	Human-Centered Interventions Twrd Zero Deaths in Rural MN	188,804		188,804		
815*	Calibration of the 2002 AASHTO Pavement Design Guide for Minnesota Portland Cement Concrete Pavements and Hot Mix Asphalt Pavements	292,383		126,600		
817*	Determination of Optimum Time for the Application of Surface Treatments to Asphalt Concrete Pavements	226,000		93,000		
822	Crack Sealing & Filling Performance	72,802		72,802		
823	The Road to a Thoughtful Street Tree Master Plan	30,450		15,225	15,225	
824	Dev of Improved Proof Rolling Methods for Roadway Embankment Construction thru CY07	110,000		44,825	50,000	15,175
825*	Perf Monitoring of Olmsted CR 177/104 & Aggregate Base Material Update CY09 \$40K	100,000				
826	Appropriate Use of RAP	30,789	5,770	9,624	15,395	
827	Investigation of Winter Pavement Tenting	25,126		25,126		
828	Local Road Material Properties and Calibration of MnPAVE	56,000		56,000		
829	Validation of DCP/LWD Moisture Specs for Granular Material	32,700		32,700		
830	Evaluating Roadway Subsurface Drainage Practices	186,734		127,302	50,082	9,350
831*	Investigation of Stripping in MN Class 7 (Rap) & Full Depth Reclamation Base Material	81,656		40,828		
832*	Volume Warrants for Right Turn Lanes	55,000		15,000		
833*	Design Tool for Controlling Runoff & Sediment from Highway Construction	89,000		10,000	34,500	
834	Assessment of Storm Water Management Practices on the Water Quality of Runoff	138,000		87,728	50,272	
835	Best Use of Cone Penetration Testing	55,000		22,000	33,000	
836	Design Procedures for Bituminous Stabilized Road Surfaces for low	60,080		32,137	27,943	
837	Mn/Road Low Volume Road Reconstruction Assistance	55,000	24,980	30,020		
838*	Petroleum Glass Spun Glass Paving Fabric	30,000		10,000		
839	Warrants for Roundabouts	39,988		19,994	19,994	
840	Performance of PG 52-34 Oil thru CY 08	76,200		40,000	20,000	16,200
841	Long-Term Maintenance Effect on Hot Mix Asphalts	43,257		14,419	28,838	
842	Best Practices for Dust Control on Agg Surf Road	75,000		18,750	37,500	18,750
843	Predicting Bumps in Overlays	64,540		19,680	25,320	19,540
844	Update Vehicle Classification for CR Pavement Dsgn	54,094		37,094	17,000	
845	Documentation of Crash Characteristics & Safety Strategies at horizontal curves on Rural Highways	70,373		46,000	24,373	

INV	TITLE	PROJECT TOTAL	2005 Spent	2006	2007	2008
846	Hydraulic, Mechanical, and Leaching Characteristics of Recycled Materials	135,000		33,750	67,500	33,750
847	Use of Fly Ash for Reconstruction of Bitum Roads	170,056		42,514	85,028	42,514
848	Warning Efficacy of Active Passive Warnings for Unsignalized Intersection & Mid-Block Pedestrian Sidewalks	119,000		50,000	69,000	
849	Environmental Effects of De-Icing Salt on Water Quality	94,000		68,000	26,000	
850	Mechanistic Modeling of DCP Test	105,000		62,200	42,800	
851	Allowable Axle Loads on Pavements	110,000		30,000	55,000	25,000
852	Subsurface Drainage Manual for Pavements in MN	71,638		23,879	47,759	
853	Development of Flexural Vibration Equipment PhsII	52,980		47,682	5,298	
854*	Pavement Performance/Failure under Overweight Farm Loads-	475,000		35,000	35,000	35,000
855*	A Property-Based Spec for Coarse Aggregate in Pavement Apps	65,550		21,850	10,925	
856*	Investigation of In-Place Asphalt Film Thickness and Performance of	78,000		26,000	13,000	
857*	Report & Analysis of Effects of Seasonal and Climatic Changes on Ride Quality as Observed in MnROAD Low & High Volume Roads	79,500		39,750		
858*	Crack & Concrete Deck Sealant Performance-Pooled Fnd Prjct	75,000		37,500		
859	Toward Next Generation of Traffic Counting & Prediction Methods	55,000		18,000	37,000	
860	Compaction Specifications for Unbound Materials	105,000		52,500	52,500	
861	Best Mgmt Practices for Pavement Preservation of Hot mix Asphalt	71,050		35,525	35,525	
862*	Real Time Arterial Performance - co-fund W/ITS	140,000		10,000	60,000	
863*	Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements- Pooled Fund Prjct	335,000		75,000		
864*	Recycled Asphalt Pavements-Pooled Fund Prjct	350,000		75,000		
865*	Low Temp Cracking in Asphalt Phase II-Pooled Fund Prjct	400,000		100,000		
866*	Recycled Unbound Pavement Materials-Pooled Fund Prjct	525,000		75,000		
997	TERRA Board Support	Ongoing		30,000		12,500
998	Operational Research Program	Ongoing	33,000	70,000	70,000	70,000
999	Program Administration	Ongoing	331,400	250,000	250,000	250,000
TOTALS			\$1,685,205	\$4,532,703	\$2,769,170	\$1,760,771

Footnotes from Page 1 & 2:

*Projects co-funded from other sources

Funding Approval Notes:

INV 822 -836 approved 12/2004 for 2005 Program
 INV 837 - Apprvd 3/05 and increase approved of \$15K 3/16/06
 INV 838 - Apprvd 6/05
 INV 839 -858 approved 12/2005 for 2006 Program
 INV 859 -866 & 997 Approved 3/16/06 for 2006 Program
 INV 999 - Increase approved of \$30K 3/16/06

2006 SUMMARY:

Funds Allotted for 2006 (rcv July 07)	\$ 2,352,127	\$556,984	City
		1,795,143	County

TOTAL AVAILABLE \$ 2,352,127

Funded Projects in 06 (includes new & old)	4,532,703
Projects Under Contract & Encumbered	-2,358,097
TOTAL NEED	2,174,606

2006 Funds Available for Programming (Total Available - Total Need)	\$177,521
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MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 24 & 25, 2007
BREEZY POINT RESORT

Chairman, Mark Krebsbach, Dakota County Engineer called the meeting to order at 1:20 p.m., October 24, 2007, the Board of Director's meeting went longer than expected.

ATTENDANCE

Roll call of members:

Dave Christy, Itasca	District 1
Dan Sauve, Clearwater	District 2
John Welle, Aitkin	District 3
Brad Wentz, Becker	District 4 (Brian Noetzelman for Brad)
Mitch Rasmussen, Scott	Metro
Roger Gustafson, Carver	Metro
John Grindeland, Fillmore	District 6
John McDonald, Faribault	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, Mark Krebsbach asked for a motion to approve the June 20 & 22, 2007 Screening Board Minutes held at the Holiday Inn Select, Bloomington. Motion by Marcus Hall and seconded by John McDonald, motion passed unanimously.

Chairman Mark Krebsbach had the secretary recognized the following alternates and Department of Transportation personnel in attendance:

Mark LeBrun, Pine	District 1
Bruce Hasbargen, Lake of the Woods	District 2
Bob Kozel, Benton	District 3
Brian Noetzelman, Pope	District 4
Bill Malin, Chisago	Metro
Guy Kohlhofer, Dodge	District 6
Tim Stahl, Jackson	District 7
John Brunkhorst, McLeod	District 8

Roll call of MnDOT personnel:

Julie Skallman	State Aid Engineer Division Director
Rick Kjonaas	Deputy State Aid Engineer
Patti Loken	State Aid Programs Engineer
Kim DeLaRosa	Manager, County State Aid Needs Unit

Lisa Krenz	CSAH Needs
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steven Kirsch	District 6 State Aid Engineer
Andy Schmidt	District 6 Assistant State Aid Engineer
Doug Haeder	District 7 State Aid Engineer absent
Tom Behm	District 8 State Aid Engineer
Dan Erickson	Acting Metro District State Aid Engineer
Marshall Johnston	MSAS Needs Manager

Others in attendance were:

Wayne Sandberg, Asst. Washington
 Dave Robley, Douglas
 Kelly Bengston, Kittson
 Alan Goodman, Lake
 Darrell Pettis, LeSueur
 Wayne Stevens, Brown
 Dennis Luebbe, Rice
 Steve Kubista, Lac Qui Parle/Chippewa
 Anita Benson, Lyon
 John Brunkhorst, McLeod

Chairman Mark Krebsbach recognized the General Subcommittee: Chairman, Brian Giese, Stevens County, Anita Benson, Lyon County and Mitch Rasmussen, Scott County. And the Mileage Subcommittee, Chairman, Jim Grube, Hennepin County, who will be going off the committee this year so Mark will appoint someone tomorrow, Bruce Hasbargen, Lake of the Woods County and Guy Kohlnhofer, Dodge County.

REVIEW OF SCREENING BOARD REPORT

Chairman, Mark Krebsbach asked Kim DeLaRosa to review the Screening Board book. Kim announced the new Cook County Engineer is Shae Kosmalski and Lyndon Robjent is the new Crow Wing County Engineer. Kim reviewed the report which she had previously done out in all the districts. Chairman, Mark Krebsbach suggested that any action taken on the report should wait until Thursday, October 25, 2007.

- A) **General Information and Basic Needs Data** - Pages 1-6, is general information showing the CSAH Mileage, Needs and Apportionment from 1958 through 2007, Kim stated that the dollar amount is getting closer to the cities at \$15.06 per \$1,000 and the Mileage should be 30,529.00 in the first column. Page 4 shows the comparison of the Basic 2006 to the Basic 2007 25-Year Construction Needs which is broken down into four sections: 1) Normal Update which reflects the changes in needs because of construction accomplishments, system revisions, needs reinstatement of anything that happened on your system this year (Sherburne County added loops and ramps), 2) effect of the 10 counties Traffic updates counted in 2006 (6 dropped and 3 increased and one stayed the same), which shows a minus 0.2 decrease state wide (Kim said after the book was completed they found that Martin

County was counted and their traffic projection factor went up but not all the segments got updated so they should have a needs adjustment for last year and this year to make it right which would amount to about \$135,000 apportionment dollars), 3) effect of the Unit Price Update approved from the spring meeting, the effect is a 10.9% increase to the needs, 4) effect of the 2007 Structure and RR updates with an decrease of 0.2%, so overall the total change with all the updates was a 11.8% increase State wide.

- B) **Needs Adjustment** - Pages 7-11, the resolution states that the CSAH construction needs change in anyone 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, which was 11.2%. There were 10 counties restricted which had to be brought up to 6.2% and one county restricted down to 31.2% based on the approved resolution. There were no comments or questions.
- B1) **Grading Cost Comparisons** - Pages 12-22, Rural Design Grading Construction costs; Pages 24-34, Urban Design Grading Construction Cost. This compares grading construction costs on projects that were let from 1984 to 2006 for rural projects and 1987 to 2006 for urban projects to the needs cost on those same sections of road that are in the needs study. The second part uses that comparison to adjust the remaining complete grading needs in your needs study, so the results in the last column of all the charts is actually what your county is receiving in needs for complete rural design and for complete urban design grading. There were no comments or questions.
- B2) **Construction Fund Balance "Needs" Deductions** - Pages 36-39 this is based on your construction fund balance, the adjustments shown are as of September 1, 2007, however the ending balance will be as of December 31, 2007. Note the change in the Municipal Account balance restriction was changed from 100,000 to 500,000 so they could carry a larger balance and save for a project before a deduction is made. There were no comments or questions.
- B3) **Bond Account Adjustments and Transportation Revolving Loan Fund** - Pages 40-41, bond amount applied to project minus the principal paid to date is how the Bond Account adjustment is made, this information comes straight from State Aid Finance. No comments or questions.
- B4) **Special Resurfacing Projects** - Pages 42-44, this is where a county uses construction money to overlay or recondition segments of road still drawing complete needs in the needs study. This is a ten-year adjustment, this year's adjustment is \$312,749,074.
- B5) **After the Fact Bridge Deck Rehabilitation Needs** - Page 45, this is only eligible on adequate structures in the needs study, which is earned for 15 years.
- B6) **After the Fact Mn/DOT Bridge Needs** - Page 46, an improvement to a trunk highway bridge carrying a CSAH route, which is earned for 35 years.
- B7) **After the Fact Right of Way Needs** - Pages 48-49, these are items that are not in your needs study. To get these needs you have to report these items to your DSAE by July 1 each year, which is earned for 25 years. If you miss a year or forget just send it in and it will be

taken care of the year it was submitted.

- B8) **After the Fact Miscellaneous Needs** - Pages 50-51, Traffic Signals, Lighting, Retaining Walls, Sidewalk, Wetland Mitigation, RR-Xing Surfacing, and Concrete Paving items earn needs for 25 years, 16 counties submitted this year.
- B9) **Needs Adjustments for Variances Granted on CSAHs** - Page 52, this is where a county asks for a variance to the rules and the adjustment is the difference between what you've been drawing in needs and what the variance allows you to build, these were approved at the June Screening Board meeting, this is a one time adjustment. No comments or questions.
- B10) **Credit for Local Effort Needs Adjustment** - Pages 53-54, this is similar to After the Fact Needs but quite different. It's an adjustment for local dollars that are used on State Aid projects that reduce needs and has to be reported to your DSAE by July 1, which is earned for a period of 20 years, 16 counties submitted this year. No comments or questions.
- B11) **Non Existing CSAH Needs Adjustment** - Pages 55, this is where there are designated CSAH's that do not exist and have been on the system longer than the resolution allows. The needs are subtracted but mileage is still counted. Hennepin was removed because they revoked their route and Kandiyohi built their route so the deduction decreased about three million dollars.
- B12) **Mill Levy Deductions** - Pages 56-58, Minnesota Statutes, Chapter 162.07, Subdivision 3 and 4 requires that a two-mill levy on each rural county, and one and two-tenths mill levy on each urban county be computed and subtracted from such county's total estimated construction cost, which is an annual deduction. No comments or questions.
- B13) **Minimum County Apportionments and Adjustments** - Pages 59-61, Minnesota Statutes, Chapter 162.07, Subdivision 3, this is new to the book this year to show how the dollars are arrived at for each minimum county, the total adjustment for all counties is \$4,356,378.
- C) **Tentative 2008 CSAH Money Needs Apportionment** - Page 64 and Figure A, this is a development of a tentative 2008 CSAH Money Needs Apportionment. (All the information is based on last year's dollars so we can make a comparison.) No comments.

Kim commented page 65 through 73 is a copy of the letter to the Lieutenant Governor & Transportation Commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used for apportioning to the counties the 2008 Apportionment Sum. (The letter states that any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2008.) Pages 68 through 70 shows a tentative 2008 CSAH Apportionment by the four factors, equalization (10%), motor vehicle registration (10%), lane miles (30%) and money needs (50%), based on all the figures in this book. Pages 71-73, shows a Comparison of the Actual 2007 to the Tentative 2008 CSAH Apportionment. The increase due to the MVST amendment will not show up this year because it does not have an effect on the numbers being calculated.

- D) **CSAH Mileage requests** pages 75 through 80, a list of criteria for State Aid Designation is included. Banked mileage is shown on page 80. This is where a county has made a change

in their system and they end up with less mileage then they started with, so this becomes banked mileage until they want to use it sometime in the future. Kim advised not to leave it there too long because it does not draw needs or mileage apportionment.

Pages 81 through 88 shows a recap of Anoka, Carver, Dakota, Lake, Olmsted, St. Louis, Washington, and Wright County's recent requests. These have not been totally completed as they are completed they are removed from the book.

- E) **State Park Road Account**, pages 90 to 93, shows a Historical review of projects, there were no new projects.
- F) **Traffic Project Factors**, pages 96 & 97, shows those counties counted in 2006 where 3 counties dropped, 1 stayed the same and 6 increased and the CSAH 20-Year Traffic Projection Factors state wide. No comments or questions.
- F1) **Hardship Transfers** are shown on page 98 there will be some added due to the flooding down south this year and **Maintenance Facilities** information is shown on pages 99 to 101.
- G) **Minutes** of the June 20 & 22, 2007 Screening Board, pages 102 through 106.
- H) **Current list of the resolutions of the Screening Board**, pages 107 through 118. The current County Engineers and addresses are shown on pages 119 to 127.

Chairman, Mark Krebsbach commented that the Research Account resolution should be approved Thursday, it reads: "Be it resolved that an amount of \$1,803,787 (not to exceed ½ of 1% of the 2007 CSAH Apportionment sum of \$360,757,456) shall be set aside from the 2008 Apportionment Fund and be credited to the research account."

Chairman, Mark Krebsbach asked Brian Giese and Mitch Rasmussen to give the group an update on the Needs Study Task Force and explain the possible proposed resolution changes. The committee looked at 4 items within the proposed changes but is only recommending 3 resolutions to be changed. Special resurfacing and reconditioning was looked at and the committee decided to leave this alone at this time and with more discussions and review of items it may take care of it self as we move forward. Three resolutions were looked at to recommend changes, the first one is AFTER THE FACT NEED – Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation and Concrete Paving, the committee is suggesting adding RR protection, signs, signals and gates. The second one being a new resolution for railroad over highway bridges it was recommended to treat them similar to MnDOT bridges as an after the fact item. And last the committee looked at the variances resolution with a recommendation to continue variances but do not apply a penalty for a granted variance. Mitch commented that we are looking for information and comments from everyone so take this back to your districts and let them know what is being discussed. Marcus Hall asked why the special resurfacing was left for future discussion and if so why did the committee recommend the other 3 resolution. The effect of the 3 recommended was minimal; there was good discussion that followed.

Chairman, Mark Krebsbach asked Julie or Rick if they had any comments, of course Rick jumped right in, and he asked the Jurisdictional Study Task Force group to meet with him after the meeting. Rick had a follow up to CSAH fund advances and explained what he has found out recently what may be happening for next years project advances. He commented there will be a letter going out

asking Counties what they may anticipate for construction advances for 2008 and we should work through our DSAE's to get information in as quickly as possible.

Chairman, Mark Krebsbach asked for a motion to recess the meeting until 8:30 a.m. on Thursday morning, motion by Doug Fischer second by John McDonald, motion carried.

Chairman, Mark Krebsbach reconvened the meeting at 8:30 a.m. Thursday, October 25, 2007.

Kim DeLaRosa handed out a correction on the effects of removing railroad bridges and railroad protection in the needs and a Tentative 2008 CSAH Apportionment to show what effect the proposed removal would have on our apportionment. She suggested that no changes be made to this year's book but wait until next year and apply the changes if any to the 2009 apportionment.

ACTION ON SCREENING BOOK

Chairman, Mark Krebsbach asked for a motion to accept the book as reviewed and discussed Wednesday and approve the letter to the Lieutenant Governor/Commissioner of Transportation, John McDonald made a motion to amend the book to correct Martin County's error from last year, seconded by Jim Grube, Doug Fischer made a motion to accept the book as amended, seconded by John Grindeland. Motion passed unanimously.

Resolution for the research account, Chairman, Mark Krebsbach stated the resolution: "Be it resolved that an amount of \$1,803,787 (not to exceed ½ of 1% of the 2007 CSAH Apportionment sum of \$360,757,456) shall be set aside from the 2008 Apportionment Fund and be credited to the research account." Motion by Roger Gustafson and second by Marcus Hall, the motion passed unanimously.

Chairman, Mark Krebsbach asked for a motion to accept the Needs Study Task Force's recommendation to remove the railroad protection from the needs and make it "after the fact", motion by Mitch Rasmussen to accept the removal of the Railroad Protection from the needs and make it "after the fact", seconded by John Welle, the motion passed with one dissenting vote.

Chairman, Mark Krebsbach asked for a motion to accept the Needs Study Task Force's recommendation to remove the railroad bridges over CSAH and make it "after the fact", motion by Randy Groves to accept the removal of Railroad Bridges over CSAH from the needs and make it "after the fact", seconded by John McDonald, the motion passed with one dissenting vote.

Kim DeLaRosa commented that this effect will start with next year's book using your 2007 projects and will be included in your 2009 apportionment.

Chairman, Mark Krebsbach asked for a motion to accept the Needs Study Task Force's recommendation to remove the needs deduction for a variance granted on CSAH's, motion by John Grindeland to accept the removal of the needs deduction for a variance granted on CSAH's, seconded by Ken Haider, Doug Fischer felt there should be a deduction for this because it acts like a penalty and we should be trying to build our system to the highest standards possible, there was some discussion that followed about the process, the motion passed with three dissenting vote.

Marcus Hall made a motion to remove the Special Resurfacing needs deduction, seconded by Randy Groves, Marcus and Randy also accepted a friendly amendment to the motion from Roger

Gustafson to run out the projects that were presently in the book, Kim stated as the projects run out their 10 year deduction they would be removed, a lot of discussion followed about removing it at this time, why wait, how would it be handled or phased out, how would Don Wisnewski's study effect this item, etc., the motion failed 6 in favor and 9 against.

Chairman, Mark Krebsbach thanked Jim Grube for his work on the Mileage Subcommittee and Bill Malin, Chisago County will replace him for next year.

Julie Skallman had no additional comments for the group. Rick Kjonaas has some information for the Jurisdictional study group.

Chairman, Mark Krebsbach thanked the outgoing district representatives from District 2, Dan Sauve, District 4, Brad Wentz, District 6, John Grindeland, District 8, Randy Groves and Metro East, Roger Gustafason. John Welle will be next year's Chairman.

Chairman, Mark Krebsbach announced the Spring Screening Board will meet June 18 – 20, 2008 in Bloomington at the Holiday Inn Select at our Summer Conference.

Chairman, Mark Krebsbach asked for any other discussion to come before the Screening Board, hearing no comments, the meeting was adjourned with a motion by Marcus Hall, second by Dan Sauve, motion carried unanimously.

Respectively Submitted,



David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

attachments

Minutes of the CSAH General Subcommittee Meeting

April 23, 2008

The meeting was started at 10:00 a.m. April 23, 2008 at the Transportation Building, St. Paul, Minnesota.

Members Present:	Brian Giese, Chairman	Stevens County
	Anita Benson	Lyon County
	Mitch Rasmussen	Scott County

Others in attendance:	Kim DeLaRosa	State Aid
	Patti Loken	State Aid
	Lisa Krenz	State Aid

The General Subcommittee met to recommend unit prices for the Spring Screening Board meeting.

Unit Prices

Kim explained the procedure for inflating gravel base unit prices. The inflated gravel base unit price is calculated by taking four years of inflated cost plus the current years cost and the total is divided by the total quantity for those five years.

Six counties had less than 50,000 tons of gravel base and had to use surrounding counties, they are; Traverse, Steele, Sibley, Waseca, Chippewa and Lac qui Parle. The inflated gravel base unit prices for these counties were determined by taking the tonnage used in their county, adding enough gravel base from the surrounding counties to reach 50,000 tons.

The gravel base unit price map was reviewed. The map shows the 2007 Needs Study gravel base price on the top, number of 2003-2007 gravel base projects, miles, tons (in 1,000's), the five year average unit price, and the 2007 inflated gravel base price on the bottom for each county.

Seventy-three counties inflated gravel base prices decreased this year. The decrease in gravel base was due the use of reclaimed material as base and closely examining the type of projects included. The recommendation from the general subcommittee was to eliminate projects where small quantities of aggregate were used for sub-grade preparation, reconditioning, milling, approaches and intersection improvements. Reclaimed material was only used when it was part of a grading job and the base needs were removed or if it was part of the second stage of a complete construction project to put down additional base before surfacing. Two counties have gravel base prices greater than \$12.00.

The recommendation from the general subcommittee is for State Aid to put together a “revised” guide for the counties to self report their gravel base costs. This new guide will give more detailed instructions and a “sample” form with a check list to determine what projects should be used. This past year was the first year for this process and for the most part worked out well, but the instructions need to be clearer. Self reporting will help us to obtain a higher level of accuracy and consistency since the counties are doing projects so different.

The Subcommittee approved the following unit prices (and increments):

The 2007 gravel base Needs Study Unit Price cost for the outstate counties at \$7.23, metro \$9.00 and average state combined price of \$7.58.

For Rural Design:

Outstate Bituminous/ton	$\$37.64 - \$7.23(\text{GB}) = \text{GB} + \30.41
Gravel Surf 2118/ton	$\$6.74 - \$7.58(\text{GB}) = \text{GB} - \0.84
Gravel Shldr 2221/ton	$\$10.55 - \$7.58(\text{GB}) = \text{GB} + \2.97

For Urban Design:

Outstate Bituminous/ton	$\$44.84 - \$7.23(\text{GB}) = \text{GB} + \37.61
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Metro (Rural & Urban):

Bituminous/ton	$\$49.25 - \$9.00(\text{GB}) = \text{GB} + \40.25
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The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Mn/DOT recommended \$277,895/mile for complete storm sewer construction and \$89,687/mile for partial storm sewer systems. The Subcommittee recommends using these prices for the 2008 CSAH Needs Study.

The approved cost for curb and gutter is \$10.45/linear foot. This cost was received from the MSAS Needs Unit because of the high volume of C & G used on the MSAS system. The Subcommittee recommends using this price for the 2008 CSAH Needs Study.

The 2007 average bridge costs were compiled based on 2007 project information received from the State Aid Bridge Office on SAP and SP bridges. In addition to the normal bridge materials and construction costs; prorated mobilization, bridge removal and riprap costs are included if these items are part of the contract. Traffic control, field office, and field lab costs **are not included**. The average unit prices for 2007 bridge construction were:

- \$113/sq. ft. for 0 – 149 ft. long bridges
- \$117/sq. ft. for 150 ft. and over bridges

Bridge widening will remain at the \$150 sq/ft because there is no data to support a change. There are only two bridges receiving widening needs at this time.

In the past box culvert prices have not been updated on a regular basis. The needs unit has relied on Mn/DOT's estimating office to provide a five year average on culverts and end sections. This year District 8 provided a cost sheet for their culvert projects for the last five years. The subcommittee recommends the remaining other districts compile a cost analysis like D8 and submit to needs for more accurate reflection of county costs. It would be ideal to have a five year rolling average from county projects to keep culvert costs up to date.

The needs section will work on modifying the data collector to include end section costs on single culverts. Now that arches have been replaced with box culverts there are 664 deficient single boxes in the system, 428 doubles, 75 triples and 4 quads. At this time no change is recommended on culvert prices to allow for more accurate prices to be collected and changes to the data collector.

Meeting adjourned at 11:30 p.m.

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- June 1983(Latest Rev. June 2007)

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 award 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 - June 2003 (Latest Rev. October 2006)

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as December 31 of the current year; not including the last two years regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$500,000 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 – Oct 1992
(Latest Rev. June 2007)**

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.

TRAFFIC

Traffic Projection Factors - Oct. 1961 – Oct. 1992- June 2005(Latest Rev. June 2007)

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.

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:

<u>Feet of Widening</u>	<u>Needs Cost/Mile</u>
4 - 8 Feet	50% of Average Complete Grading Cost/Mile
9 - 12 Feet	75% of Average Complete Grading Cost/Mile

Any segments which are less than 4 feet deficient in width shall be considered adequate. Any segments which are more than 12 feet deficient in width shall have needs for complete grading.

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

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

Base and Surface - June 1965 (Rev. June 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, Concrete Paving and Railroad Protection - June 1984 – June 2003 (Latest Rev. Oct 2007)

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation, Concrete paving (as eligible for State Aid participation) and Railroad Protection 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.

Railroad Over Highway Bridges – October 2007

That, needs for railroad bridge improvements over 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

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.

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