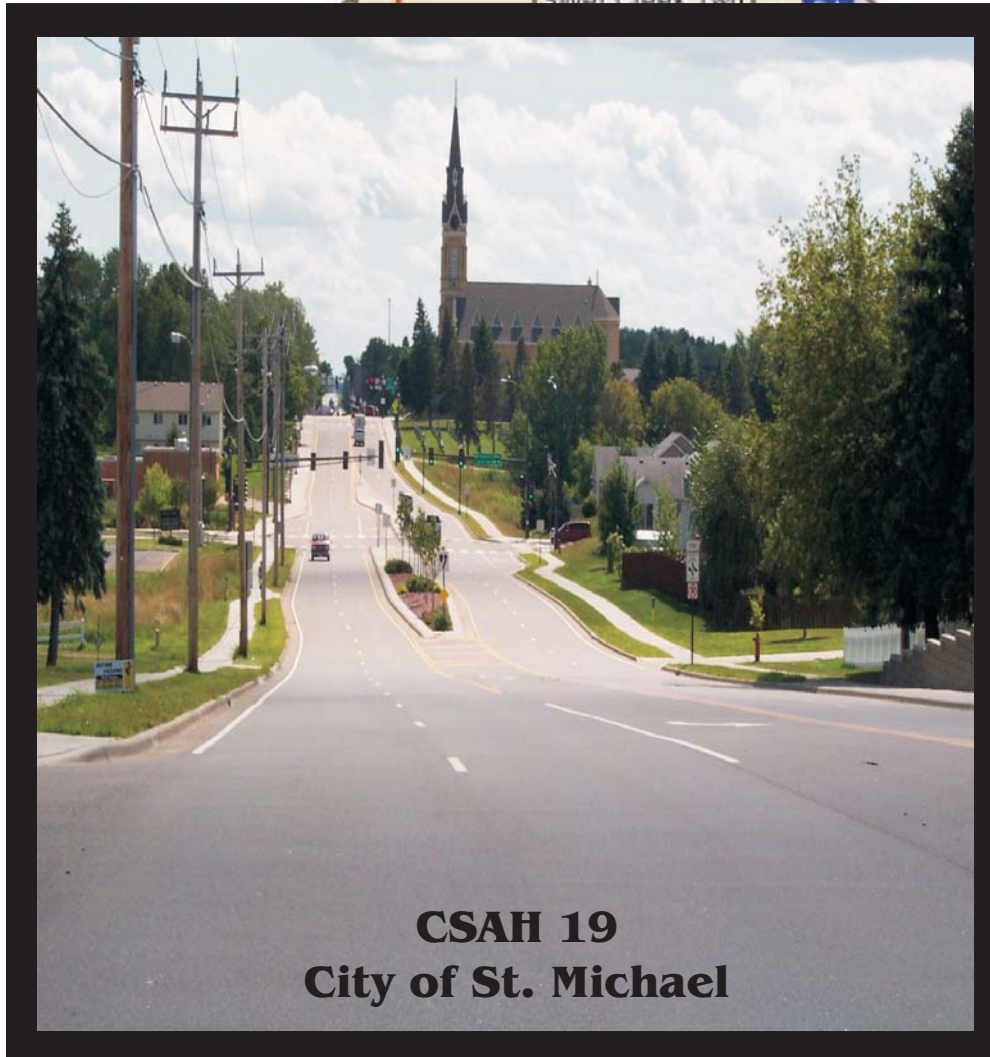


2010 COUNTY SCREENING BOARD DATA



**Wright County
2009 Project Program Manager
of the year by NACE**

OCTOBER 2010

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.

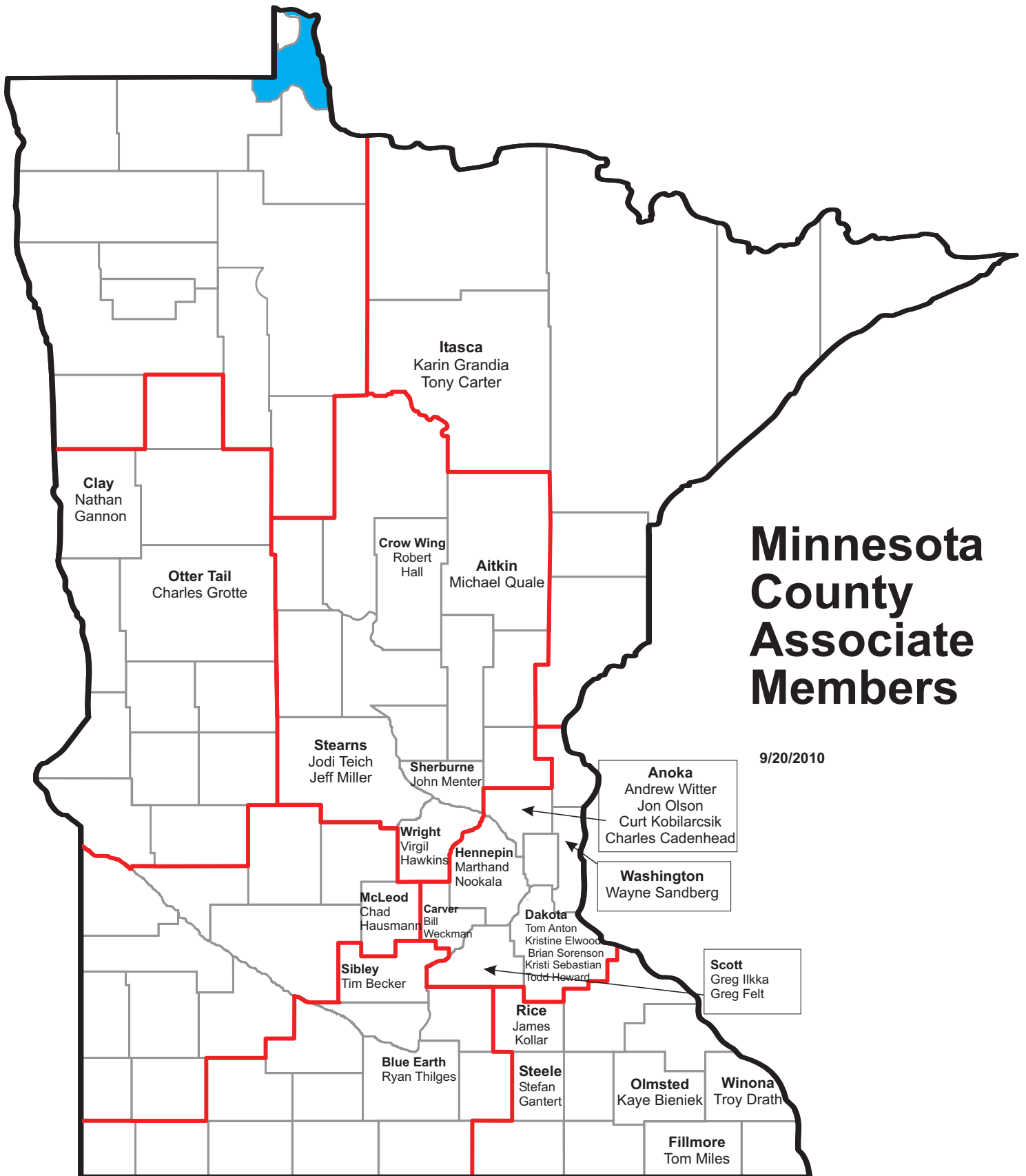
A community interest highway or street may be selected for the state-aid system if it:

- 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.



2010 COUNTY SCREENING BOARD

Doug Grindall	(10-12)	Koochiching County	District 1
Mike Flaagan	(10-11)	Pennington County	District 2
Bob Kozel	(09-10)	Benton County	District 3
Brian Giese	(10-11)	Stevens County	District 4
Lyndon Robjent	(10-12)	Carver County	Metro
Joe Triplett	(08-11)	Chisago County	Metro
Dietrich Flesch	(10-11)	Wabasha County	District 6
Tim Stahl	(09-10)	Jackson County	District 7
Ronald Mortenson	(10-11)	Meeker 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
Jim Foldesi, Chair	Permanent	St. Louis County	Urban
Don Theisen	Permanent	Washington County	Urban
John Welle, Secretary		Aitkin County	

2010 SCREENING BOARD ALTERNATES

Pete Eakman	Pine County	District 1
Brian Ketrang	Roseau County	District 2
Rhonda Lewis	Sherburne County	District 3
Jon Large	Mahnomen County	District 4
Mitch Rasmussen	Scott County	Metro
Mike Hanson	Mower County	District 6
Kevin Peyman	Martin County	District 7
Lee Amundson	Lincoln County	District 8

2010 CSAH GENERAL SUBCOMMITTEE

Al Goodman	June 2011	Lake County
Roger Risser	June 2012	Watsonwan County
Mark Krebsbach	June 2013	Dakota County

2010 CSAH MILEAGE SUBCOMMITTEE

Joe Triplett	October 2010	Chisago County
Dave Enblom	October 2011	Cass County
Anita Benson	October 2012	Steele County

TABLE OF CONTENTS

GENERAL INFORMATION & BASIC NEEDS DATA	Pages 1-6
CSAH Mileage, Needs and Distribution 1958 through 2011	2-3
Comparison of the Basic 2009 to the Basic 2010 25-Year Construction Needs	4-6
NEEDS ADJUSTMENTS	Pages 7-59
Restriction of 25-Year Construction Needs Changes	8-11
Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Cost	12-22
Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Cost	24-34
County State Aid Construction Fund Balance "Needs" Deductions	36-39
TRLF & Bond Account Adjustments	40-41
Special Resurfacing Projects	42-44
"After the Fact" Bridge Deck Rehabilitation Needs	45
"After the Fact" Mn/DOT Bridge, Loops & Ramps and Railroad Bridges	46-47
"After the Fact" Right of Way Needs	48-49
Miscellaneous "After the Fact" Needs	50-51
Needs Adjustment for "Credit for Local Effort"	52-53
Non Existing CSAH Needs Adjustment	54
Mill Levy Deductions	55-57
Minimum County Apportionments	58-59
TENTATIVE APPORTIONMENT DATA	Pages 61-75
Development of the Tentative 2011 CSAH Money Needs Distribution	62 & Fig A
Recommendation Letter to the Commissioner	63
Annual CSAH Money Needs	64-65
Preliminary Components of the Tentative 2011 Distribution	66-67
Screening Board Minimum County Adjustment	68-69
Components of the Tentative 2011 Distribution	70-71
Comparison of the Actual 2010 to the Tentative 2011 CSAH Distribution	73-75
MILEAGE REQUESTS	Pages 77-87
Criteria Necessary for County State Aid Highway Designation	78
History of the CSAH Additional Mileage Requests	79-81
"Banked" CSAH Mileage	82
Historical Documentation for the Anoka County CSAH Mileage Request	83
Historical Documentation for the Lake County CSAH Mileage Request	84
Historical Documentation for the Olmsted County CSAH Mileage Request	85
Historical Documentation for the St. Louis County CSAH Mileage Request	86
Historical Documentation for the Wright County CSAH Mileage Request	87
STATE PARK ROAD ACCOUNT	Pages 89-96
State Park Road Account Statute	90
Wabasha County Park Request	91-92
Historical Review of 2008 State Park Road Account	93
Historical Review of 2009 State Park Road Account	94
Historical Review of 2010 State Park Road Account	95
Projects Approved by Screening Board	96
REFERENCE MATERIAL	Pages 97-109
CSAH 20-Year Traffic Projection Factors	98 & 99 Map
Transportation Revolving Loan Fund	100
Hardship Transfers	101
Maintenance Facilities	102-105
Advance Guidelines	106-107
Variances Requested	108-109
MEETING MINUTES & RESOLUTIONS	Pages 111-135
Minutes of the June 17 & 18, 2010 County Engineers Screening Board Meeting	111-114
Current Resolutions of the County Screening Board	115-126
County Engineer's listing	127-135

If you wish to obtain more copies of this report you can do so from our website:

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

* * * * *

GENERAL INFORMATION

&

BASIC NEEDS DATA

* * * * *

CSAH Mileage, Needs and Distribution 1958 through 2011
October 2010

The following information listed below is presented as historical data for the 52 years of county state aid distribution and preliminary data for the 53rd year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,549 miles of which almost 1,047 miles can be attributed to the turnback law which was enacted in 1965. Since 1958 needs have increased substantially due to revised design standards, increasing traffic, and ever rising construction costs.

The distribution for 2011 is estimated to be approximately \$407 million. The actual distribution which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.

CSAH Mileage, Needs and Distribution - 1958 through 2011

October 2010

Year	Mileage	Basic 25 Year Construction Needs	Total Distribution	Adjusted 25 Year Construction Needs	Money Needs Apport	Distribution Per \$1,000 of Adjusted Needs
1958	29,003.30	\$705,318,817	\$23,895,255			
1959	29,128.00	792,766,387	26,520,631			
1960	29,109.15	781,163,725	26,986,118			
1961	29,177.31	881,168,466	29,195,071			
1962	29,183.50	836,684,473	28,398,346			
1963	29,206.63	812,379,561	30,058,060			
1964	29,250.40	844,850,828	34,655,816			
1965	29,285.26	1,096,704,147	35,639,932			
1966	29,430.36	961,713,095	36,393,775			
1967	29,518.48	956,436,709	39,056,521	\$956,436,709	\$19,528,261	\$20.42
1968	29,614.63	920,824,895	45,244,948	925,268,781	22,622,474	24.45
1969	29,671.50	907,383,704	47,316,647	910,649,082	23,658,323	25.98
1970	29,732.84	871,363,426	51,248,592	871,363,426	25,624,296	29.41
1971	29,763.66	872,716,257	56,306,623	872,716,257	28,153,312	32.26
1972	29,814.83	978,175,117	56,579,342	985,471,441	28,289,691	28.71
1973	29,806.67	1,153,027,326	56,666,390	1,154,838,282	28,333,195	24.53
1974	29,807.37	1,220,857,594	67,556,282	1,220,436,874	33,778,141	27.68
1975	29,857.90	1,570,593,707	69,460,645	1,596,084,465	34,730,323	21.76
1976	29,905.06	1,876,982,838	68,892,738	1,853,364,975	34,446,369	18.59
1977	29,929.57	2,014,158,273	84,221,382	1,995,381,940	42,110,691	21.10
1978	29,952.03	1,886,535,596	86,001,153	1,863,226,307	43,000,577	23.08
1979	30,008.47	1,964,328,702	93,482,005	1,934,116,556	46,741,003	24.17
1980	30,008.25	2,210,694,426	100,581,191	2,193,295,678	50,290,596	22.93
1981	30,072.55	2,524,102,659	104,003,792	2,492,190,699	52,001,896	20.87
1982	30,086.79	2,934,808,695	122,909,078	2,910,643,326	61,454,539	21.11
1983	30,084.16	3,269,243,767	127,310,171	3,171,578,527	63,655,086	20.07
1984	30,087.24	3,363,921,407	143,696,365	3,315,431,920	71,848,183	21.67
1985	30,089.03	3,628,382,077	171,133,770	3,742,822,880	85,566,885	22.86
1986	30,095.37	4,742,570,129	176,412,995	4,658,153,549	88,206,498	18.94
1987	30,095.26	4,656,668,402	169,035,460	4,595,651,198	84,588,456	18.41
1988	30,101.37	4,694,034,188	176,956,052	4,547,152,346	88,528,717	19.47
1989	30,119.91	4,801,166,017	224,066,256	4,752,045,566	112,048,340	23.58
1990	30,139.52	4,710,422,098	234,971,125	4,710,965,075	117,502,985	24.94
1991	30,144.88	4,905,899,327	228,425,033	4,927,846,604	114,216,993	23.18
1992	30,142.84	4,965,601,700	244,754,252	5,010,500,884	122,385,406	24.43
1993	30,130.03	5,231,566,081	244,499,683	5,358,303,906	122,276,603	22.82
1994	30,149.73	5,313,983,542	245,557,356	5,549,564,545	122,789,429	22.13
1995	30,200.17	5,390,579,832	249,926,147	5,738,251,809	124,963,096	21.78
1996	30,212.15	5,472,714,828	278,383,078	5,926,763,133	139,191,538	23.49
1997	30,272.41	5,775,789,344	280,824,171	6,341,979,229	140,412,086	22.14
1998	30,289.09	5,767,000,396	293,510,766	6,483,139,948	146,755,383	22.64
1999	30,322.88	6,221,807,797	310,854,283	6,989,213,942	155,427,142	22.24
2000	30,328.79	6,211,014,218	327,806,772	7,054,661,571	163,903,386	23.23
2001	30,356.26	6,480,813,015	342,079,509	7,372,660,405	171,039,754	23.19
2002	30,365.98	6,672,655,716	356,235,225	7,649,465,287	178,117,612	23.28
2003	30,386.86	6,948,696,768	335,646,516	8,034,749,831	167,823,257	20.89
2004	30,401.58	7,421,208,589	358,461,318	8,690,667,118	179,230,659	20.62
2005	30,427.62	7,768,067,132	358,601,844	9,117,963,299	179,300,922	19.66
2006	30,481.85	8,206,097,964	356,389,259	9,680,839,334	178,194,630	18.41
2007	30,506.59	8,995,176,545	360,757,456	10,688,558,772	180,378,728	16.88
2008	30,540.10	10,057,837,789	363,874,873	11,995,607,602	181,937,437	15.17
2009	30,545.95	10,065,495,565	383,265,770	12,168,327,832	196,760,563	16.17
2010	30,547.47	10,705,724,398	406,984,186	12,981,598,589	211,637,680	16.30
2011	30,552.36 *	\$10,954,861,048	\$406,984,186	\$13,417,677,496	\$211,637,680	\$15.77

* Does not include 2010 Trunk Highway Turn Back Mileage

Comparison of the Basic 2009 to the Basic 2010 25-Year Construction Needs

October 2010

The following tabulation indicates the various stages of the 2009 update of the CSAH Needs Study and shows the needs effect each phase produced.

Normal Update

-- Reflects the needs changes due to 2009 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1984 or earlier are eligible for complete needs. Also, any bridges built prior to 1974 are eligible for reconstruction needs. This changes several counties' needs considerably.

2009 Traffic & Factor Update

-- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2009 and for which the needs unit has received updated traffic maps. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

Anoka	Blue Earth	Carver	Chisago
Clay	Dakota	Dodge	Fillmore
Freeborn	Hennepin	Itasca	Kittson
LeSueur	McLeod	Morrison	Murray
Polk	Ramsey	Scott	Stearns
Stevens	Swift	Washington	Yellow Medicine

2010 Unit Price Update

-- Shows the needs impact of the unit prices approved at the June 18, 2010 meeting.

2010 Structure

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

Comparison of the Basic 2009 to the Basic 2010 25-Year Construction Needs

October 2010

County	Revised Basic 2009 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure Update	% Change	Basic 2010 25-Year Const. Needs	Total Change From 2009 Needs	Total % Change	County
Carlton	\$109,452,702	\$1,639,345	1.5%	\$0	0.0%	\$2,741,907	2.5%	(\$60,759)	-0.1%	\$113,773,195	\$4,320,493	3.9%	Carlton
Cook	81,871,331	(117,469)	-0.1%	0	0.0%	1,214,738	1.5%	(338,276)	-0.2%	82,830,324	958,993	1.2%	Cook
Itasca	203,972,048	7,964,947	3.9%	(8,349,456)	-3.9%	(1,451,923)	-0.7%	335,391	0.2%	202,471,007	(1,501,041)	-0.7%	Itasca
Koochiching	49,337,005	1,034,963	2.1%	0	0.0%	2,662,279	5.3%	(186,012)	-0.4%	52,848,235	3,511,230	7.1%	Koochiching
Lake	89,296,109	(305,480)	-0.3%	0	0.0%	(835,282)	-1.1%	309,420	0.4%	88,364,767	(931,342)	-1.0%	Lake
Pine	172,491,567	4,992,788	2.9%	0	0.0%	8,039,157	4.5%	187,174	0.1%	185,710,686	13,219,119	7.7%	Pine
St. Louis	607,493,057	5,856,176	1.0%	0	0.0%	13,196,719	2.2%	(51,572)	0.0%	626,494,380	19,001,323	3.1%	St. Louis
District 1 Totals	1,313,913,819	21,065,270	1.6%	(8,349,456)	-0.6%	25,467,695	1.9%	395,366	0.0%	1,352,492,594	38,578,775	2.9%	District 1 Totals
Beltrami	132,114,782	685,060	0.5%	0	0.0%	6,650,425	5.0%	(113,034)	-0.1%	139,337,233	7,222,451	5.5%	Beltrami
Clearwater	65,056,663	1,653,129	2.5%	0	0.0%	2,415,587	3.6%	(361,266)	-0.5%	68,764,113	3,707,450	5.7%	Clearwater
Hubbard	78,588,880	(115,873)	-0.1%	0	0.0%	1,493,048	1.9%	(197,754)	-0.2%	79,768,301	1,179,421	1.5%	Hubbard
Kitson	68,099,414	(1,951,544)	-2.9%	53,585	0.1%	1,787,657	2.7%	(122,638)	-0.2%	67,866,474	(232,940)	-0.3%	Kitson
Lake of the Woods	34,037,682	2,417,571	7.1%	0	0.0%	4,991,420	13.7%	(3,264)	0.0%	41,443,409	7,405,727	21.8%	Lake of the Woods
Marshall	92,479,881	(567,285)	-0.6%	0	0.0%	1,749,402	1.9%	(491,031)	-0.5%	93,170,967	691,086	0.7%	Marshall
Norman	72,347,301	6,452,103	8.9%	0	0.0%	6,199,755	7.9%	472,336	0.6%	85,471,495	13,124,194	18.1%	Norman
Pennington	54,048,214	0	0.0%	0	0.0%	659,828	1.2%	510,860	0.9%	55,218,902	1,170,688	2.1%	Pennington
Polk	170,360,650	(2,454,248)	-1.4%	(2,864,785)	-1.7%	7,887,261	4.8%	929,640	0.5%	173,858,518	3,497,868	2.1%	Polk
Red Lake	33,078,459	(244,530)	-0.7%	0	0.0%	1,346,746	4.1%	(86,888)	-0.3%	34,093,807	1,015,348	3.1%	Red Lake
Roseau	109,496,611	5,016,795	4.6%	0	0.0%	3,673,317	3.2%	(270,730)	-0.2%	117,915,993	8,419,382	7.7%	Roseau
District 2 Totals	909,708,537	10,891,178	1.2%	(2,811,200)	-0.3%	38,854,446	4.2%	266,251	0.0%	956,909,212	47,200,675	5.2%	District 2 Totals
Atkin	96,676,341	(1,419,484)	-1.5%	0	0.0%	(232,768)	-0.2%	15,726	0.0%	95,039,815	(1,636,526)	-1.7%	Atkin
Benton	76,667,238	166,823	0.2%	0	0.0%	1,607,133	2.1%	(507,879)	-0.6%	77,933,315	1,266,077	1.7%	Benton
Cass	120,703,737	3,511,021	2.9%	0	0.0%	(4,980,267)	-4.0%	(13,764)	0.0%	119,220,727	(1,483,010)	-1.2%	Cass
Crow Wing	156,735,755	2,661,493	1.7%	0	0.0%	(6,811,610)	-4.3%	263,274	0.2%	152,848,912	(3,886,843)	-2.5%	Crow Wing
Isanti	67,561,451	109,210	0.2%	0	0.0%	1,539,324	2.3%	68,736	0.1%	69,278,721	1,717,270	2.5%	Isanti
Kanabec	47,012,949	1,432,249	3.0%	0	0.0%	2,756,128	5.7%	(30)	0.0%	51,201,296	4,188,347	8.9%	Kanabec
Millie Lacs	93,335,297	1,645,667	1.8%	0	0.0%	1,735,616	1.8%	346,303	0.4%	97,062,883	3,727,586	4.0%	Millie Lacs
Morrison	131,123,647	(917,936)	-0.7%	1,835,767	1.4%	4,079,701	3.1%	(110,372)	-0.1%	136,010,807	4,887,160	3.7%	Morrison
Sherburne	84,509,887	9,381,279	11.1%	0	0.0%	1,516,561	1.6%	51,660	0.1%	95,459,387	10,949,500	13.0%	Sherburne
Stearns	274,094,029	85,382	0.0%	11,633	0.0%	4,055,542	1.5%	354,591	0.1%	278,601,177	4,507,148	1.6%	Stearns
Todd	65,667,849	(275,406)	-0.4%	0	0.0%	2,524,345	3.9%	(118,628)	-0.2%	67,798,160	2,130,311	3.2%	Todd
Wadena	50,504,916	(962,132)	-1.9%	0	0.0%	1,504,954	3.0%	404,748	0.8%	51,452,486	947,570	1.9%	Wadena
Wright	215,130,568	1,929,146	0.9%	0	0.0%	1,019,159	0.5%	210,588	0.1%	218,289,461	3,158,893	1.5%	Wright
District 3 Totals	1,479,723,664	17,347,312	1.2%	1,847,400	0.1%	10,313,818	0.7%	964,953	0.1%	1,510,197,147	30,473,483	2.1%	District 3 Totals
Becker	105,288,891	597,912	0.6%	0	0.0%	3,711,926	3.5%	(89,568)	-0.1%	109,509,161	4,220,270	4.0%	Becker
Big Stone	36,024,282	0	0.0%	0	0.0%	(336,148)	-0.9%	-	0.0%	35,688,134	(336,148)	-0.9%	Big Stone
Clay	89,260,381	3,268,336	3.7%	2,476,902	2.7%	979,678	1.0%	551,244	0.6%	96,536,541	7,276,160	8.2%	Clay
Douglas	101,062,162	(518,159)	-0.5%	0	0.0%	7,962,502	7.9%	(73,728)	-0.1%	108,422,777	7,370,615	7.3%	Douglas
Grant	34,505,168	725,256	2.1%	0	0.0%	307,190	0.9%	(10,944)	0.0%	35,526,670	1,021,502	3.0%	Grant
Mahnomen	31,828,289	214,757	0.7%	0	0.0%	1,347,393	4.2%	(105,858)	-0.3%	33,284,581	1,456,292	4.6%	Mahnomen
Otter Tail	271,470,419	62,256	0.0%	0	0.0%	3,786,622	1.4%	(415,366)	-0.2%	274,903,931	3,433,512	1.3%	Otter Tail
Pope	57,688,315	(575,214)	-1.0%	0	0.0%	720,000	1.3%	-	0.0%	57,833,101	144,786	0.3%	Pope
Stevens	39,980,247	(765,331)	-1.9%	731,104	1.9%	1,252,197	3.1%	(94,214)	-0.2%	41,104,003	1,123,756	2.8%	Stevens
Swift	60,889,817	78,662	0.1%	(1,675,036)	-2.7%	3,097,291	5.2%	61,552	0.1%	62,452,286	1,562,469	2.6%	Swift
Traverse	40,406,367	1,018,634	2.5%	0	0.0%	530,354	1.3%	(196,328)	-0.5%	41,759,027	1,352,660	3.3%	Traverse
Wilkin	72,256,485	2,122,118	2.9%	0	0.0%	2,115,746	2.8%	394,020	0.5%	76,888,369	4,631,884	6.4%	Wilkin
District 4 Totals	940,650,823	6,229,227	0.7%	1,532,970	0.2%	25,474,751	2.7%	20,810	0.0%	973,908,581	33,257,758	3.5%	District 4 Totals

Comparison of the Basic 2009 to the Basic 2010 25-Year Construction Needs

October 2010

County	Revised Basic 2009 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure Update	% Change	Basic 2010 25-Year Const. Needs	Total Change From 2009 Needs	Total % Change	County
Anoka	\$323,930,071	\$2,648,483	0.8%	(84,337,897)	-1.3%	13,280,964	4.1%	1,232,514	0.4%	336,754,135	\$12,824,064	4.0%	Anoka
Carver	130,419,834	187,503	0.1%	(4,583,094)	-3.5%	6,133,135	4.9%	118,986	0.1%	132,276,384	1,856,530	1.4%	Carver
Hennepin	825,417,222	12,173,476	1.5%	(30,956,716)	-3.7%	10,129,271	1.3%	6,577,731	0.8%	823,340,984	(2,076,238)	-0.3%	Hennepin
Scott	152,189,664	486,182	0.3%	227,694	0.1%	905,384	0.6%	(76,392)	0.0%	153,732,532	1,542,868	1.0%	Scott
Metro Totals	1,431,956,791	15,495,644	1.1%	(39,650,013)	-2.7%	30,448,754	2.2%	7,852,839	0.5%	1,446,104,015	14,147,224	1.0%	Metro Totals
Dodge	88,335,429	3,000,820	3.4%	(693,869)	-0.8%	3,593,939	4.0%	(111,771)	-0.1%	94,124,548	5,789,119	6.6%	Dodge
Fillmore	159,297,094	(318,240)	-0.2%	(6,989,185)	-4.4%	2,983,031	2.0%	498,790	0.3%	155,469,490	(3,827,604)	-2.4%	Fillmore
Freeborn	121,144,084	4,065,536	3.4%	(1,144,823)	-0.9%	(1,614,823)	-1.3%	(226,974)	-0.2%	121,871,730	727,646	0.6%	Freeborn
Goodhue	133,385,715	(1,010,503)	-0.8%	0	0.0%	4,742,559	3.6%	328,900	0.2%	137,446,671	4,060,956	3.0%	Goodhue
Houston	107,555,591	1,292,534	1.2%	0	0.0%	4,027,268	3.7%	(187,368)	-0.2%	112,688,025	5,132,434	4.8%	Houston
Mower	116,254,828	618,966	0.5%	0	0.0%	1,138,342	1.0%	(495,522)	-0.4%	117,516,614	1,261,786	1.1%	Mower
Olmsted	186,269,257	(213,212)	-0.1%	0	0.0%	4,408,184	2.4%	1,260,922	0.7%	191,725,151	5,455,894	2.9%	Olmsted
Rice	113,533,115	(1,258,131)	-1.1%	0	0.0%	4,237,480	3.8%	(219,944)	-0.2%	116,292,520	2,759,405	2.4%	Rice
Steele	115,349,663	(2,493,609)	-2.2%	0	0.0%	(657,168)	-0.6%	403,820	0.4%	112,602,706	(2,746,957)	-2.4%	Steele
Wabasha	112,438,293	800,193	0.7%	0	0.0%	(2,827,739)	-2.5%	415,286	0.4%	110,826,033	(1,612,260)	-1.4%	Wabasha
Winona	152,515,549	(66,429)	0.0%	0	0.0%	(2,620,448)	-1.7%	153,246	0.1%	149,981,918	(2,533,631)	-1.7%	Winona
District 6 Totals	1,406,078,618	4,417,925	0.3%	(9,179,147)	-0.7%	17,410,625	1.2%	1,817,385	0.1%	1,420,545,406	14,466,788	1.0%	District 6 Totals
Blue Earth	183,076,505	1,872,167	1.0%	(4,018,026)	-2.2%	26,413,656	14.6%	1,130,580	0.5%	208,474,882	25,398,377	13.9%	Blue Earth
Brown	90,539,660	2,202,480	2.4%	0	0.0%	(2,752,944)	-3.0%	882,710	1.0%	90,871,906	332,246	0.4%	Brown
Cottonwood	66,355,708	(642,219)	-0.8%	0	0.0%	(1,679,689)	-2.6%	(152,667)	-0.2%	63,981,133	(2,374,575)	-3.6%	Cottonwood
Faribault	102,585,941	5,553,194	5.4%	0	0.0%	9,943,978	9.2%	(417,397)	-0.4%	117,665,716	15,079,775	14.7%	Faribault
Jackson	116,129,867	(1,014,447)	-0.9%	0	0.0%	8,121,029	7.1%	(474,756)	-0.4%	122,761,693	6,631,826	5.7%	Jackson
Le Sueur	118,176,477	4,357,999	3.7%	(3,653,060)	-3.0%	3,121,621	3.0%	(97,434)	-0.1%	122,296,603	4,120,126	3.5%	Le Sueur
Martin	117,430,767	856,034	0.7%	0	0.0%	6,897,485	5.8%	(544,828)	-0.4%	124,639,458	7,208,691	6.1%	Martin
Nicollet	94,442,129	(2,212,710)	-2.3%	0	0.0%	6,741,586	7.3%	452,340	0.5%	99,423,345	4,981,216	5.3%	Nicollet
Nobles	102,669,520	(648,369)	-0.6%	0	0.0%	5,423,629	5.3%	(565,000)	-0.5%	106,879,780	4,210,260	4.1%	Nobles
Rock	69,647,707	(1,429,073)	-2.1%	0	0.0%	1,454,181	2.1%	(630,684)	-0.9%	69,042,131	(605,576)	-0.9%	Rock
Sibley	65,264,435	799,357	1.2%	0	0.0%	2,294,088	3.5%	(291,780)	-0.4%	68,066,100	2,801,665	4.3%	Sibley
Waseca	71,502,315	92,866	0.1%	0	0.0%	14,955	0.0%	(206,898)	-0.3%	71,403,238	(99,077)	-0.1%	Waseca
Watonwan	72,896,431	4,736,522	6.5%	0	0.0%	(680,273)	-0.9%	(151,547)	-0.2%	76,801,133	3,904,702	5.4%	Watonwan
District 7 Totals	1,270,717,462	14,623,801	1.2%	(7,671,086)	-0.6%	65,704,302	5.1%	(1,067,361)	-0.1%	1,342,307,118	71,589,656	5.6%	District 7 Totals
Chippewa	59,282,227	(1,563,172)	-2.6%	0	0.0%	(1,854,376)	-3.2%	80,808	0.1%	55,945,487	(3,336,740)	-5.6%	Chippewa
Kandiyohi	132,820,597	(3,511,665)	-2.6%	0	0.0%	3,710,074	2.9%	(349,178)	-0.3%	132,669,828	(150,769)	-0.1%	Kandiyohi
Lac Qui Parle	64,915,786	503,598	0.8%	0	0.0%	(6,076,464)	-9.3%	(156,828)	-0.3%	59,186,092	(5,729,694)	-8.8%	Lac Qui Parle
Lincoln	47,974,495	595,700	1.2%	0	0.0%	1,317,313	2.7%	(355,768)	-0.7%	49,531,740	1,557,245	3.2%	Lincoln
Lyon	80,960,625	1,056,379	1.3%	0	0.0%	2,346,342	2.9%	(214,725)	-0.3%	84,148,621	3,187,996	3.9%	Lyon
McLeod	82,748,701	1,251,167	1.5%	34,055	0.0%	1,869,767	2.2%	(117,996)	-0.1%	85,785,694	3,036,993	3.7%	McLeod
Meeker	64,105,289	(1,069,141)	-1.7%	0	0.0%	4,144,218	6.6%	(136,906)	-0.2%	67,043,460	2,938,171	4.6%	Meeker
Murray	70,966,364	(308,761)	-0.4%	5,905,565	8.4%	(2,744,110)	-3.6%	(333,528)	-0.5%	73,485,530	2,519,166	3.5%	Murray
Pipestone	60,994,854	176,872	0.3%	0	0.0%	(1,322,226)	-2.2%	(458,052)	-0.8%	59,391,448	(1,603,406)	-2.6%	Pipestone
Redwood	113,858,296	707,763	0.6%	0	0.0%	3,975,990	3.5%	435,886	0.4%	118,977,935	5,119,639	4.5%	Redwood
Renville	126,041,533	(1,985,382)	-1.6%	0	0.0%	6,302,767	5.1%	(26,058)	0.0%	130,332,860	4,291,327	3.4%	Renville
Yellow Medicine	72,107,477	(1,828,646)	-2.3%	(1,467,860)	-2.1%	66,366	0.1%	(36,321)	-0.1%	69,041,016	(3,066,461)	-4.3%	Yellow Medicine
District 8 Totals	976,776,244	(5,775,288)	-0.6%	4,471,761	0.5%	11,735,661	1.2%	(1,668,666)	-0.2%	985,539,711	8,763,467	0.9%	District 8 Totals
Chisago	104,250,777	551,617	0.5%	(1,896,041)	-1.8%	6,842,028	6.6%	(228,184)	-0.2%	109,520,197	5,269,420	5.1%	Chisago
Dakota	276,681,213	2,577,252	0.9%	(2,940,086)	-1.1%	(1,449,074)	-0.5%	884,844	0.3%	275,754,149	(927,064)	-0.3%	Dakota
Ramsey	387,283,780	(2,555,938)	-0.7%	(961,540)	-0.2%	(14,674,594)	-3.8%	2,460,024	0.7%	371,551,732	(15,732,048)	-4.1%	Ramsey
Washington	207,982,670	(35,211)	0.0%	(1,850,464)	-0.9%	3,715,815	1.8%	218,376	0.1%	210,031,186	(2,048,516)	-1.0%	Washington
Metro Totals	976,198,440	537,720	0.1%	(7,648,131)	-0.8%	(5,565,825)	-0.6%	3,335,060	0.3%	966,857,264	(9,341,176)	-1.0%	Metro Totals
STATE TOTALS	10,705,724,388	84,832,789	0.8%	(67,456,903)	-0.6%	219,844,127	2.1%	11,916,637	0.1%	10,954,861,048	249,136,650	2.3%	STATE TOTALS

* * * * *

NEEDS

A^DJU^STME^NT^S

* * * * *

Restriction of 25-Year Construction Needs Changes

October 2010

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

That, the CSAH construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25 year CSAH construction needs shall be restricted to 20 percentage points greater than or 5 percentage points less than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25 year CSAH construction needs. Any needs restriction determined by this resolution shall be made to the regular account of the county involved.

This year the statewide needs increased +1.8%, thereby limiting any individual counties needs change to a range from a -3.2% to a plus 21.8%. As you can see, nine counties required a needs restriction.

Restriction of 25 Year Construction Needs Changes

October 2010

COUNTY	RESTRICTED 2009 25 YEAR CONSTRUCTION NEEDS	BASIC 2010 25-YEAR CONSTRUCTION NEEDS	% CHANGE FROM RESTRICTED 2009 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2010 25 YEAR CONSTRUCTION NEEDS	2010 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$109,452,702	\$113,773,195	4.0%				Carlton
Cook	81,871,331	82,830,324	1.2%				Cook
Itasca	203,972,048	202,471,007	-0.7%				Itasca
Koochiching	49,337,005	52,848,235	7.1%				Koochiching
Lake	89,296,109	88,364,767	-1.0%				Lake
Pine	172,491,567	185,710,686	7.7%				Pine
St. Louis	607,493,057	626,494,380	3.1%				St. Louis
District 1 Totals	\$1,313,913,819	\$1,352,492,594	2.9%				District 1 Totals
Beltrami	\$132,114,782	\$139,337,233	5.5%				Beltrami
Clearwater	65,056,663	68,764,113	5.7%				Clearwater
Hubbard	78,588,880	79,768,301	1.5%				Hubbard
Kittson	68,099,414	67,866,474	-0.3%				Kittson
Lake of 'Woods	34,037,682	41,443,409	21.8%				Lake of 'Woods
Marshall	92,479,881	93,170,967	0.8%				Marshall
Norman	72,347,301	85,471,495	18.1%				Norman
Pennington	54,048,214	55,218,902	2.2%				Pennington
Polk	170,360,650	173,858,518	2.1%				Polk
Red Lake	33,078,459	34,093,807	3.1%				Red Lake
Roseau	109,496,611	117,915,993	7.7%				Roseau
District 2 Totals	\$909,708,537	\$956,909,212	5.2%				District 2 Totals
Aitkin	\$96,676,341	\$95,039,815	-1.7%				Aitkin
Benton	76,667,238	77,933,315	1.7%				Benton
Cass	120,703,737	119,220,727	-1.2%				Cass
Crow Wing	163,260,155	152,848,912	-6.4%	-3.2%	158,035,830	5,186,918	Crow Wing
Isanti	67,561,451	69,278,721	2.5%				Isanti
Kanabec	47,012,949	51,201,296	8.9%				Kanabec
Mille Lacs	93,826,528	97,062,883	3.5%				Mille Lacs
Morrison	131,123,647	136,010,807	3.7%				Morrison
Sherburne	84,509,887	95,459,387	13.0%				Sherburne
Stearns	274,094,029	278,601,177	1.6%				Stearns
Todd	65,667,849	67,798,160	3.2%				Todd
Wadena	50,504,916	51,452,486	1.9%				Wadena
Wright	215,130,568	218,289,461	1.5%				Wright
District 3 Totals	\$1,486,739,295	\$1,510,197,147	1.6%				District 3 Totals

Restriction of 25 Year Construction Needs Changes

October 2010

COUNTY	RESTRICTED 2009 25 YEAR CONSTRUCTION NEEDS	BASIC 2010 25-YEAR CONSTRUCTION NEEDS	% CHANGE FROM RESTRICTED 2009 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2010 25 YEAR CONSTRUCTION NEEDS	2010 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$105,288,891	\$109,509,161	4.0%				Becker
Big Stone	36,024,282	35,688,134	-0.9%				Big Stone
Clay	89,260,381	96,536,541	8.2%				Clay
Douglas	101,052,162	108,422,777	7.3%				Douglas
Grant	34,505,168	35,526,670	3.0%				Grant
Mahnomen	31,828,289	33,284,581	4.6%				Mahnomen
Otter Tail	271,470,419	274,903,931	1.3%				Otter Tail
Pope	57,688,315	57,833,101	0.3%				Pope
Stevens	39,980,247	41,104,003	2.8%				Stevens
Swift	60,889,817	62,452,286	2.6%				Swift
Traverse	40,406,367	41,759,027	3.4%				Traverse
Wilkin	72,756,144	76,888,369	5.7%				Wilkin
District 4 Totals	\$941,150,482	\$973,908,581	3.5%				District 4 Totals
Anoka	\$323,930,071	\$336,754,135	4.0%				Anoka
Carver	133,671,586	132,276,364	-1.0%				Carver
Hennepin	825,417,222	823,340,984	-0.3%				Hennepin
Scott	152,189,664	153,732,532	1.0%				Scott
Metro Totals	\$1,435,208,543	\$1,446,104,015	0.8%				Metro Totals
Dodge	\$88,335,429	\$94,124,548	6.6%				Dodge
Fillmore	162,714,115	155,469,490	-4.5%			2,037,773	Fillmore
Freeborn	121,976,350	121,871,730	-0.1%	-3.2%	157,507,263		Freeborn
Goodhue	133,385,715	137,446,671	3.0%				Goodhue
Houston	107,555,591	112,688,025	4.8%				Houston
Mower	125,798,559	117,516,614	-6.6%	-3.2%	121,773,005	4,256,391	Mower
Olmsted	186,269,257	191,725,151	2.9%				Olmsted
Rice	113,533,115	116,292,520	2.4%				Rice
Steele	115,349,663	112,602,706	-2.4%				Steele
Wabasha	112,438,293	110,826,033	-1.4%				Wabasha
Winona	152,515,549	149,981,918	-1.7%				Winona
District 6 Totals	\$1,419,871,636	\$1,420,545,406	0.1%				District 6 Totals

Restriction of 25 Year Construction Needs Changes

October 2010

COUNTY	RESTRICTED 2009 25 YEAR CONSTRUCTION NEEDS	BASIC 2010 25-YEAR CONSTRUCTION NEEDS	% CHANGE FROM RESTRICTED 2009 NEEDS	RESTRICTED 2010 25 YEAR CONSTRUCTION NEEDS	RESTRICTED % CHANGE	2010 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$183,076,505	\$208,474,882	13.9%				Blue Earth
Brown	90,539,660	90,871,906	0.4%				Brown
Cottonwood	66,355,708	63,981,133	-3.6%	64,232,325	-3.2%	251,192	Cottonwood
Faribault	102,585,941	117,665,716	14.7%				Faribault
Jackson	116,129,867	122,761,693	5.7%				Jackson
Le Sueur	118,176,477	122,296,603	3.5%				Le Sueur
Martin	117,430,767	124,639,458	6.1%				Martin
Nicollet	94,442,129	99,423,345	5.3%				Nicollet
Nobles	102,669,520	106,879,780	4.1%				Nobles
Rock	70,473,177	69,042,131	-2.0%				Rock
Sibley	68,018,466	68,066,100	0.1%				Sibley
Waseca	74,346,153	71,403,238	-4.0%	71,967,076	-3.2%	563,838	Waseca
Watonwan	72,896,431	76,801,133	5.4%				Watonwan
District 7 Totals	\$1,277,140,801	\$1,342,307,118	5.1%				District 7 Totals
Chippewa	\$59,282,227	\$55,945,487	-5.6%	57,385,196	-3.2%	1,439,709	Chippewa
Kandiyohi	132,820,597	132,669,828	-0.1%				Kandiyohi
Lac Qui Parle	64,915,786	59,186,092	-8.8%	62,838,481	-3.2%	3,652,389	Lac Qui Parle
Lincoln	47,974,495	49,531,740	3.3%				Lincoln
Lyon	80,960,625	84,148,621	3.9%				Lyon
Mc Leod	88,177,672	85,785,694	-2.7%				Mc Leod
Meeker	64,105,289	67,043,460	4.6%				Meeker
Murray	70,966,364	73,485,530	3.6%				Murray
Pipestone	60,994,854	59,391,448	-2.6%				Pipestone
Redwood	115,631,273	118,977,935	2.9%				Redwood
Renville	126,041,533	130,332,860	3.4%				Renville
Yellow Medicine	72,107,477	69,041,016	-4.3%	69,800,038	-3.2%	759,022	Yellow Medicine
District 8 Totals	\$983,978,192	\$985,539,711	0.2%				District 8 Totals
Chisago	\$104,250,777	\$109,520,197	5.1%				Chisago
Dakota	283,011,204	275,754,149	-2.6%				Dakota
Ramsey	387,283,780	371,551,732	-4.1%	374,890,699	-3.2%	3,338,967	Ramsey
Washington	215,893,040	210,031,186	-2.7%				Washington
Metro Totals	\$990,438,801	\$966,857,264	-2.4%				Metro Totals
STATE TOTALS	\$10,758,150,106	\$10,954,861,048	1.8%	\$1,138,429,913		\$21,486,199	STATE TOTALS

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

In order to partially offset the expected rapid rate of inflation without reviewing all rural design complete grading costs each year, the 1968 County Screening Board adopted the resolution below.

That, annually a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustment shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

The original adjustment procedure established that if a county had 30% or more of its rural design mileage in the grading study, then 100% of the rural grading cost factor was used to adjust the remaining rural design complete grading needs.

This procedure was revised in 1984 so that the entire Rural Grading Cost Factor would be applied if the mileage in the grading comparison equaled 10% or more of that county's rural design system that had complete grading remaining in the needs study.

All rural complete grading costs in the needs study were updated in 1984. Because of this, it was necessary to begin the grading comparison over again starting with the 1984 projects.

Below is an example showing St. Louis County's rural design grading cost adjustment computation for the 2011 apportionment.

- 1) 204.0 miles of CSAH's which had rural design complete grading needs were graded in St. Louis County in 1984-2009. This represents 20% of the 1,043.54 miles of CSAH's which still have rural design complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of 84% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.
$$\frac{\$354,032 - \$192,730}{\$192,730} = 84\%$$
- 3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs.
If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.
- 4) Then by multiplying the Adjusted Factor (84%) times the complete rural design grading needs remaining in the 2010 study (\$178,677,381) an adjustment (+\$150,089,000) to the 2010 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete rural grading needs after the adjustment is applied.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 2010 25-year construction needs) have been used in calculating the 2010 annual County State Aid Highway money needs.

N:\CSAH\Books\Fall2010\RURALDESGRADE 2010.doc

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

	1984-2009 Rural Design Grading						Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Needs Study							
	#	(Col. 2) Miles				(Col. 8) Miles		% of Total Rural Miles	Total Cost	Average Cost Per Mile			
County													
Carlton	28	70.1	37%	\$200,680	\$116,981	72%	190.85	71.5%	\$24,150,642	\$126,543	\$17,388,462	\$217,653	
Cook	13	32.0	23%	256,248	163,375	57%	136.60	80.2%	22,101,748	161,799	12,597,996	254,024	
Itasca	45	146.8	31%	189,441	96,093	97%	469.40	76.6%	51,762,805	110,274	50,209,921	217,241	
Koochiching	27	84.1	56%	159,193	90,367	76%	149.61	64.6%	11,067,425	73,975	8,411,243	130,196	
Lake	31	75.0	56%	358,993	180,906	98%	134.33	63.2%	27,668,949	205,977	27,115,570	407,835	
Pine	53	118.0	36%	210,499	132,582	59%	327.59	72.4%	50,635,433	154,570	29,874,905	245,766	
St. Louis	89	204.0	20%	354,032	192,730	84%	1,043.54	82.3%	178,677,381	171,222	150,089,000	315,049	
District 1 Totals	286	730.0	30%	\$256,785	\$142,008	81%	2,451.92	76.3%	\$366,064,383	\$149,297	\$295,687,097	\$269,891	

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

County	1984-2009 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile								
	#	(Col. 2) Miles											
Beltrami	32	115.5	35%	\$152,695	\$91,794	66%	66.0%	328.54	74.0%	\$28,030,479	\$85,318	\$18,500,116	\$141,628
Clearwater	35	95.0	42%	87,814	69,427	26%	26.0%	225.89	71.1%	16,066,813	71,127	4,177,371	89,620
Hubbard	24	70.4	29%	118,244	79,337	49%	49.0%	244.96	78.2%	17,661,775	72,101	8,654,270	107,430
Kittson	40	136.0	63%	76,414	66,225	15%	15.0%	216.93	59.0%	14,386,719	66,320	2,158,008	76,268
Lake of the Woods	17	48.8	37%	89,249	63,255	41%	41.0%	131.45	69.2%	8,806,414	66,994	3,610,630	94,462
Marshall	57	280.7	81%	62,648	57,777	8%	8.0%	348.71	55.1%	20,909,162	59,961	1,672,733	64,758
Norman	34	99.3	35%	70,589	59,796	18%	18.0%	285.24	74.4%	16,217,209	56,855	2,919,098	67,088
Pennington	17	75.7	43%	82,132	52,247	57%	57.0%	177.91	69.1%	9,570,975	53,797	5,455,456	84,461
Polk	74	353.4	83%	84,656	74,053	14%	14.0%	424.36	53.8%	30,033,673	70,774	4,204,714	80,682
Red Lake	12	37.4	26%	89,007	79,706	12%	12.0%	143.27	78.6%	9,804,768	68,436	1,176,572	76,648
Roseau	32	125.2	40%	53,703	58,311	-8%	-8.0%	311.77	66.8%	17,577,518	56,380	(1,406,201)	51,869
District 2 Totals	374	1,437.4	51%	\$83,368	\$67,789	23%		2,839.03	65.4%	\$189,065,505	\$66,595	\$51,122,767	\$84,602

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

	1984-2009 Rural Design Grading						Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor		(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	Miles											
County													
Aitkin	27	103.5	39%	\$150,829	\$79,848	89%	89.0%	263.58	71.3%	\$20,531,897	\$77,896	\$18,273,388	\$147,224
Benton	40	82.3	63%	161,827	50,488	221%	221.0%	130.44	62.3%	7,483,898	57,374	16,539,415	184,171
Cass	36	132.8	38%	137,115	87,237	57%	57.0%	353.66	68.4%	25,068,788	70,884	14,289,209	111,288
Crow Wing	36	113.9	52%	94,752	65,755	44%	44.0%	217.46	64.8%	16,778,851	77,158	7,382,694	111,108
Isanti	30	67.6	44%	165,566	81,004	104%	104.0%	153.17	69.2%	13,173,513	86,006	13,700,454	175,452
Kanabec	34	100.2	94%	139,385	82,754	68%	68.0%	106.03	51.5%	8,496,690	80,135	5,777,749	134,626
Mille Lacs	20	45.2	26%	178,369	77,994	129%	129.0%	172.95	75.8%	14,830,160	85,748	19,130,906	196,363
Morrison	13	59.5	17%	111,854	62,643	79%	79.0%	349.17	81.5%	24,149,905	69,164	19,078,425	123,803
Sherburne	28	76.0	52%	98,003	36,033	172%	172.0%	146.08	64.4%	10,508,401	71,936	18,074,450	195,666
Stearns	27	74.5	15%	159,099	80,522	98%	98.0%	489.58	85.4%	39,169,298	80,006	38,385,912	158,412
Todd	21	87.6	69%	84,448	65,059	30%	30.0%	127.90	32.1%	8,527,612	66,674	2,558,284	86,676
Wadena	16	54.8	39%	113,084	61,835	83%	83.0%	141.20	64.6%	7,551,755	53,483	6,267,957	97,873
Wright	33	78.7	27%	270,534	94,097	188%	188.0%	296.13	79.7%	31,446,105	106,190	59,118,677	305,828
District 3 Totals	361	1,076.6	37%	\$141,178	\$72,214	95%		2,947.35	68.5%	\$227,716,873	\$77,262	\$238,577,520	\$158,208

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

	1984-2009 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	(Col. 8) Miles			% of Total Rural Miles	Total Cost	Average Cost Per Mile			
	#	Miles												
County	36	129.6	38%	\$69,863	\$45,221	54%	54.0%	344.32	75.9%	\$18,937,079	\$54,998	\$10,226,023	\$84,698	
Becker	20	44.9	29%	91,012	43,463	109%	109.0%	156.19	77.2%	7,821,793	50,079	8,525,754	104,664	
Big Stone	36	136.7	52%	97,263	44,470	119%	119.0%	264.52	67.8%	15,627,695	59,079	18,596,957	129,384	
Clay	25	79.4	29%	110,232	62,662	76%	76.0%	274.09	77.9%	14,480,501	52,831	11,005,181	92,983	
Douglas	9	39.8	22%	94,770	43,288	119%	119.0%	184.39	82.2%	8,252,319	44,755	9,820,260	98,013	
Grant	14	60.8	46%	109,878	41,291	166%	166.0%	132.89	69.2%	6,391,627	48,097	10,610,101	127,938	
Mahnomen	46	121.6	17%	138,700	77,694	79%	79.0%	736.12	84.2%	63,059,888	85,665	49,817,312	153,341	
Otter Tail	27	74.1	35%	143,409	73,026	96%	96.0%	208.84	72.4%	16,954,069	81,182	16,275,906	159,117	
Pope	12	56.3	32%	84,248	54,582	54%	54.0%	174.99	72.9%	9,460,436	54,063	5,108,635	83,257	
Stevens	36	101.9	47%	68,648	43,211	59%	59.0%	218.47	67.3%	12,493,400	57,186	7,371,106	90,926	
Swift	9	37.0	19%	54,357	43,378	25%	25.0%	194.02	80.8%	11,145,071	57,443	2,786,268	71,804	
Traverse	18	61.8	28%	87,392	46,536	88%	88.0%	222.35	73.6%	10,677,246	48,020	9,395,976	90,278	
Wilkin	288	943.8	30%	\$97,767	\$52,881	85%	85%	3,111.19	76.2%	\$195,301,124	\$62,774	\$159,539,479	\$114,053	
District 4 Totals														

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

	1984-2009 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	(Col. 8) Miles			% of Total Rural Miles	Total Cost	Average Cost Per Mile			
	#	(Col. 2) Miles												
			County											
Anoka	22	36.0	31%	\$354,574	\$152,166		133%	115.90				69.9%	\$24,727,976	\$213,356
Carver	20	34.3	25%	301,700	114,438	164%	134.75	82.4%	15,053,426	111,714	24,687,619	294,924		
Hennepin	18	47.5	47%	666,248	372,459	79%	101.21	76.0%	27,186,389	268,614	21,477,247	480,818		
Scott	17	19.6	15%	393,382	88,328	345%	131.13	83.3%	13,521,954	103,119	46,650,741	458,878		
Metro Totals	77	137.3	28%	\$454,637	\$209,770	117%	482.99	77.9%	\$80,489,745	\$166,649	\$125,703,815	\$426,911		

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

	1984-2009 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	(Col. 8) Miles			% of Total Rural Miles	Total Cost	Average Cost Per Mile			
	#	Miles												
County	26	56.7	30%	\$103,061	\$63,675	62%	189.48	77.6%	\$12,337,240	\$65,111	\$7,649,089	\$105,480		
Dodge	40	108.9	39%	187,925	136,783	37%	276.26	70.4%	40,626,431	147,059	15,031,779	201,470		
Fillmore	19	54.6	15%	126,693	63,413	100%	356.71	84.8%	19,311,608	54,138	19,311,608	108,276		
Freeborn	30	86.7	41%	243,767	111,758	118%	213.92	70.6%	20,494,027	95,802	24,182,952	208,849		
Goodhue	17	37.8	18%	253,637	154,916	64%	204.70	85.2%	34,220,526	167,174	21,901,137	274,165		
Houston	31	82.8	31%	109,089	64,681	69%	267.60	75.1%	17,804,874	66,535	12,285,363	112,445		
Mower	27	65.6	31%	166,388	125,619	32%	209.72	74.5%	21,007,079	100,167	6,722,265	132,221		
Olmsted	20	46.4	22%	149,521	61,046	145%	207.50	81.7%	15,799,906	76,144	22,909,864	186,553		
Rice	23	51.8	24%	147,533	58,894	151%	215.45	79.7%	14,757,528	68,496	22,283,867	171,926		
Steele	23	56.6	29%	221,329	141,051	57%	198.27	77.4%	25,507,117	128,648	14,539,057	201,978		
Wabasha	35	52.3	22%	158,830	128,068	24%	242.94	82.5%	27,324,688	112,475	6,557,925	139,469		
Winona	291	700.2	27%	\$170,392	\$102,363	66%	2,582.55	77.9%	\$249,191,024	\$96,490	\$173,374,906	\$163,624		
District 6 Totals														

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

	1984-2009 Rural Design Grading						Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor							
	#	(Col. 2) Miles											
								(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
County													
Blue Earth	35	94.0	35%	\$188,577	\$99,383	90%	267.99	68.4%	\$23,844,101	\$88,974	\$21,459,691	\$169,050	
Brown	21	74.4	33%	125,553	88,395	42%	226.19	74.2%	15,492,619	68,494	6,506,900	97,261	
Cottonwood	24	72.6	36%	95,228	54,658	74%	204.00	66.9%	10,957,255	53,712	8,108,369	93,459	
Faribault	25	94.8	43%	105,870	60,495	75%	222.53	67.3%	11,818,412	53,109	8,863,809	92,941	
Jackson	23	69.3	26%	97,386	77,218	26%	270.55	75.6%	15,112,894	55,860	3,929,352	70,383	
Le Sueur	27	72.9	45%	118,457	66,453	78%	162.44	68.6%	12,460,045	76,706	9,718,835	136,536	
Martin	20	109.0	42%	104,934	63,108	66%	258.62	70.3%	13,882,395	53,679	9,162,381	89,107	
Nicollet	33	82.0	64%	148,012	69,148	114%	128.45	59.3%	13,384,269	104,198	15,258,067	222,984	
Nobles	22	68.6	29%	119,630	69,630	72%	236.57	69.1%	15,297,769	64,665	11,014,394	111,224	
Rock	13	45.4	25%	87,278	48,855	79%	183.47	73.7%	8,834,001	48,150	6,978,861	86,188	
Sibley	28	93.4	54%	82,947	57,002	46%	172.72	61.3%	10,180,844	58,944	4,683,188	86,059	
Waseca	27	68.2	42%	76,386	54,833	39%	161.30	68.8%	9,487,081	58,816	3,699,962	81,755	
Watonswan	18	52.8	40%	77,457	59,777	30%	132.43	60.5%	9,250,147	69,849	2,775,044	90,804	
District 7 Totals	316	997.3	38%	\$112,485	\$67,759	66%	2,627.26	68.5%	\$170,001,832	\$64,707	\$112,158,853	\$107,397	

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

	1984-2009 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	(Col. 8) Miles			% of Total Rural Miles	Total Cost	Average Cost Per Mile			
	#	Miles												
Chippewa	17	55.2	33%	\$130,748	\$100,670	30%	30.0%	168.03	70.9%	\$16,164,852	\$96,202	\$4,849,456	\$125,063	
Kandiyohi	50	137.9	57%	135,259	72,596	86%	86.0%	243.63	60.9%	21,128,636	86,724	18,170,627	161,307	
Lac Qui Parle	24	100.9	38%	68,816	48,160	43%	43.0%	263.17	74.1%	11,223,433	42,647	4,826,076	60,985	
Lincoln	27	81.3	49%	83,436	48,770	71%	71.0%	166.31	67.7%	9,572,358	57,557	6,796,374	98,423	
Lyon	35	103.6	54%	96,141	59,797	61%	61.0%	192.41	63.9%	11,492,152	59,727	7,010,213	96,161	
Mc Leod	30	59.2	43%	144,552	74,419	94%	94.0%	138.23	59.3%	10,628,679	76,891	9,990,958	149,169	
Meeker	29	82.6	45%	125,629	57,087	120%	120.0%	185.00	70.1%	11,841,685	64,009	14,210,022	140,820	
Murray	29	94.8	37%	83,455	50,334	66%	66.0%	257.99	74.7%	14,078,885	54,571	9,292,064	90,589	
Pipestone	32	83.0	59%	74,318	50,462	71%	47.0%	141.19	62.5%	8,029,576	56,871	3,773,901	83,600	
Redwood	37	104.6	41%	90,408	54,119	67%	67.0%	255.34	67.9%	13,138,084	51,453	8,802,516	85,927	
Renville	24	102.7	33%	108,672	52,976	105%	105.0%	311.56	71.0%	17,655,012	56,666	18,537,763	116,166	
Yellow Medicine	38	148.0	86%	74,031	53,778	38%	38.0%	172.93	51.3%	11,034,282	63,808	4,193,027	88,055	
District 8 Totals	372	1,153.8	46%	\$98,932	\$58,702	69%		2,495.79	66.4%	\$155,987,634	\$62,500	\$110,452,997	\$106,756	

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

	1984-2009 Rural Design Grading						Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile									
	#	(Col. 2) Miles												
										(Col. 8) Miles	% of Total Rural Miles	Total Cost		
County														
Chisago	25	49.2	32%	\$402,875	\$110,505	265%	265.0%	151.97	71.8%	\$14,206,200	\$93,480	\$37,646,430	\$341,203	
Dakota	17	19.4	18%	285,867	178,434	60%	60.0%	109.75	90.4%	12,601,097	114,816	7,560,658	183,706	
Ramsey	5	5.3	97%	723,793	421,056	72%	72.0%	5.47	84.2%	1,756,845	321,178	1,264,928	552,427	
Washington	19	26.4	25%	390,894	151,221	158%	158.0%	104.61	78.6%	14,447,904	138,112	22,827,688	356,329	
Metro Totals	66	100.3	27%	\$394,000	\$150,787	161%		371.80	78.7%	\$43,012,046	\$115,686	\$69,299,704	302,076	

Comparison of 1984-2009 Rural Design Grading Construction Costs to Needs Study Costs

October 2010

	1984-2009 Rural Design Grading						Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2010 Needs Study				Rural Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor		(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	Miles											
County													
District 1 Totals	286	730.0	30%	\$256,785	\$142,008	81%		2,451.92	76.3%	\$366,064,383	\$149,297	\$295,687,097	\$269,891
District 2 Totals	374	1,437.4	51%	83,368	67,789	23%		2,839.03	65.4%	189,065,505	66,595	51,122,767	84,602
District 3 Totals	361	1,076.6	37%	141,178	72,214	95%		2,947.35	68.5%	227,716,873	77,262	238,577,520	158,208
District 4 Totals	288	943.8	30%	97,767	52,881	85%		3,111.19	76.2%	195,301,124	62,774	159,539,479	114,053
Metro Totals	77	137.3	28%	454,637	209,770	117%		482.99	77.9%	80,489,745	166,649	125,703,815	426,911
District 6 Totals	291	700.2	27%	170,392	102,363	66%		2,582.55	77.9%	249,191,024	96,490	173,374,906	163,624
District 7 Totals	316	997.3	38%	112,485	67,759	66%		2,627.26	68.5%	170,001,832	64,707	112,158,853	107,397
District 8 Totals	372	1,153.8	46%	98,932	58,702	69%		2,495.79	66.4%	155,987,634	62,500	110,452,997	106,756
Metro Totals	66	100.3	27%	394,000	150,787	161%		371.80	78.7%	43,012,046	115,686	69,299,704	302,076
STATE TOTAL	2,431	7,276.6	37%	\$137,461	\$79,584	73%		19,909.88	71.2%	\$1,676,830,166	\$84,221	\$1,335,917,138	\$151,319



OTES and COMMENTS

[illegible]

Comparison of 1987 - 2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

In 1986, all counties estimated their grading costs on all urban design segments requiring complete grading. In order to keep their costs relatively up to date, the Screening Board directed that an adjustment to these costs be applied in the same manner as has been done to the rural design complete grading costs.

An explanation of Pine County's urban design grading cost adjustments for the 2011 apportionment is shown below.

- 1) 2.5 miles of CSAH's which had urban design complete grading needs were graded in Pine County in 1987-2009. This represents 11% of the 23.18 miles of CSAH's which still have urban design complete grading required in their needs study.
- 2) The Urban Grading Cost Factor of 198% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$538,561 - \$180,512}{\$180,512} = 198\%$$

- 3) Since the % of system indicated in 1) above is less than 10%, only a proportional part of the grading cost factor is applied. If the % in 1) above is over 10%, the entire rural grading cost factor would be used to adjust the remaining complete needs.
- 4) Then, by multiplying the Adjusted Factor (198.0%) times the complete urban design grading needs remaining in the 2009 needs study (\$5,090,777) an adjustment (+\$10,079,738) to the 2010 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete urban grading needs after the adjustment is applied.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 2009 25-year construction needs) have been used in calculating the 2010 annual County State Aid Highway money needs.

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

County	1987-2009 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study				Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile								
	#	Miles						(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
Carlton	4	2.0	10%	\$298,585	\$244,619	22%	22.0%	19.35	76.3%	\$4,148,883	\$214,413	\$912,754	\$261,583
Cook	7	3.2	72%	603,939	433,392	39%	39.0%	4.51	53.3%	783,472	173,719	305,554	241,469
Itasca	16	7.1	28%	320,164	157,978	103%	103.0%	25.29	73.4%	9,437,839	373,185	9,720,974	757,565
Koochiching	10	5.2	51%	212,586	157,785	35%	35.0%	10.19	64.9%	1,669,822	163,869	584,438	221,223
Lake	2	1.6	17%	741,804	229,369	223%	223.0%	9.39	86.0%	2,875,117	306,189	6,411,511	988,991
Pine	7	2.5	11%	538,561	180,512	198%	198.0%	23.18	86.0%	5,090,777	219,619	10,079,738	654,466
St. Louis	31	18.7	28%	823,664	301,124	174%	174.0%	67.31	60.7%	28,282,643	420,185	49,211,799	1,151,307
District 1 Totals	77	40.4	25%	\$591,726	\$255,019	132%		159.22	68.4%	\$52,288,553	\$328,404	\$77,226,768	\$813,436

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

County	1987-2009 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study				Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile									
	#	Miles												
Beltrami	13	11.8	112%	\$310,843	\$118,566	162%	162.0%	10.50	49.9%	\$2,112,074	\$201,150	\$3,421,560	\$527,013	
Clearwater	4	2.2	39%	158,983	139,544	14%	14.0%	5.67	66.2%	861,811	151,995	120,654	173,274	
Hubbard	6	3.5	70%	331,293	150,255	120%	120.0%	4.98	47.4%	457,456	91,859	548,947	202,089	
Kittson	7	3.1	77%	336,342	177,575	89%	89.0%	3.97	72.8%	775,132	195,247	689,867	369,017	
Lake of the Woods	1	0.7	26%	143,151	87,479	64%	64.0%	2.70	57.9%	360,191	133,404	230,522	218,783	
Marshall	1	0.3	4%	164,975	105,050	57%	22.8%	6.59	93.1%	1,029,322	156,195	234,685	191,807	
Norman	5	1.4	25%	173,427	98,165	77%	77.0%	5.78	76.1%	849,962	147,052	654,471	260,283	
Pennington	3	1.2	123%	309,012	134,102	130%	130.0%	0.98	39.8%	73,967	75,477	96,157	173,596	
Polk	13	4.2	36%	191,676	138,563	38%	38.0%	11.68	70.2%	1,935,755	165,732	735,587	228,711	
Red Lake	3	1.1	85%	228,484	149,842	52%	52.0%	1.32	40.4%	173,795	131,663	90,373	200,127	
Roseau	5	2.4	20%	390,263	155,362	151%	151.0%	11.61	74.9%	1,772,897	152,704	2,677,074	383,288	
District 2 Totals	61	31.9	48%	\$281,135	\$134,519	109%		65.78	64.0%	\$10,402,362	\$158,139	\$9,499,897	302,558	

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

	1987-2009 Urban Design Grading										Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile	
	Projects (Col. 2)		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study					
	#	Miles						(Col. 8) Miles	% of Total Urban Miles	Total Cost			Average Cost per Mile
Aitkin	3	1.9	102%	\$408,193	\$385,565	6%	6.0%	1.91	50.1%	\$417,017	\$218,334	\$25,021	\$231,434
Benton	8	2.8	25%	438,685	180,099	144%	144.0%	11.38	72.9%	1,775,041	155,979	2,556,059	380,589
Cass	7	4.2	60%	192,490	111,530	73%	73.0%	6.95	46.6%	1,087,542	156,481	793,906	270,712
Crow Wing	7	3.3	11%	184,626	142,342	30%	30.0%	29.48	71.2%	6,946,253	235,626	2,083,876	306,314
Isanti	6	0.9	23%	144,950	295,841	-51%	-51.0%	3.77	68.4%	1,360,492	360,873	(693,851)	176,828
Kanabec	3	1.6	35%	377,010	107,846	250%	250.0%	4.45	79.0%	546,545	122,819	1,366,363	429,867
Mille Lacs	8	5.9	27%	290,917	162,542	79%	79.0%	21.72	75.7%	4,636,740	213,478	3,663,025	382,125
Morrison	12	7.0	56%	309,642	136,357	127%	127.0%	12.63	57.7%	1,893,179	149,895	2,404,337	340,263
Sherburne	1	0.3	4%	193,119	84,194	129%	51.6%	7.36	48.3%	858,344	116,623	442,906	176,800
Stearns	39	17.2	61%	371,930	158,649	134%	134.0%	28.29	44.2%	4,776,410	168,837	6,400,389	395,079
Todd	8	3.2	30%	306,291	142,206	115%	115.0%	10.64	72.7%	1,553,737	146,028	1,786,798	313,960
Wadena	6	2.8	71%	305,548	90,981	236%	236.0%	3.91	45.2%	738,342	188,834	1,742,487	634,483
Wright	13	7.4	43%	647,560	234,332	176%	176.0%	17.42	47.4%	4,643,781	266,578	8,173,055	735,754
District 3 Totals	121	58.6	37%	\$361,303	\$166,458	117%		159.91	57.8%	\$31,233,423	\$195,319	\$30,744,371	\$387,579

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

County	1987-2009 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study			Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile								
	#	(Col. 2) Miles											
Becker	12	5.5	46%	\$225,860	\$91,390	147%	147.0%	12.00	72.5%	\$1,265,219	\$105,435	\$1,859,872	\$260,424
Big Stone	7	1.9	32%	300,189	146,258	105%	105.0%	5.77	68.5%	618,462	107,186	649,385	219,731
Clay	5	2.2	24%	287,810	222,846	29%	29.0%	9.20	70.6%	2,160,154	234,799	626,445	302,891
Douglas	23	11.5	59%	215,136	191,389	12%	12.0%	19.69	61.2%	4,472,598	227,151	536,712	254,409
Grant	6	3.1	169%	254,356	142,775	78%	78.0%	1.86	42.3%	311,027	167,219	242,601	297,649
Mahnomen	3	1.0	54%	221,923	230,440	-4%	-4.0%	1.78	67.2%	236,528	132,881	(9,461)	127,566
Otter Tail	20	8.5	27%	395,855	193,500	105%	105.0%	31.76	74.6%	7,591,881	239,039	7,971,475	490,030
Pope	6	2.6	39%	190,597	142,593	34%	34.0%	6.59	64.6%	1,245,467	188,993	423,459	253,251
Stevens	4	1.0	75%	192,431	161,054	19%	19.0%	1.30	29.2%	203,771	156,747	38,716	186,528
Swift	5	1.7	65%	240,564	208,369	15%	15.0%	2.62	56.5%	546,407	208,552	81,961	239,835
Traverse	7	2.9	150%	260,633	132,715	96%	96.0%	1.96	37.7%	323,385	164,992	310,450	323,385
Wilkin	6	2.4	32%	350,735	220,528	59%	59.0%	7.40	73.3%	1,055,359	142,616	622,662	226,760
District 4 Totals	104	44.3	43%	\$270,531	\$171,191	58%		101.93	66.0%	\$20,030,258	\$196,510	\$13,354,277	\$327,524

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

	1987-2009 Urban Design Grading										Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile	
	Projects		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study					
	#	Miles						(Col. 2)	(Col. 8) Miles	% of Total Urban Miles			Total Cost
Anoka	30	27.0	34%	\$788,523	\$232,013	240%	240.0%	78.74	55.2%	\$25,511,316	\$323,994	\$61,227,158	\$1,101,581
Carver	14	9.9	39%	539,416	177,307	204%	204.0%	25.58	46.2%	5,341,440	208,813	10,896,538	634,792
Hennepin	77	69.5	27%	937,805	465,152	102%	102.0%	260.44	66.0%	122,653,741	470,948	125,106,816	951,315
Scott	26	25.6	136%	718,151	235,611	205%	205.0%	18.86	25.4%	3,146,553	166,837	6,450,434	508,854
Metro Totals	147	132.0	34%	\$834,731	\$351,305	138%		383.62	57.5%	\$156,653,050	\$408,355	\$203,680,946	\$939,299

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

	1987-2009 Urban Design Grading							Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study				Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile										
	#	Miles													
County															
Dodge	10	3.4	74%	\$286,118	\$179,907	59%	59.0%	4.58	39.1%	\$1,352,460	\$295,297	\$797,951	\$469,522		
Fillmore	12	5.2	40%	386,538	94,724	308%	308.0%	12.95	67.0%	1,603,701	123,838	4,939,399	505,259		
Freeborn	3	1.4	7%	279,198	194,301	95%	66.5%	20.42	79.6%	3,069,478	150,317	2,041,203	250,278		
Goodhue	11	4.0	27%	288,275	200,119	44%	44.0%	15.05	68.7%	3,236,825	215,071	1,424,203	309,703		
Houston	7	3.7	101%	350,819	131,646	166%	166.0%	3.63	39.0%	529,132	145,766	878,359	387,739		
Mower	14	4.4	52%	130,583	204,829	-36%	-36.0%	8.42	47.9%	1,644,489	195,307	(592,016)	124,997		
Olmsted	4	3.9	23%	259,730	218,848	19%	19.0%	17.22	53.0%	3,075,717	178,613	584,386	212,550		
Rice	12	6.7	43%	295,650	255,558	16%	16.0%	15.67	62.6%	5,246,192	334,792	839,391	388,359		
Steele	8	4.3	32%	443,588	214,790	107%	107.0%	13.60	62.5%	2,923,200	214,941	3,127,824	444,928		
Wabasha	10	4.3	45%	303,873	318,555	-5%	-5.0%	9.49	56.4%	2,403,161	253,231	(120,158)	240,569		
Winona	4	2.8	19%	299,589	247,485	21%	21.0%	14.57	69.3%	3,100,704	212,814	651,148	257,505		
District 6 Totals	95	43.9	32%	\$305,029	\$205,160	49%		135.60	60.9%	\$28,185,059	\$207,854	\$14,571,690	\$315,315		

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

	1987-2009 Urban Design Grading							Adjusted Urban Grading Cost Factor	Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study				Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Needs Study									
	#	Miles				(Col. 8) Miles	% of Total Urban Miles			Total Cost	Average Cost per Mile				
County															
Blue Earth	14	9.5	42%	\$531,922	\$185,179	187%	187.0%	22.51	63.2%	\$4,063,508	\$180,520	\$7,598,760	\$518,093		
Brown	13	6.0	93%	199,034	103,393	93%	93.0%	6.43	51.7%	1,009,804	157,046	939,118	303,098		
Cottonwood	5	2.1	26%	158,084	153,269	3%	3.0%	8.27	64.8%	1,042,844	126,100	31,285	129,883		
Faribault	14	5.5	63%	435,813	179,711	143%	143.0%	8.75	53.1%	1,761,505	201,315	2,518,952	489,195		
Jackson	11	12.5	174%	102,874	90,646	13%	13.0%	7.16	55.8%	1,280,884	178,894	166,515	202,151		
Le Sueur	16	4.5	4%	398,902	140,270	184%	77.6%	22.28	75.1%	3,939,062	176,798	3,056,712	313,993		
Martin	6	1.4	14%	197,513	184,599	7%	7.0%	10.51	86.5%	1,724,165	164,050	120,692	175,533		
Nicollet	5	5.5	25%	297,423	205,265	45%	47.0%	21.60	74.1%	3,920,509	181,505	1,842,639	266,812		
Nobles	15	5.6	84%	438,913	206,302	113%	113.0%	6.68	45.9%	1,553,450	232,552	1,755,399	495,337		
Rock	8	2.9	37%	276,173	169,182	63%	63.0%	7.80	61.1%	1,130,216	144,899	712,036	236,186		
Sibley	3	1.4	24%	307,406	124,032	148%	148.0%	5.74	76.6%	1,081,974	188,497	1,601,322	467,473		
Waseca	5	3.9	43%	284,972	215,336	32%	32.0%	9.01	58.2%	1,742,332	193,378	557,546	255,258		
Watonwan	12	3.9	40%	289,604	206,963	40%	40.0%	9.64	63.0%	1,833,971	190,246	733,588	266,344		
District 7 Totals	127	64.7	44%	\$307,875	\$159,496	93%		146.38	64.6%	\$26,084,224	\$178,195	\$21,634,564	\$325,993		

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

County	1987-2009 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study				Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile									
	#	Miles												
Chippewa	10	3.6	118%	\$233,703	\$282,655	-17%	-17.0%	3.09	43.6%	\$773,639	\$250,369	(\$131,519)	207,806	
Kandiyohi	15	11.7	82%	471,009	212,229	122%	122.0%	14.19	43.0%	2,836,204	199,873	3,460,169	443,719	
Lac Qui Parle	9	2.5	49%	435,427	213,518	104%	104.0%	5.17	67.6%	1,009,758	195,311	1,050,148	398,434	
Lincoln	5	1.9	31%	333,018	167,339	99%	99.0%	6.07	70.5%	675,002	111,203	668,252	221,294	
Lyon	14	6.5	66%	164,314	219,485	-25%	-25.0%	9.82	54.8%	1,842,641	187,642	(460,660)	140,731	
Mc Leod	11	4.9	39%	413,079	201,729	105%	105.0%	12.61	58.6%	2,188,257	173,533	2,297,670	355,744	
Meeker	4	1.9	30%	190,695	62,283	206%	206.0%	6.54	75.4%	880,448	134,625	1,813,723	411,953	
Murray	3	1.5	25%	313,780	167,357	87%	87.0%	6.07	69.9%	743,750	122,529	647,063	229,129	
Pipestone	18	6.0	62%	158,749	136,106	17%	17.0%	9.66	63.9%	1,556,770	161,156	264,651	188,553	
Redwood	7	2.6	24%	176,991	170,402	4%	4.0%	11.18	76.3%	2,754,597	246,386	110,184	256,242	
Renville	9	2.6	110%	375,742	178,931	110%	110.0%	3.43	50.7%	496,763	144,829	546,439	304,141	
Yellow Medicine	6	1.9	35%	276,854	163,984	69%	69.0%	5.42	64.5%	624,664	115,252	431,018	194,775	
District 8 Totals	111	47.7	51%	\$313,455	\$192,736	63%	59.0%	93.25	59.0%	\$16,382,493	\$175,684	\$10,697,138	\$290,398	

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

County	1987-2009 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study				Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor								
	#	(Col. 2)												
									Miles					
Chisago	3	2.7	19%	\$506,663	\$161,647	213%	213.0%	14.58	68.5%	\$2,358,655	161,773	\$506,350		
Dakota	36	52.1	58%	625,346	247,402	153%	153.0%	90.49	45.4%	20,325,103	224,612	568,267		
Ramsey	53	37.2	22%	679,186	402,115	69%	69.0%	170.04	66.3%	74,392,309	437,499	739,373		
Washington	17	11.3	23%	788,066	233,915	237%	237.0%	48.62	59.6%	9,726,981	200,061	674,207		
Metro Totals	109	103.3	32%	\$659,474	\$299,425	120%		323.73	57.9%	\$106,803,048	\$329,914	\$671,263		

Comparison of 1987-2009 Urban Design Grading Construction Costs to Needs Study Costs

October 2010

County	1987-2009 Urban Design Grading						Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2010 Needs Study				Urban Grading Cost Adjustment To The 2009 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects (Col. 2)		% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile									
	#	Miles												
District 1 Totals	77	40.4	25%	\$591,726	\$255,019	132%		159.22	68.4%	\$52,288,553	\$328,404	\$77,226,768	\$813,436	
District 2 Totals	61	31.9	48%	281,135	134,519	109%		65.78	64.0%	10,402,362	158,139	9,499,897	302,558	
District 3 Totals	121	58.6	37%	361,303	166,458	117%		159.91	57.8%	31,233,423	195,319	30,744,371	387,579	
District 4 Totals	104	44.3	43%	270,531	171,191	58%		101.93	66.0%	20,030,258	196,510	13,354,277	327,524	
Metro Totals	147	132.0	34%	834,731	351,305	138%		383.62	57.5%	156,653,050	408,355	203,680,946	939,299	
District 6 Totals	95	43.9	32%	305,029	205,160	49%		135.60	60.9%	28,185,059	207,854	14,571,690	315,315	
District 7 Totals	127	64.7	44%	307,875	159,496	93%		146.38	64.6%	26,084,224	178,195	21,634,564	325,993	
District 8 Totals	111	47.7	51%	313,455	192,736			93.25	59.0%	16,382,493	175,684	10,697,138	290,398	
Metro Totals	109	103.3	32%	659,474	299,425	120%		323.73	57.9%	106,803,048	329,914	110,504,981	671,263	
STATE TOTAL	952	566.6	36%	\$516,607	\$243,137	112%		1,569.42	60.4%	\$448,062,470	\$285,496	\$491,914,632	\$598,933	



OTES and COMMENTS

[illegible]

County State Aid Construction Fund Balance "Needs" Deductions

October 2010

The resolution below was originally adopted by the Screening Board at its May 1975 meeting. The latest revision was made by the Screening Board at the October 2006 meeting.

That, for the determination of the County State Aid Highway needs, the amount of the unencumbered construction fund balance as of December 31 of the current year; not including the ~~current years~~ last two years of regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$100,000 \$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 acquisitions 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.

The following listing indicates the balances as of September 1, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which would be made to the 2011 25-year construction needs if the cut off date was September 1. The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2011 CSAH distribution.

County State Aid Construction Fund Balance Needs Deductions

October 2010

	Regular Account				Municipal Account				Total 2011 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of September 1, 2010	Maximum Balance 2 Year 2009-2010 Const. Apportionment	2011 Construction Fund Balance "Needs" Deduction		Unencumbered Construction Fund Balance As of September 31, 2010	Maximum Balance Larger of Either or \$500,000 2008-2010 Const. Apport.	2011 Construction Fund Balance "Needs" Deduction		
Carlton	\$1,792,306	\$4,126,557	\$0		\$528,358	\$719,940	\$0		Carlton
Cook	2,440,395	2,890,740	0		0	500,000	0		Cook
Itasca	425,163	7,993,616	0		182,888	1,362,837	0		Itasca
Koochiching	3,911,095	4,517,412	0		193,619	500,000	0		Koochiching
Lake	257,867	3,577,738	0		3,584	500,712	0		Lake
Pine	0	5,848,803	0		0	1,584,308	0		Pine
St. Louis	5,507,786	23,190,673	0		0	2,636,306	0		St. Louis
District 1 Totals	\$14,334,612	\$52,145,539	\$0		\$908,450	\$7,804,103	\$0		District 1 Totals
Beltrami	0	\$5,435,729	\$0		370,285	\$500,000	\$0		Beltrami
Clearwater	129,221	2,987,335	0		425,661	500,000	0		Clearwater
Hubbard	206,086	3,414,712	0		108,256	500,000	0		Hubbard
Kittson	183,223	3,040,584	0		83,360	606,030	0		Kittson
Lake of the Woods	1,310,820	3,040,661	0		140,113	500,000	0		Lake of the Woods
Marshall	315,717	4,631,815	0		548,886	682,818	0		Marshall
Norman	448,337	3,312,887	0		207,853	500,000	0		Norman
Pennington	888,797	2,716,830	0		831	500,000	0		Pennington
Polk	255,826	7,266,102	0		7,654	830,355	0		Polk
Red Lake	3,844,903	2,441,356	1,403,547		507,837	500,000	7,837		Red Lake
Roseau	97,151	4,227,148	0		845,515	837,360	8,155		Roseau
District 2 Totals	\$7,680,081	\$42,515,159	\$1,403,547		\$3,246,251	\$6,456,563	\$15,992		District 2 Totals
Atkin	\$166,589	\$4,204,399	\$0		\$0	\$500,000	\$0		Atkin
Benton	1,564,638	3,203,298	0		449,665	545,589	0		Benton
Cass	1,054,722	4,800,323	0		241,977	724,568	0		Cass
Crow Wing	0	4,474,655	0		948,402	1,776,954	0		Crow Wing
Isanti	1,618,834	3,295,865	0		120,125	500,000	0		Isanti
Kanabec	0	2,310,188	0		0	500,000	0		Kanabec
Mille Lacs	808,673	3,830,195	0		16,476	549,239	0		Mille Lacs
Morrison	789,474	5,197,668	0		0	860,348	0		Morrison
Sherburne	2,191,799	3,733,988	0		286,829	508,585	0		Sherburne
Stearns	3,432,949	9,218,513	0		1,269,633	2,152,474	0		Stearns
Todd	1,484,653	3,166,805	0		1,090,985	831,851	259,134		Todd
Wadena	627,287	2,312,893	0		149,743	544,337	0		Wadena
Wright	0	8,133,794	0		147,731	881,586	0		Wright
District 3 Totals	\$13,739,619	\$57,882,584	\$0		\$4,721,567	\$10,875,531	\$259,134		District 3 Totals

County State Aid Construction Fund Balance Needs Deductions

October 2010

	Regular Account				Municipal Account				Total 2011 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of September 1, 2010	Maximum Balance 2 Year 2009-2010 Const. Apportionment	2011 Construction Fund Balance "Needs" Deduction		Unencumbered Construction Fund Balance As of September 31, 2010	Maximum Balance Larger of Either or \$500,000 2008-2010 Const. Apport.	2011 Construction Fund Balance "Needs" Deduction		
Becker	\$0	\$4,525,083	\$0		\$309,127	\$545,464	\$0		Becker
Big Stone	1,399,623	2,316,142	0		540,160	500,000	40,160		Big Stone
Clay	0	4,347,035	0		702,599	575,683	126,916		Clay
Douglas	0	4,047,304	0		156,178	750,823	0		Douglas
Grant	2,866,337	2,366,205	500,132		126,166	500,000	0		Grant
Mahnomen	1,584,441	2,487,601	0		46,572	500,000	0		Mahnomen
Otter Tail	2,750,691	10,256,377	0		0	1,046,441	0		Otter Tail
Pope	215,465	3,027,312	0		449,387	500,000	0		Pope
Stevens	581,869	2,501,198	0		243,580	500,000	0		Stevens
Swift	1,614,530	2,992,182	0		255,026	500,000	0		Swift
Traverse	2,095,103	2,357,394	0		0	500,000	0		Traverse
Wilkin	923,461	2,979,810	0		265,248	695,096	0		Wilkin
District 4 Totals	\$14,031,520	\$44,203,643	\$500,132		\$3,094,045	\$7,113,507	\$167,076		District 4 Totals
Anoka	\$0	\$13,521,896	\$0		\$0	\$1,350,844	\$0		Anoka
Carver	5,682,626	4,924,647	757,979		886,454	822,752	63,702		Carver
Hennepin	2,231,123	29,386,791	0		1,690,396	3,546,075	0		Hennepin
Scott	45,266	7,636,016	0		103,589	500,000	0		Scott
Metro Totals	\$7,959,016	\$55,469,350	\$757,979		\$2,680,440	\$6,219,671	\$63,702		Metro Totals
Dodge	\$358,200	\$3,336,448	\$0		\$279,461	\$500,000	\$0		Dodge
Fillmore	2,271,230	5,218,499	0		775,192	1,437,820	0		Fillmore
Freeborn	0	4,759,628	0		561,521	671,334	0		Freeborn
Goodhue	2,058,670	5,115,488	0		139,816	869,795	0		Goodhue
Houston	4,927,863	4,091,349	836,514		200,922	500,000	0		Houston
Mower	3,881,452	4,885,596	0		581,751	500,000	81,751		Mower
Olmsted	0	6,537,215	0		375,914	500,000	0		Olmsted
Rice	0	4,438,929	0		380,891	500,000	0		Rice
Steele	1,003,122	4,459,042	0		679,100	500,000	179,100		Steele
Wabasha	771,570	3,762,140	0		404,346	885,660	0		Wabasha
Winona	1,560,631	4,777,951	0		213,006	655,013	0		Winona
District 6 Totals	\$16,832,736	\$51,382,285	\$836,514		\$4,591,920	\$7,519,622	\$260,851		District 6 Totals
District 4 Totals					\$3,094,045	\$7,113,507	\$167,076		District 4 Totals
Metro Totals					\$2,680,440	\$6,219,671	\$63,702		Metro Totals
District 6 Totals					\$4,591,920	\$7,519,622	\$260,851		District 6 Totals

County State Aid Construction Fund Balance Needs Deductions

October 2010

	Regular Account				Municipal Account				Total 2011 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of September 1, 2010	Maximum Balance 2 Year 2009-2010 Const. Apportionment	2011 Construction Fund Balance "Needs" Deduction		Unencumbered Construction Fund Balance As of September 31, 2010	Maximum Balance Larger of Either or \$500,000 2008-2010 Const. Apport.	2011 Construction Fund Balance "Needs" Deduction		
Blue Earth	\$1,178,697	\$6,803,859	\$0		\$966,093	\$718,742	\$247,351	\$247,351	Blue Earth
Brown	0	3,733,219	0		373,025	500,000	0	0	Brown
Cottonwood	930,425	2,880,322	0		584,615	624,830	0	0	Cottonwood
Faribault	1,139,908	3,707,264	0		0	987,024	0	0	Faribault
Jackson	1,873,094	3,860,611	0		741,877	743,159	0	0	Jackson
Le Sueur	0	3,638,047	0		305,133	1,337,553	0	0	Le Sueur
Martin	2,452,287	4,315,706	0		504,336	504,336	0	0	Martin
Nicollet	1,699,302	3,730,773	0		237,195	500,000	0	0	Nicollet
Nobles	575,034	4,155,747	0		0	500,000	0	0	Nobles
Rock	838,425	2,562,131	0		126,859	832,445	0	0	Rock
Sibley	0	2,891,032	0		23,330	500,000	0	0	Sibley
Waseca	598,312	2,907,655	0		388,619	500,000	0	0	Waseca
Watonwan	545,138	2,542,562	0		558,920	773,128	0	0	Watonwan
District 7 Totals	\$11,830,623	\$47,728,928	\$0		\$4,810,003	\$9,021,217	\$247,351	\$247,351	District 7 Totals
Chippewa	\$0	\$2,478,220	\$0		\$162,073	\$500,000	\$0	\$0	Chippewa
Kandiyohi	247,576	5,664,850	0		272,527	500,000	0	0	Kandiyohi
Lac Qui Parle	1,498,682	2,946,987	0		769,956	537,656	232,300	232,300	Lac Qui Parle
Lincoln	394,992	2,344,701	0		56,846	500,000	0	0	Lincoln
Lyon	2,086,895	3,111,326	0		918,390	837,580	80,810	80,810	Lyon
Mc Leod	2,323,664	3,642,791	0		528,845	515,107	13,738	13,738	Mc Leod
Meeker	0	3,138,199	0		0	500,000	0	0	Meeker
Murray	512,385	3,092,315	0		355,676	591,902	0	0	Murray
Pipestone	586,565	2,097,595	0		213,653	967,999	0	0	Pipestone
Redwood	502,836	4,035,117	0		183,891	973,752	0	0	Redwood
Renville	992,607	5,098,247	0		406,623	500,000	0	0	Renville
Yellow Medicine	673,569	3,068,770	0		134,515	618,451	0	0	Yellow Medicine
District 8 Totals	\$9,819,772	\$40,719,118	\$0		\$4,002,996	\$7,542,447	\$326,848	\$326,848	District 8 Totals
Chisago	\$0	\$4,505,519	\$0		\$109,998	\$1,037,066	\$0	\$0	Chisago
Dakota	6,764,342	\$13,075,014	0		420,788	500,000	0	0	Dakota
Ramsey	2,209,194	\$14,719,072	0		366,980	500,000	0	0	Ramsey
Washington	5,574,042	\$7,451,664	0		373,054	2,409,079	0	0	Washington
Metro Totals	\$14,547,579	\$39,751,269	\$0		\$1,270,821	\$4,446,145	\$0	\$0	Metro Totals
STATE TOTALS	\$110,775,556	\$431,797,875	\$3,498,172		\$29,326,491	\$66,998,806	\$1,340,955	\$4,839,127	STATE TOTALS

TRLF & Bond Account Adjustments

October 2010

To compensate for unpaid County State Aid Highway bond obligations that are not reflected in the County State Aid Highway Needs Studies, the County Engineers Screening Board passed a resolution which provides that a separate annual adjustment shall be made to the total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.181, for use on State Aid projects or has accepted a TRLF loan, except bituminous or concrete resurfacing/joint repair projects, reconditioning projects, or maintenance facility construction projects. This Bond Account Adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding the adjustment to the 25-year construction need of the county.

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

STATE AID BOND RECORD AS OF DECEMBER 31, 2009

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal To Be Paid	Total \$'s Applied to Ineligible Projects	Bond Account Adjustment
Lake	09/01/05	\$3,200,000	\$3,200,000	\$1,835,000	\$1,365,000	\$165,024	\$1,199,976
District 1 Totals		\$3,200,000	\$3,200,000	\$1,835,000	\$1,365,000	\$165,024	\$1,199,976
Polk	03/18/08	\$4,000,000	\$4,000,000	\$800,000	\$3,200,000	\$664,467	\$2,535,533
District 2 Totals		\$4,000,000	\$4,000,000	\$800,000	\$3,200,000	\$664,467	\$2,535,533
Anoka	03/01/01	\$4,575,000	\$4,575,000	\$3,480,000	\$1,095,000	\$0	\$1,095,000
Metro Totals		\$4,575,000	\$4,575,000	\$3,480,000	\$1,095,000	\$0	\$1,095,000
LeSueur	05/01/03	\$2,670,000	\$2,583,731	\$1,345,000	\$1,238,731	\$0	\$1,238,731
LeSueur	04/01/05	2,650,000	2,650,000	1,060,000	1,590,000	0	1,590,000
Nicollet	01/01/02	2,450,000	2,450,000	1,425,000	1,025,000	173,135	851,865
District 7 Totals		\$7,770,000	\$7,683,731	\$3,830,000	\$3,853,731	\$173,135	\$3,680,596
Kandiyohi	08/07/09	\$1,365,000	\$1,335,000	\$0	\$1,335,000	\$0	\$1,335,000
District 8 Totals		\$1,365,000	\$1,335,000	\$0	\$1,335,000	\$0	\$1,335,000
Chisago	03/30/04	\$4,000,000	\$4,000,000	\$2,280,000	\$1,720,000	\$0	\$1,720,000
Chisago	06/13/07	3,960,000	3,878,864	675,000	3,203,864	0	3,203,864
Ramsey	12/01/02	4,400,000	4,250,000	825,000	3,425,000	0	3,425,000
Metro Totals		\$12,360,000	\$12,128,864	\$3,780,000	\$8,348,864	\$0	\$8,348,864
STATE TOTALS		\$33,270,000	\$32,922,595	\$13,725,000	\$19,197,595	\$1,002,626	\$18,194,969

TRLF & Bond Account Adjustments

October 2010

162.065 ALLOCATING MATCHING FUNDS FOR CSAH REVOLVING LOAN ACCOUNT.

The screening board appointed under section 162.07, subdivision 5, may recommend to the commissioner that the commissioner allocate a portion of county state-aid highway funds to the county state-aid highway revolving loan account. The commissioner may allocate no more than the amount recommended by the screening board.

History: 1997 c 141 s 3

Annually the Screening Board shall recommend to the Commissioner of Transportation an amount, if any, of the County State Aid Highway Distribution fund to be allocated to the CSAH Transportation Revolving Loan Fund

History of the TRLF	
Year	Amount allocated to the TRLF from the CSAH distribution fund
From 1997 to 2008 law was enacted but not in effect	
2009	\$0
2010	\$0
2011	
2012	

TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2010

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal To Be Paid	Total \$'s Applied to Ineligible Projects	Bond Account Adjustment
Pine	08/30/01	\$1,434,459	\$103,761	\$801,459	(\$697,698)	\$0	\$0
District 1 Totals		\$1,434,459	\$103,761	\$801,459	(\$697,698)	\$0	\$0
Hubbard	09/25/07	\$1,800,000	\$1,671,720	\$319,000	\$1,352,720	\$0	\$1,352,720
Pennington	07/14/01	\$1,731,285	\$0	\$582,285	(\$582,285)	0	0
District 2 Totals		\$3,531,285	\$0	\$901,285	\$770,435	\$0	\$1,352,720
STATE TOTALS		\$4,965,744	\$939,621	\$1,702,744	\$72,737	\$0	\$1,352,720

Special Resurfacing Projects

October 2010

Due to the necessity for some counties to resurface certain substandard bituminous County State Aid Highways, the 1967 County Screening Board adopted the following resolution: (Repealed in June 2008)

That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules chapter 8820.0100 Subp. 14a shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.

The spring 2008 Screening Board passed the motion to: add no more projects and allow the existing ones to phase out. Motion passed 8 to 7.

The following list shows the counties, by district, that awarded special resurfacing projects from 2000 through 2006 the number of projects awarded and the project costs in each account which have been deducted from the 2010 County State Aid Highway Money Needs.

County	Number of Special Resurf. Projects 2000-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2010 25-Yr. Const. Needs
Carlton	15	\$2,217,258	\$269,499	\$2,486,757
Cook	5	1,869,470	-	1,869,470
Itasca	10	4,038,956	-	4,038,956
Koochiching	15	2,620,301	50,265	2,670,566
Lake	6	1,572,938	41,976	1,614,914
Pine	16	5,895,198	933,975	6,829,173
St. Louis	30	15,629,853	86,922	15,716,775
District 1 Totals	97	\$33,843,974	\$1,382,637	\$35,226,611
Beltrami	6	\$2,178,924	\$61,828	\$2,240,752
Clearwater	6	702,281	33,962	736,243
Hubbard	12	3,547,551	11,832	3,559,383
Kittson	4	1,854,571	221,435	2,076,006
Lake of the Woods	11	3,254,626	16,078	3,270,704
Marshall	4	637,025	97,738	734,763
Norman	13	1,754,852	28,952	1,783,804
Pennington	4	1,881,576	-	1,881,576
Polk	9	2,340,873	97,963	2,438,836
Red Lake	5	1,329,525	75,385	1,404,910
Roseau	6	2,187,266	12,741	2,200,007
District 2 Totals	80	\$21,669,070	\$657,914	\$22,326,984

Special Resurfacing Projects

October 2010

County	Number of Special Resurf. Projects 2000-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2010 25-Yr. Const. Needs
Aitkin	6	\$1,700,524	\$51,836	\$1,752,360
Benton	4	1,341,214	179,863	1,521,077
Cass	6	844,591	278,686	1,123,277
Crow Wing	7	3,185,210	544,400	3,729,610
Isanti	6	771,337	-	771,337
Kanabec	1	-	26,464	26,464
Mille Lacs	17	4,007,795	-	4,007,795
Morrison	5	1,930,751	-	1,930,751
Sherburne	5	681,638	-	681,638
Stearns	19	7,654,766	16,954	7,671,720
Todd	2	250,209	-	250,209
Wadena	9	2,365,816	8,705	2,374,521
Wright	13	6,152,427	390,346	6,542,773
District 3 Totals	100	\$30,886,278	\$1,497,254	\$32,383,532
Becker	26	\$4,310,097	\$227,637	\$4,537,734
Big Stone	13	3,243,195	-	3,243,195
Clay	3	548,002	138,786	686,788
Douglas	17	4,287,572	125,184	4,412,756
Grant	2	1,309,244	-	1,309,244
Mahnomen	4	1,095,789	15,785	1,111,574
Otter Tail	23	7,471,397	153,943	7,625,340
Pope	5	1,838,657	52,487	1,891,144
Stevens	4	1,846,912	-	1,846,912
Swift	2	167,739	67,913	235,652
Traverse	4	1,040,524	105,729	1,146,253
Wilkin	6	1,125,935	320,826	1,446,761
District 4 Totals	109	\$28,285,063	\$1,208,290	\$29,493,353
Anoka	0	\$0	\$0	\$0
Carver	3	373,515	-	373,515
Hennepin	1	267,766	-	267,766
Scott	0	-	-	0
Metro Totals	4	\$641,281	\$0	\$641,281
Dodge	4	\$1,486,276	\$67,706	\$1,553,982
Fillmore	4	1,474,052	71,842	1,545,894
Freeborn	19	11,041,031	-	11,041,031
Goodhue	3	1,530,203	-	1,530,203
Houston	9	2,124,536	277,563	2,402,099
Mower	3	1,018,356	401,839	1,420,195
Olmsted	1	445,127	-	445,127
Rice	19	6,187,610	-	6,187,610
Steele	15	4,073,844	-	4,073,844
Wabasha	15	3,308,640	300,252	3,608,892
Winona	25	6,915,352	1,017,929	7,933,281
District 6 Totals	117	\$39,605,027	\$2,137,131	\$41,742,158

Special Resurfacing Projects

October 2010

County	Number of Special Resurf. Projects 2000-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost 1783804 25-Yr. Const. Needs
Blue Earth	30	\$4,151,112	\$50,160	\$4,201,272
Brown	11	1,827,412	169,208	1,996,620
Cottonwood	16	1,533,454	149,474	1,682,928
Faribault	2	964,076	-	964,076
Jackson	11	2,442,159	-	2,442,159
LeSueur	14	6,254,156	393,463	6,647,619
Martin	4	1,309,836	-	1,309,836
Nicollet	16	5,815,273	333,583	6,148,856
Nobles	11	2,869,241	54,145	2,923,386
Rock	10	3,515,190	6,492	3,521,682
Sibley	15	1,309,401	212,666	1,522,067
Waseca	13	5,764,045	23,176	5,787,221
Watonwan	11	545,347	187,593	732,940
District 7 Totals	164	\$38,300,702	\$1,579,960	\$39,880,662
Chippewa	4	\$2,040,358	\$147,123	\$2,187,481
Kandiyohi	0	-	-	-
Lac Qui Parle	14	4,285,297	76,196	4,361,493
Lincoln	8	1,111,122	142,407	1,253,529
Lyon	21	3,835,478	233,038	4,068,516
Mc Leod	11	1,625,163	29,045	1,654,208
Meeker	7	1,354,918	182,965	1,537,883
Murray	16	3,647,310	218,648	3,865,958
Pipestone	21	2,856,580	217,479	3,074,059
Redwood	14	4,264,542	308,534	4,573,076
Renville	6	1,438,601	-	1,438,601
Yellow Medicine	4	429,033	79,890	508,923
District 8 Totals	126	\$26,888,402	\$1,635,325	\$28,523,727
Chisago	4	\$1,105,785	\$559,509	\$1,665,294
Dakota	0	-	-	-
Ramsey	29	5,388,830	-	5,388,830
Washington	3	1,067,763	498,571	1,566,334
Metro Totals	36	\$7,562,378	\$1,058,080	\$8,620,458
STATE TOTALS	833	\$227,682,175	\$11,156,591	\$238,838,766

"After The Fact" Bridge Deck Rehabilitation Needs

October 2010

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the tentative 2011 money needs distribution.

County	Letting Date Or Reporting Date	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	Total Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
Itasca	1999	2	\$256,076	\$210,838	\$466,914	2001-2015
Lake	1999	1	113,025	0	113,025	2001-2015
District 1		3	\$369,101	\$210,838	\$579,939	
Beltrami	2002	1	\$270,771	\$0	\$270,771	2004-2018
District 2		1	\$270,771	\$0	\$270,771	
Benton	2006	1	\$8,007	\$0	\$8,007	2007-2021
Crow Wing	2007	1	18,132		18,132	2008-2022
Stearns	2007	1	8,007	0	8,007	2008-2022
Wright	1992	1	54,677	0	54,677	2005-2019
District 3		1	88,823	\$0	88,823	
Anoka	2000	1	179,005	0	179,005	2001-2015
Hennepin	2000	1	88,131	0	88,131	2002-2016
Hennepin	2002	1	1,687,062	0	1,687,062	2004-2018
Metro		3	\$1,954,198	\$0	\$1,954,198	
Goodhue	2005	2	\$168,135	\$0	\$168,135	2005-2020
Houston	2002	1	0	138,340	138,340	2004-2018
Olmsted	1999	2	228,355	0	228,355	2003-2017
Olmsted	2000	3	295,336	0	295,336	2003-2017
Rice	1999	1	0	299,733	299,733	2004-2018
Wabasha	1998	1	27,500	0	27,500	1999-2013
District 6		8	\$719,326	\$438,073	\$1,157,399	
Nicollet	1999	1	\$0	\$114,468	\$114,468	2000-2014
Nicollet	2001	1	37,813	0	37,813	2003-2017
District 7		2	\$37,813	\$114,468	\$152,281	
Kandiyohi	2001	1	\$19,828	\$0	\$19,828	2002-2016
District 8		1	\$19,828	\$0	\$19,828	
Ramsey	1979	1	\$79,075	\$0	\$79,075	2003-2017
Ramsey	1986	1	555,051	0	555,051	2003-2017
Metro		2	\$634,126	\$0	\$634,126	
State Total		24	\$4,093,986	\$763,379	\$4,857,365	2011 Apport.

After The Fact Mn/DOT Bridge, Loops & Ramps and Railroad Bridges

October 2010

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

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

Pursuant to this resolution, the following counties have reported and justified county funds used on Mn/DOT bridges in the amounts and for the years indicated. These adjustments are shown on the Tentative 2011 Money Needs Distribution.

County	Project #	Reporting Date	<u>County Funds used on Mn/DOT Bridges</u>			Added to the Needs for these Apport. Years
			Regular	Municipal	Total	
Anoka	02-617-011	2000	\$1,666,997	\$0	\$1,666,997	2001-2035
Dakota	19-660-004	2010	1,152,888		1,152,888	2011-2046
	19-647-016	2010	335,728		335,728	2011-2046
Stearns	73-675-025	2010	1,624,071		1,624,071	2011-2046
State Total			\$4,779,684	\$0	\$4,779,684	2011-2046

The resolution below dealing with using county funds on Mn/DOT loops & ramps was adopted in October 2008 by the County Screening Board.

For county state aid highway interchanges with trunk highways; after the fact needs shall be earned for a period of 25 years after construction has been completed for only those costs actually incurred by the county (state aid or county tax levy funds). It shall be the County Engineer's responsibility to submit documentation to justify the costs incurred and report said costs to the District State Aid Engineer. The DSAE approval must be received in the Office of State Aid by July 1st to be included in the following year's distribution. Projects that have been completed since June 1, 2001 are eligible for these needs.

County	Project #	Reporting Date	<u>State Aid & County Funds spent on Loops&Ramps</u>			Added to the Needs for these Apport. Years
			Regular	Municipal	Total	
Dakota	19-646-004	2010	\$2,070,000		\$2,070,000	2011-2036
State Total			\$2,070,000	\$0	\$2,070,000	2011-2036

After The Fact Mn/DOT Bridge, Loops & Ramps and Railroad Bridges

October 2010

The resolution below dealing with using county funds on railroad bridge was adopted in October 2007 by the County Screening Board.

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 improvements 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.

County	Project #	<u>County Funds used on RR Over Highway Bridges</u>				Added to the Needs for these Apport. Years
		Reporting Date	Regular	Municipal	Total	
Lake	38-661-007	2010	\$1,053,364	\$0	\$1,053,364	2011-2046
State Total			\$1,053,364	\$0	\$1,053,364	2011-2046

After the Fact Right of Way Needs

October 2010

At your June 1984 meeting, the following resolution dealing with Right-of-Way needs was adopted:

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

The Board directed that R/W needs to be included should begin with that purchased in 1978.

Pursuant to this resolution, the following R/W needs will be added to each county's 2010 25-year needs and are shown on the Tentative 2011 Money Needs Distribution Chart.

County	After the Fact R/W Needs
Carlton	\$1,116,446
Cook	473,551
Itasca	1,298,135
Koochiching	1,269,892
Lake	1,217,520
Pine	1,627,669
St. Louis	16,567,630
District 1 Totals	\$23,570,843
Beltrami	\$2,404,307
Clearwater	754,240
Hubbard	2,278,831
Kittson	1,725,540
Lake of the Woods	230,490
Marshall	2,551,884
Norman	911,567
Pennington	692,825
Polk	4,929,928
Red Lake	293,692
Roseau	893,313
District 2 Totals	\$17,666,617

County	After the Fact R/W Needs
Aitkin	\$1,585,441
Benton	1,890,353
Cass	1,656,075
Crow Wing	981,534
Isanti	1,715,188
Kanabec	1,049,362
Mille Lacs	783,048
Morrison	1,207,479
Sherburne	2,855,330
Stearns	2,101,461
Todd	668,816
Wadena	344,351
Wright	8,141,822
District 3 Totals	\$24,980,260

After the Fact Right of Way Needs

October 2010

County	After the Fact R/W Needs
Becker	\$1,392,993
Big Stone	277,147
Clay	2,214,226
Douglas	1,464,260
Grant	477,175
Mahnomen	440,791
Otter Tail	2,520,806
Pope	1,178,945
Stevens	818,658
Swift	622,208
Traverse	160,653
Wilkin	767,566
District 4 Totals	\$12,335,427

Anoka	\$22,958,614
Carver	3,710,457
Hennepin	113,115,706
Scott	39,036,867
Metro Totals	\$178,821,644

Dodge	\$767,117
Fillmore	1,362,101
Freeborn	453,746
Goodhue	3,914,493
Houston	1,102,216
Mower	411,595
Olmsted	9,997,577
Rice	1,186,857
Steele	834,231
Wabasha	1,887,823
Winona	765,579
District 6 Totals	\$22,683,335

County	After the Fact R/W Needs
Blue Earth	\$16,096,885
Brown	1,802,624
Cottonwood	847,393
Faribault	671,542
Jackson	415,147
Le Sueur	1,168,177
Martin	584,728
Nicollet	2,279,392
Nobles	400,268
Rock	532,638
Sibley	772,607
Waseca	1,286,239
Watsonwan	378,194
District 7 Totals	\$27,235,834

Chippewa	\$648,219
Kandiyohi	4,524,090
Lac Qui Parle	554,153
Lincoln	926,437
Lyon	1,321,807
Mc Leod	2,217,734
Meeker	490,129
Murray	913,598
Pipestone	782,364
Redwood	1,325,419
Renville	3,258,289
Yellow Medicine	1,100,937
District 8 Totals	\$18,063,176

Chisago	\$15,645,857
Dakota	64,242,502
Ramsey	23,893,874
Washington	15,519,784
Metro Totals	\$119,302,016

STATE TOTALS	\$444,659,152
---------------------	----------------------

Miscellaneous After the Fact Needs

October 2010

In 1984, the Screening Board adopted the following resolution dealing with miscellaneous after the fact needs and last revised in October 2007.

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Wetland Mitigation, RR-xing Surfacing, and 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 years apportionment determination.

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs have been added to each county's 2010 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	RR Protection	Concrete Paving	Total
Carlton	\$56,098	\$0	\$0	\$40,432	\$0	\$0	\$0	\$0	\$96,530
Cook	6,976	0	55,620	39,345	0	0	0	0	101,941
Itasca	80,395	143,725	0	86,190	0	0	0	0	310,310
Koochiching	0	0	0	0	0	0	0	0	0
Lake	89,138	170,738	15,801	158,595	4,442	0	0	0	438,715
Pine	136,386	308,830	0	125,289	274,622	0	0	0	845,127
St. Louis	1,129,960	1,307,859	98,752	1,231,925	245,437	100,387	0	0	4,114,319
District 1	\$1,498,953	\$1,931,152	\$170,173	\$1,681,776	\$524,501	\$100,387	\$0	\$0	\$5,906,942
Beltrami	76,884	0	490,273	48,748	29,464	94,350	0	0	\$739,719
Clearwater	0	0	0	57,509	32,134	28,800	0	0	118,443
Hubbard	0	0	0	0	18,213	0	0	0	18,213
Kittson	0	65,237	0	0	0	107,098	0	0	172,335
Lake of the Woods	0	148,610	0	89,115	0	0	0	0	237,725
Marshall	0	0	0	80,678	18,732	20,000	0	0	119,410
Norman	0	0	0	69,485	0	0	0	0	69,485
Pennington	0	39,796	0	12,180	0	0	0	0	51,976
Polk	0	0	0	207,665	4,970	418,423	0	0	631,058
Red Lake	0	193,218	0	61,553	1,953	0	0	0	256,724
Roseau	0	0	0	225,886	0	18,232	0	0	244,117
District 2	\$76,884	\$446,861	\$490,273	\$852,819	\$105,466	\$686,903	\$0	\$0	\$2,659,205
Aitkin	27,696	0	8,130	229,240	7,534	32,000	0	0	\$304,600
Benton	248,957	0	0	0	0	0	0	0	248,957
Cass	0	0	0	0	0	0	0	0	0
Crow Wing	445,570	0	63,769	105,461	121,106	0	0	0	735,906
Isanti	83,500	0	0	10,181	0	0	0	0	93,681
Kanabec	0	0	0	0	0	0	0	0	0
Mille Lacs	81,866	172,816	34,694	173,755	44,417	0	0	0	507,548
Morrison	0	0	0	0	0	0	0	0	0
Sherburne	101,528	0	0	0	0	0	0	0	101,528
Stearns	737,582	0	85,182	346,851	0	0	0	0	1,169,614
Todd	16,745	0	0	0	0	0	0	0	16,745
Wadena	0	0	0	0	0	0	0	0	0
Wright	1,332,475	11,724	200,851	329,286	58,970	100,319	0	0	2,033,625
District 3	\$3,075,919	\$184,540	\$392,626	\$1,194,774	\$232,027	\$132,319	\$0	\$0	\$5,212,204
Becker	8,883	0	0	115,520	37,561	19,576	0	0	\$181,540
Big Stone	0	0	0	0	0	0	0	0	0
Clay	56,589	0	0	0	10,411	116,511	0	0	183,511
Douglas	183,684	26,549	125,005	248,016	0	32,755	0	0	616,009
Grant	0	0	8,496	76,044	0	22,750	0	0	107,290
Mahnomen	0	0	0	0	0	0	0	0	0
Otter Tail	0	0	0	0	0	0	0	0	0
Pope	0	0	0	0	0	0	0	0	0
Stevens	0	0	0	5,680	14,000	0	0	0	19,680
Swift	0	20,054	0	35,904	0	0	0	0	55,958
Traverse	0	0	0	0	0	0	0	0	0
Wilkin	0	0	0	0	0	0	0	0	0
District 4	\$249,156	\$46,603	\$133,501	\$481,164	\$61,972	\$191,592	\$0	\$0	\$1,163,988

Miscellaneous After the Fact Needs

October 2010

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	RR Protection	Concrete Paving	Total
Anoka	10,259,978	107,206	1,328,566	1,795,719	1,416,026	369,592	0	0	\$15,277,087
Carver	37,029	204,557	0	0	143,578	50,581	0	0	435,745
Hennepin	16,148,894	4,685,908	4,451,433	8,932,804	67,499	0	0	4,044,847	38,331,384
Scott	4,877,895	102,297	1,331,102	2,336,770	960,733	0	0	254,261	9,863,058
Metro	\$31,323,796	\$5,099,968	\$7,111,101	\$13,065,293	\$2,587,836	\$420,173	\$0	\$4,299,108	\$63,907,274
Dodge	0	0	0	48,264	22,268	0	0	0	\$70,532
Fillmore	0	338,637	66,528	209,584	0	0	0	0	614,749
Freeborn	144,736	0	0	0	0	0	0	0	144,736
Goodhue	326,840	312,750	311,394	235,586	0	36,513	0	1,913,077	3,136,159
Houston	0	153,749	127,107	91,760	122,040	0	0	0	494,656
Mower	0	0	0	0	0	66,808	0	0	66,808
Olmsted	1,729,338	0	90,033	0	0	0	0	0	1,819,371
Rice	153,441	0	67,315	338,728	0	0	0	0	559,484
Steele	0	0	0	0	0	0	0	550,725	550,725
Wabasha	0	0	182,971	442,488	5,100	9,000	0	0	639,559
Winona	0	0	2,760	0	0	81,675	0	0	84,435
District 6	\$2,354,355	\$805,136	\$848,108	\$1,366,410	\$149,408	\$193,996	\$0	\$2,463,802	\$8,181,214
Blue Earth	804,268	550,953	208,536	453,366	655,184	168,705	13,190	2,370,276	\$5,224,478
Brown	8,925	79,742	0	68,649	0	253,288	0	0	410,604
Cottonwood	0	0	0	29,474	0	0	0	0	29,474
Faribault	99,989	27,850	0	173,017	0	99,909	0	0	400,765
Jackson	0	0	0	0	0	0	0	0	0
Le Sueur	35,834	111,130	126,891	273,876	0	41,241	0	0	588,972
Martin	0	0	0	0	0	0	0	0	0
Nicollet	0	0	50,232	23,340	0	0	0	0	73,572
Nobles	106,208	0	0	49,875	0	68,942	0	0	225,025
Rock	0	0	0	0	0	0	0	0	0
Sibley	0	0	0	0	0	0	0	0	0
Waseca	0	0	0	0	0	0	0	0	0
Watonwan	1,626	324,117	0	505,181	2,517	169,745	0	2,234,568	3,237,754
District 7	\$1,056,850	\$1,093,792	\$385,659	\$1,576,778	\$657,701	\$801,830	\$13,190	\$4,604,844	\$10,190,644
Chippewa	0	0	0	0	0	92,358	0	0	\$92,358
Kandiyohi	331,230	119,575	56,899	136,963	89,093	48,888	0	0	782,648
Lac Qui Parle	0	0	0	0	0	0	0	0	0
Lincoln	0	0	0	0	0	0	0	0	0
Lyon	0	0	0	73,849	7,824	0	0	0	81,673
McLeod	0	0	40,294	0	16,400	0	0	0	56,694
Meeker	8,439	0	0	0	0	23,762	0	0	32,201
Murray	0	0	29,988	303,030	0	0	0	0	333,018
Pipestone	96	120	3,150	122,280	0	15,000	0	0	140,646
Redwood	0	0	0	0	0	0	0	0	0
Renville	0	0	0	0	0	0	0	0	0
Yellow Medicine	0	0	0	0	0	36,576	0	0	36,576
District 8	\$339,765	\$119,695	\$130,331	\$636,122	\$113,317	\$216,584	\$0	\$0	\$1,555,814
Chisago	137,267	0	4,599	110,419	7,004	0	0	0	\$259,289
Dakota	6,869,169	44,010	2,457,767	1,616,835	435,535	394,477	0	0	11,817,793
Ramsey	13,147,477	2,156,758	2,925,073	2,152,762	877,278	2,260,127	363,604	267,880	24,150,960
Washington	5,341,073	117,448	975,996	1,076,824	281,565	0	0	0	7,792,906
Metro	\$25,494,986	\$2,318,216	\$6,363,435	\$4,956,840	\$1,601,382	\$2,654,604	\$363,604	\$267,880	\$44,020,947
TOTAL	\$65,470,663	\$12,045,963	\$16,025,206	\$25,811,975	\$6,033,610	\$5,398,387	\$376,794	\$11,635,634	\$142,798,234

In the future the justification of these type needs should include a breakdown of the eligible project costs for each item and should be approved by the District State Aid Engineer before being sent to the State Aid Office.

Needs Adjustment for Credit for Local Effort

October 2010

The resolution below dealing with credit for local effort was adopted in October 1989 by the County Screening Board and revised in October, 1997.

That annually a needs adjustment for local effort for construction items which reduce state aid needs shall be made to the CSAH 25 year construction needs.

The adjustment (credit for local effort) shall be the local (not state aid or federal aid) dollars spent on state aid construction projects for items eligible for state aid participation. This adjustment shall be annually added to the 25 year county state aid highway construction needs of the county involved for a period of twenty years beginning with the first needs of the county involved for a period of twenty years beginning with the first distribution year after the documentation has been submitted.

It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1 to be included in the following years distribution determination.

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These amounts have been added to each County's 2010 money needs.

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Carlton	\$21,550	\$0	\$21,550
District 1	\$21,550	\$0	\$21,550
Clearwater	\$191,806	\$551,887	\$743,693
Kittson	192,695	45,705	238,400
Polk	9,117,648	340,000	9,457,648
District 2	\$9,502,149	\$937,592	\$10,439,741
Crow Wing	\$2,035,354	\$0	\$2,035,354
Isanti	26,710	0	26,710
Sherburne	0	1,418,913	1,418,913
Stearns	6,026	523,449	529,475
Todd	0	297,741	297,741
Wright	126,424	204,457	330,881
District 3	\$2,194,514	\$2,444,560	\$4,639,074
Becker	\$2,646,679	\$0	\$2,646,679
Clay	705,021	0	705,021
Douglas	2,078,394	0	2,078,394
Stevens	100,000	25,000	125,000
District 4	\$5,530,093	\$25,000	\$5,555,093
Anoka	\$36,052,883	\$4,391,143	\$40,444,026
Carver	12,503,128	689,751	13,192,879
Hennepin	48,843,031	268,125	49,111,156
Scott	36,924,126	2,447,153	39,371,279
District 5	\$134,323,168	\$7,796,172	\$142,119,340

Needs Adjustment for Credit for Local Effort

October 2010

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Dodge	\$496,857	\$426,054	\$922,911
Fillmore	2,191,747	95,238	2,286,985
Freeborn	168,744	0	168,744
Goodhue	8,027,384	599	8,027,983
Olmsted	9,288,081	0	9,288,081
Rice	904,298	0	904,298
Wabasha	363,956	0	363,956
Winona	1,578,836	0	1,578,836
District 6	\$23,019,903	\$521,891	\$23,541,794
Blue Earth	\$2,922,638	\$0	\$2,922,638
Brown	2,447,516	355,015	2,802,531
Faribault	1,339,587	34,377	1,373,964
Jackson	46,584	125,950	172,534
Le Sueur	0	600,544	600,544
Martin	280,303	0	280,303
Nicollet	12,558,743	28,652	12,587,395
Nobles	0	62,245	62,245
Waseca	491,421	647,832	1,139,253
Watsonwan	225,989	0	225,989
District 7	\$20,312,781	\$1,854,615	\$22,167,396
Chippewa	\$0	\$28,964	\$28,964
Kandiyohi	9,193,895	887,196	10,081,091
Lyon	343,882	0	343,882
McLeod	615,565	214,710	830,275
Meeker	1,591,316	0	1,591,316
Pipestone	0	156,637	156,637
Redwood	14,819	177	14,996
Renville	137,715	311,633	449,348
Yellow Medicine	772,935	0	772,935
District 8	\$12,670,127	\$1,599,317	\$14,269,443
Dakota	\$10,294,217	\$0	\$10,294,217
Ramsey	5,279,664	0	5,279,664
Washington	2,703,206	0	2,703,206
District 9	\$18,277,087	\$0	\$18,277,087
TOTAL	\$225,851,371	\$15,179,147	\$241,030,518

Non Existing CSAH Needs Adjustment

October 2010

In 1990, 1992 (REV. June 2007) the following resolution dealing with non-existing County State Aid Highway designations was adopted.

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.

The following segments are covered by this resolution and the corresponding needs will be subtracted from the 2010 25 year needs, as shown on the tentative 2011 Money Needs Distribution.

County	CSAH	Miles	Termini	Year Designation	Needs Deduction
ITASCA	83	0.70	1.5 M E of TH 169 to TH 65	1976	\$880,657
DISTRICT 1		0.70			\$880,657
DAKOTA	5	1.35	TH 13 to FAI 35W	1975	\$2,738,977
METRO		1.35			\$2,738,977
STATE TOTAL		2.05			\$3,619,634

Mill Levy Deduction

October 2010

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

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

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

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

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

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

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

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

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

Mill Levy Deduction

October 2010

County	County Total Real & Personal Market Value (Taxes Payable 2009)	Mill Levy Deduction
Carlton	2,636,124,300	\$420,725
Cook	1,866,847,900	297,949
Itasca	5,564,803,000	888,143
Koochiching	1,032,519,800	164,790
Lake	1,913,872,500	305,454
Pine	3,187,263,062	508,687
St. Louis*	16,220,744,300	1,568,546
District 1 Totals	32,422,174,862	\$4,154,294
Beltrami	3,010,125,300	\$480,416
Clearwater	817,284,700	130,439
Hubbard	3,739,564,200	596,834
Kittson	685,705,300	109,439
Lake of the Woods	508,987,000	81,234
Marshall	1,216,106,700	194,091
Norman	1,081,653,900	172,632
Pennington	835,084,900	133,280
Polk	3,128,951,700	499,381
Red Lake	356,574,800	56,909
Roseau	1,104,822,400	176,330
District 2 Totals	16,484,860,900	\$2,630,985
Aitkin	3,389,473,800	\$540,960
Benton	2,976,543,300	475,056
Cass	6,912,818,500	1,103,286
Crow Wing	12,034,572,400	1,920,718
Isanti	3,578,204,100	571,081
Kanabec	1,487,171,400	237,353
Mille Lacs	2,330,036,600	371,874
Morrison	3,354,292,400	535,345
Sherburne	8,167,976,400	1,303,609
Stearns	12,990,792,800	2,073,331
Todd	2,350,064,600	375,070
Wadena	1,097,459,700	175,155
Wright	12,544,937,100	2,002,172
District 3 Totals	73,214,343,100	\$11,685,010
Becker	4,606,958,000	\$735,270
Big Stone	878,343,800	140,184
Clay	4,130,660,500	659,253
Douglas	5,105,209,100	814,791
Grant	1,129,423,700	180,256
Mahnomen	494,700,100	78,954
Otter Tail	8,830,083,000	1,409,281
Pope	1,847,060,600	294,791
Stevens	1,273,619,800	203,270
Swift	1,725,431,900	275,379
Traverse	1,047,605,000	167,198
Wilkin	1,331,740,100	212,546
District 4 Totals	32,400,835,600	\$5,171,173

Mill Levy Deduction

October 2010

County	County Total Real & Personal Market Value (Taxes Payable 2009)	Mill Levy Deduction
Anoka*	29,871,966,200	\$2,888,619
Carver	11,117,748,100	1,774,393
Hennepin*	141,584,625,830	13,691,233
Scott	14,579,896,000	2,326,951
Metro Totals	197,154,236,130	\$20,681,196
Dodge	2,207,377,800	\$352,297
Fillmore	2,689,273,500	429,208
Freeborn	3,166,929,300	505,442
Goodhue	5,761,134,300	919,477
Houston	1,808,385,300	288,618
Mower	3,405,905,800	543,583
Olmsted	12,994,197,000	2,073,874
Rice	6,300,389,200	1,005,542
Steele	3,385,990,900	540,404
Wabasha	2,534,110,600	404,444
Winona	4,017,095,500	641,128
District 6 Totals	48,270,789,200	\$7,704,017
Blue Earth	6,248,004,080	\$997,181
Brown	2,531,058,100	403,957
Cottonwood	1,986,761,700	317,087
Faribault	2,141,517,200	341,786
Jackson	2,215,026,900	353,518
Le Sueur	3,568,957,200	569,606
Martin	2,834,190,800	452,337
Nicollet	3,078,441,800	491,319
Nobles	2,438,859,200	389,242
Rock	1,646,366,800	262,760
Sibley	2,305,902,000	368,022
Waseca	2,108,907,400	336,582
Watonwan	1,427,378,000	227,810
District 7 Totals	34,531,371,180	\$5,511,207
Chippewa	1,726,158,300	\$275,495
Kandiyohi	4,790,257,500	764,525
Lac Qui Parle	1,444,486,700	230,540
Lincoln	1,060,068,600	169,187
Lyon	2,820,029,000	450,077
Mc Leod	3,635,792,900	580,273
Meeker	2,793,751,400	445,883
Murray	1,870,262,200	298,494
Pipestone	1,210,994,400	193,275
Redwood	2,617,463,800	417,747
Renville	3,000,491,900	478,879
Yellow Medicine	1,721,371,100	274,731
District 8 Totals	28,691,127,800	\$4,579,106
Chisago	5,113,872,600	\$816,174
Dakota*	41,006,321,300	3,965,311
Ramsey*	45,921,069,800	4,440,567
Washington*	27,759,942,100	2,684,386
Metro Totals	119,801,205,800	\$11,906,438
STATE TOTALS	582,970,944,572	\$74,023,426

Minimum County Apportionments

October 2010

Pursuant to Minnesota Statutes, Chapter 162.07, Subdivision 1 (4)

An amount equal to 50 percent of the apportionment sum shall be apportioned among the several counties so that each county shall receive of such amount the percentage that its money needs bears to the sum of the money needs of all of the individual counties; provided, that the percentage of such amount that each county is to receive shall be adjusted so that each county shall receive in 1958 a total apportionment at least 10 percent greater than the total 1956 apportionments from the State Road and Bridge Fund; and provided further, that those counties whose money needs are thus adjusted shall never receive a percentage of the apportionment sum less than the percentage that such county received in 1958.

In complying with this statute and resolution, the below listed counties whose money needs were thus adjusted shall henceforth receive not less than the percentage of the apportionment sum as listed until such time as the statute or resolution is changed.

County	State Total 2010 Apportionment Sum	Apportionment Percentage	Minimum Apportionment	2010 Apportionment Sum
Big Stone		0.00586782	\$1,910,142	\$1,910,142
Koochiching		0.01099800	\$3,580,160	\$3,580,160
	\$325,528,319			
Lake of the Woods		0.00749425	\$2,439,591	\$2,439,591
Mahnomen		0.00586782	\$1,910,142	\$1,910,142
Red Lake		0.00586782	\$1,910,142	\$1,910,142

Minimum County Adjustment

October 2010

KOOCHICHING	-	EQUALIZATION	-	\$374,171	\$3,580,160	
-----		MOTOR VEHICLE	-	118,232	1,263,124	*
		LANE MILEAGE	-	770,721	-----	
				-----	2,317,036	
				\$1,263,124	788,793	FIG. A MONEY NEEDS

					\$1,528,243	= ADJUSTMENT

LAKE OF THE WOOD	-	EQUALIZATION	-	\$374,171	\$2,439,591	
-----		MOTOR VEHICLE	-	38,868	1,019,498	*
		LANE MILEAGE	-	606,459	-----	
				-----	1,420,093	
				\$1,019,498	566,507	FIG. A MONEY NEEDS

					\$853,586	= ADJUSTMENT

RED LAKE	-	EQUALIZATION	-	\$374,171	\$1,910,142	
-----		MOTOR VEHICLE	-	38,152	990,950	*
		LANE MILEAGE	-	578,627	-----	
				-----	919,192	
				\$990,950	443,559	FIG. A MONEY NEEDS

					\$475,633	= ADJUSTMENT

BIG STONE	-	EQUALIZATION	-	\$374,171	\$1,910,142	
-----		MOTOR VEHICLE	-	49,773	1,080,990	*
		LANE MILEAGE	-	657,046	-----	
				-----	829,152	
				\$1,080,990	537,114	FIG. A MONEY NEEDS

					\$292,038	= ADJUSTMENT

MAHNOMEN	-	EQUALIZATION	-	\$374,171	\$1,910,142	
-----		MOTOR VEHICLE	-	32,358	1,013,672	*
		LANE MILEAGE	-	607,143	-----	
				-----	896,470	
				\$1,013,672	577,562	FIG. A MONEY NEEDS

					\$318,908	= ADJUSTMENT

TOTAL ADJUSTMENTS FOR ALL COUNTIES
\$3,468,408



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

* * * * *

TENTATIVE APPORTIONMENT DATA

* * * * *

Development of the Tentative 2011 CSAH Money Needs Distribution

October 2010

This chart was prepared in order to determine annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for him in distributing the 2011 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2011 money needs distribution figure for each county based on an estimated distribution.

The trunk highway turnback adjustment column is the same as was used for the 2010 money needs distribution determination because current data was not available at the time the chart was printed. Current data will be used for the final 2011 distribution.

Adjustments must be made for any turnback activity in 2010, construction fund balances as of 12/31/10, and possibly for any action taken by this Board.

FIGURE A

23-Sep-10

Tentative 2010 Money Needs
October 2010

Pursuant to Minnesota Statutes, Chapter 162.07 Subdivision 2 Money needs defined). For the purpose of this section, money needs of each county are defined as the estimated total annual cost of constructing, over a period of 25 years, the county state-aid highway system in that county. Costs incidental to construction, or a specified portion thereof as set forth in the commissioner's rules may be included in determining money needs. To avoid variances in costs due to differences in construction policy, construction costs shall be estimated on the basis of the engineering standards developed cooperatively by the commissioner and the county engineers of the several counties.

COUNTY	BASIC 2010 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED		(MINUS)		(MINUS)		(PLUS)		(PLUS)		(PLUS)		(MINUS)		(MINUS)		EXCESS		MONEY		(PLUS)		MINIMUM		ANNUAL			
			2010 CONST. NEEDS	RURAL COMPLETE ADJUST.	URBAN COMPLETE ADJUST.	STATE AID CONST. FUND DEDUCT.	BOND ACCOUNT ADJUST.	SPECIAL RESURFACING ADJUST.	BR. DECK REHAB. AFTER "THE FACT" NEEDS	Mn/DOT AFTER "THE FACT" NEEDS	RIGHT OF WAY AFTER "THE FACT" NEEDS	MISC. AFTER "THE FACT" NEEDS	CREDIT FOR LOCAL EFFORT	NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	SUM MONEY NEEDS FACTORS	APPORT. (LESS THTB ADJUST.)	2009 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER COUNTIES	COUNTY ADJUST. FOR OTHER COUNTIES	2010 MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	APPORTMENT MONEY NEEDS RECOMMENDATION TO THE COMMISSIONER	COUNTY	
Carlton	\$113,773,195		\$113,773,195	\$17,388,462	\$912,754	\$0			\$2,486,757	\$0		\$116,446	\$96,530	\$21,550	\$130,822,180	\$5,232,887	(\$420,725)	\$4,812,162	1.040054	\$1,684,820		\$1,684,820	1.053997		(\$36,557)	1,648,263	1.0127	\$4,685,456	Carlton	
Cook	82,830,324	0	82,830,324	12,597,996	305,554	0			(1,869,470)	0		473,551	101,941	0	94,439,896	3,777,596	(297,949)	3,479,647	0.752057	1,218,283		1,218,283	0.762138		(26,434)	1,191,849	0.7323	3,388,025	Cook	
Itasca	202,471,007	0	202,471,007	50,209,921	9,720,974	0			(4,038,956)	466,914		1,298,135	310,310	0	259,557,648	10,382,306	(888,143)	9,494,163	2.051977	3,324,069		3,324,069	2.079485		(72,125)	3,251,944	1.9979	9,244,181	Itasca	
Koochiching	52,848,235	0	52,848,235	8,411,243	584,438	0			(2,670,566)	0		1,269,892	0	0	60,443,242	2,417,730	(164,790)	2,252,940	0.869629	788,793		788,793	\$1,528,243		2,027,099	1,317,036	1.4236	6,586,553	Koochiching	
Lake	88,364,767	0	88,364,767	27,115,570	6,411,511	0	1,199,976		(1,614,914)	113,025	\$1,053,364	1,217,520	438,715	0	124,299,534	4,971,981	(305,454)	4,666,527	1.008578	1,633,831		1,633,831			(35,451)	1,598,380	0.9820	4,543,656	Lake	
Pine	185,710,686	0	185,710,686	29,874,905	10,079,738	0			(6,829,173)	0		1,627,669	845,127	0	221,308,952	8,852,358	(508,687)	8,343,671	1.803321	2,921,263	\$13,095	2,934,358			(63,669)	2,870,689	1.7637	8,160,402	Pine	
St. Louis	626,494,380	0	626,494,380	150,089,000	49,211,799	0			(15,716,775)	0		16,567,630	4,114,319	0	830,760,354	33,230,414	(1,568,546)	31,661,868	6.843092	11,085,363	0	11,085,363			6,934,826	24,840,835	6.6629	30,828,212	St. Louis	
District 1 Totals	\$1,352,492,594		\$1,352,492,594	\$295,687,097	\$77,226,768	\$0	\$1,199,976		(\$35,226,611)	\$579,939	\$1,053,364	\$23,570,843	\$5,906,942	\$21,550	\$1,721,631,805	\$68,865,272	(\$4,154,294)	\$64,710,978	13.986008	\$22,656,422	\$13,095	\$22,669,517	\$1,528,243		13.688233	(\$474,764)	\$23,722,996	14.5751	\$67,436,485	District 1 Totals
Beltrami	\$139,337,233	\$0	\$139,337,233	\$18,500,116	\$3,421,560	\$0			(\$2,240,752)	\$270,771		\$2,404,307	\$739,719	\$0	\$162,432,954	\$6,497,318	(\$480,416)	\$6,016,902	1.300435	\$2,106,620		\$2,106,620			1.317868	(\$45,709)	\$2,060,911	1.2662	\$5,858,476	Beltrami
Clearwater	68,764,113	0	68,764,113	4,177,371	120,654	0			(736,243)	0		754,240	118,443	743,693	74,942,721	2,957,691	(130,439)	2,827,252	0.611055	989,869		989,869			0.619246	(21,478)	968,391	0.5950	2,752,809	Clearwater
Hubbard	79,768,301	0	79,768,301	8,654,270	548,947	0	1,352,720		(3,559,383)	0		2,278,831	18,213	0	89,061,899	3,562,476	(596,834)	2,965,642	0.640965	1,038,322		1,038,322			0.649558	(22,529)	1,015,793	0.6241	2,887,557	Hubbard
Kittson	67,866,474	0	67,866,474	2,158,008	689,867	0			(2,076,006)	0		1,725,540	172,335	238,400	70,774,618	2,830,985	(109,439)	2,721,546	0.588209	952,860		952,860			0.596094	(20,675)	932,185	0.5727	2,649,888	Kittson
Lake of Woods	41,443,409	0	41,443,409	3,610,630	230,522	0			(3,270,704)	0		230,490	237,725	0	42,482,072	1,699,283	(81,234)	1,618,049	0.349710	566,507		566,507	\$853,586			1,420,093	0.8725	4,036,846	Lake of Woods	
Marshall	93,170,967	0	93,170,967	1,672,733	234,685	0			(734,763)	0		2,551,884	119,410	0	97,014,916	3,880,597	(194,091)	3,686,506	0.796766	1,290,709		1,290,709			0.807447	(28,006)	1,262,703	0.7758	3,589,439	Marshall
Norman	85,471,495	0	85,471,495	2,919,098	654,471	0			(1,783,804)	0		911,567	69,485	0	88,242,312	3,529,692	(172,632)	3,357,060	0.725563	1,175,365		1,175,365			0.735290	(25,503)	1,149,862	0.7065	3,268,670	Norman
Pennington	55,218,902	0	55,218,902	5,455,456	96,157	0			(1,881,576)	0		692,825	51,976	0	59,633,740	2,385,350	(133,280)	2,252,070	0.486741	788,489		788,489			0.493266	(17,108)	771,381	0.4739	2,192,776	Pennington
Polk	173,858,518	0	173,858,518	4,204,714	735,587	0	2,535,533		(2,438,836)	0		4,929,928	631,058	9,457,648	193,914,150	7,756,566	(499,381)	7,257,185	1.568498	2,540,865		2,540,865			1.589525	(55,131)	2,485,734	1.5272	7,066,104	Polk
Red Lake	34,093,807	0	34,093,807	1,176,572	90,373	(1,411,384)			(1,404,910)	0		293,692	256,724	0	33,094,874	1,323,795	(56,390)	1,266,886	0.273813	443,559		443,559	475,633			919,192	0.5647	2,612,953	Red Lake	
Roseau	117,915,993	0	117,915,993	(1,406,201)	2,677,074	(8,185)			(2,200,007)	0		893,313	244,117	0	118,116,134	4,724,645	(176,330)	4,548,315	0.983029	1,592,443		1,592,443			0.996207	(34,553)	1,557,890	0.9571	4,428,556	Roseau
District 2 Totals	\$956,909,212		\$956,909,212	\$51,122,767	\$9,499,897	(\$1,419,539)	\$3,888,253		(\$22,386,984)	\$270,771	\$0	\$17,666,617	\$2,659,205	\$10,439,741	\$0	\$1,028,709,940	\$41,148,398	(\$2,630,985)	\$38,517,413	8.324784	\$13,485,608	\$0	\$13,485,608	\$1,329,219	7.804501	(\$270,692)	\$14,544,135	8.9357	\$41,344,074	District 2 Totals
Aitkin	\$95,039,815	\$0	\$95,039,815	\$18,273,388	\$25,021	\$0			(\$1,752,360)	\$0		\$1,585,441	\$304,600	\$0	\$113,475,905	\$4,539,036	(\$540,960)	\$3,998,076	0.864106	\$1,399,795		\$1,399,795			0.875689	(\$30,372)	\$1,369,423	0.8414	\$3,892,808	Aitkin
Benton	77,933,315	0	77,933,315	16,539,415	2,556,059	0			(1,521,077)	8,007		1,890,353	248,957	0	97,655,029	3,906,201	(475,056)	3,431,145	0.7415											

October 28, 2010

Thomas Sorel
Minnesota Department of Transportation
MS 100, Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Sorel:

We, the undersigned, as members of the 2010 County Screening Board, have reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System. Do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, traffic and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2010; construction fund balances as of December 31, 2010; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2011.

This Board therefore recommends that the mileage, lane miles and money needs as listed be modified as required and used as the basis for apportioning to the counties the 2011 Distribution provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

John Welle, Secretary
County Screening Board

APPROVED

Doug Grindall, District 1

Lyndon Robjent, Metro

Mark Krebsbach, Urban

Mike Flaagan, District 2

Dietrich Flesch, District 6

Jim Grube, Urban

Robert Kozel, District 3

Tim Stahl, District 7

Ken Haider, Urban

Brian Giese, District 4

Ronald Mortenson, District 8

Jim Foldesi, Urban

Joe Triplett, Metro

Doug Fischer, Urban

Don Theisen, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

Annual County State Aid Highway Money Needs

October 2010

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN DISTRIBUTING THE 2011 CSAH FUND.

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Need Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Carlton	292.11	595.14	\$4,685,456	\$4,812,162
Cook	178.88	359.86	3,388,025	3,479,647
Itasca	647.18	1,292.96	9,244,181	9,494,163
Koochiching	247.45	494.60	6,586,553	2,252,940
Lake	223.65	440.30	4,543,656	4,666,527
Pine	479.36	958.63	8,160,402	8,343,671
St. Louis	1,379.28	2,774.11	30,828,212	31,661,868
District 1 Totals	3,447.91	6,915.60	\$67,436,485	\$64,710,978
Beltrami	464.86	929.72	\$5,858,476	\$6,016,902
Clearwater	326.27	652.54	2,752,809	2,827,252
Hubbard	323.82	647.64	2,887,557	2,965,642
Kittson	373.46	746.92	2,649,888	2,721,546
Lake of the Woods	194.61	389.22	4,036,846	1,618,049
Marshall	639.65	1,279.30	3,589,439	3,686,506
Norman	390.89	783.02	3,268,670	3,357,060
Pennington	260.04	520.08	2,192,776	2,252,070
Polk	805.84	1,611.68	7,066,104	7,257,185
Red Lake	185.66	371.32	2,612,953	1,266,886
Roseau	481.92	963.84	4,428,556	4,548,315
District 2 Totals	4,447.02	8,895.28	\$41,344,074	\$38,517,413
Aitkin	373.59	747.78	\$3,892,808	\$3,998,076
Benton	225.15	454.42	3,340,803	3,431,145
Cass	531.70	1,064.02	4,177,217	4,290,180
Crow Wing	377.03	757.03	4,655,148	4,781,031
Isanti	226.78	454.76	2,690,154	2,762,902
Kanabec	211.68	423.36	2,081,105	2,137,379
Mille Lacs	256.83	513.66	4,200,131	4,313,711
Morrison	450.25	906.30	5,598,329	5,735,467
Sherburne	242.22	491.32	3,313,618	3,403,226
Stearns	637.46	1,319.02	10,488,961	10,772,604
Todd	413.50	824.00	2,498,823	2,529,618
Wadena	227.32	454.64	2,066,278	2,122,155
Wright	408.14	833.42	9,329,515	9,581,805
District 3 Totals	4,581.65	9,243.73	\$58,332,890	\$59,859,299
Becker	470.41	940.82	\$4,007,501	\$4,115,871
Big Stone	210.85	421.70	2,357,000	1,534,099
Clay	403.16	806.44	3,955,736	4,062,707
Douglas	384.06	768.12	3,869,007	3,973,632
Grant	228.65	457.30	1,552,350	1,594,329
Mahnomen	194.81	389.62	2,548,362	1,649,624
Otter Tail	916.56	1,833.12	11,386,335	11,694,246
Pope	298.60	596.62	2,588,037	2,658,020
Stevens	244.39	488.78	1,569,011	1,611,441
Swift	329.41	660.56	2,471,696	2,538,536
Traverse	245.32	490.64	1,545,803	1,587,608
Wilkin	312.26	625.68	3,151,348	3,236,566
District 4 Totals	4,238.48	8,479.40	\$41,002,186	\$40,256,679

Annual County State Aid Highway Money Needs

October 2010

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Need Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Anoka	308.52	804.61	\$17,393,988	\$17,610,990
Carver	219.05	459.08	5,438,708	5,585,783
Hennepin	527.81	1,589.14	32,508,434	33,188,396
Scott	231.64	575.36	9,607,940	9,477,245
Metro Totals	1,287.02	3,428.19	\$64,949,070	\$65,862,414
Dodge	255.87	512.24	\$3,659,858	\$3,758,830
Fillmore	411.74	823.48	6,600,166	6,778,647
Freeborn	446.55	894.74	4,685,871	4,812,587
Goodhue	324.71	652.28	5,989,375	6,151,339
Houston	249.59	499.62	4,936,458	5,069,947
Mower	373.79	750.34	4,628,953	4,754,129
Olmsted	314.21	684.04	6,557,415	6,734,742
Rice	279.08	560.44	4,349,030	4,466,639
Steele	291.98	581.12	4,737,344	4,865,452
Wabasha	273.04	546.08	4,457,219	4,577,751
Winona	315.38	630.82	5,283,459	5,426,334
District 6 Totals	3,535.94	7,135.20	\$55,885,148	\$57,396,397
Blue Earth	427.70	868.00	\$9,104,012	\$9,295,967
Brown	317.41	635.82	3,553,431	3,649,526
Cottonwood	317.57	635.14	2,478,526	2,545,550
Faribault	346.98	694.60	4,750,963	4,879,441
Jackson	370.91	741.82	4,524,263	4,646,605
Le Sueur	266.39	533.28	4,649,110	4,774,832
Martin	380.04	761.32	4,758,104	4,886,772
Nicollet	245.77	490.16	4,441,365	4,561,469
Nobles	357.01	716.08	4,314,424	4,307,307
Rock	261.60	523.20	2,616,248	2,686,999
Sibley	289.10	580.50	2,508,198	2,576,024
Waseca	249.99	499.98	2,510,052	2,577,932
Watsonwan	234.39	468.78	3,027,081	3,108,940
District 7 Totals	4,064.86	8,148.68	\$53,235,777	\$54,497,364
Chippewa	243.95	487.90	\$2,095,253	\$2,151,913
Kandiyohi	432.91	875.93	5,917,194	6,077,206
Lac Qui Parle	362.91	725.82	2,294,416	2,356,463
Lincoln	254.21	508.42	2,042,357	2,097,584
Lyon	318.93	637.46	3,000,624	3,081,771
Mc Leod	254.79	510.74	3,336,658	3,400,170
Meeker	272.75	545.50	2,823,487	2,899,836
Murray	354.20	708.40	2,856,476	2,933,719
Pipestone	241.20	482.56	2,204,534	2,264,149
Redwood	390.54	781.56	4,448,282	4,568,572
Renville	445.87	891.74	5,441,420	5,588,565
Yellow Medicine	345.79	691.58	2,685,669	2,758,293
District 8 Totals	3,918.05	7,847.61	\$39,146,370	\$40,178,241
Chisago	232.94	466.08	\$5,896,880	\$6,037,997
Dakota	320.86	873.80	11,804,571	12,098,144
Ramsey	262.98	754.39	15,317,872	14,738,678
Washington	214.65	486.14	8,332,350	8,530,069
Metro Totals	1,031.43	2,580.41	\$41,351,673	\$41,404,888
STATE TOTALS	30,552.36	62,674.10	\$462,683,673	\$462,683,673

Preliminary Components of the Tentative 2011 Distribution

October 2010

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2011 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2011 Distribution
Carlton	\$374,171	\$258,925	\$927,365	\$1,048,263	\$3,208,724	\$259,160	\$508,311	\$767,471	\$3,976,195
Cook	374,171	44,597	560,755	1,191,849	2,171,372	44,638	367,557	412,195	2,583,567
Itasca	374,171	367,326	2,014,695	3,251,944	6,008,136	367,659	1,002,873	1,370,532	7,378,668
Koochiching	374,171	118,232	770,721	2,317,036	3,580,160	118,339	237,979	356,318	3,936,478
Lake	374,171	85,288	686,051	1,598,380	2,743,890	85,366	492,928	578,294	3,322,184
Pine	374,171	222,726	1,493,687	2,870,689	4,961,273	222,928	881,346	1,104,274	6,065,547
St. Louis	374,171	1,316,567	4,322,560	10,844,835	16,858,133	1,317,760	3,344,460	4,662,220	21,520,353
District 1 Totals	\$2,619,197	\$2,413,661	\$10,775,834	\$23,722,966	\$39,531,688	\$2,415,850	\$6,835,454	\$9,251,304	\$48,782,992
Beltrami	\$374,171	\$275,527	\$1,448,666	\$2,060,911	4,159,275	\$275,777	\$635,568	911,345	5,070,620
Clearwater	374,171	77,997	1,016,820	968,391	2,437,379	78,067	298,644	376,711	2,814,090
Hubbard	374,171	158,109	1,009,105	1,015,793	2,557,178	158,252	313,262	471,514	3,028,692
Kittson	374,171	42,547	1,163,894	932,185	2,512,797	42,585	287,478	330,063	2,842,860
Lake of the Woods	374,171	38,868	606,459	1,420,093	2,439,591	38,903	170,916	209,819	2,649,410
Marshall	374,171	87,535	1,993,405	1,262,703	3,717,814	87,614	389,408	477,022	4,194,836
Norman	374,171	58,204	1,220,145	1,149,862	2,802,382	58,257	354,608	412,865	3,215,247
Pennington	374,171	104,820	810,370	771,381	2,060,742	104,915	237,887	342,802	2,403,544
Polk	374,171	229,172	2,511,288	2,485,734	5,600,365	229,380	766,580	995,960	6,596,325
Red Lake	374,171	38,152	578,627	919,192	1,910,142	38,187	133,822	172,009	2,082,151
Roseau	374,171	137,243	1,501,890	1,557,890	3,571,194	137,367	480,441	617,808	4,189,002
District 2 Totals	\$4,115,881	\$1,248,174	\$13,860,669	\$14,544,135	\$33,768,859	\$1,249,304	\$4,068,614	\$5,317,918	\$39,086,777
Aitkin	\$374,171	\$147,367	\$1,165,164	\$1,369,423	3,056,125	\$147,500	\$422,319	569,819	3,625,944
Benton	374,171	241,965	708,122	1,175,237	2,499,495	242,185	362,434	604,619	3,104,114
Cass	374,171	220,383	1,657,948	1,469,473	3,721,975	220,582	453,174	673,756	4,395,731
Crow Wing	374,171	508,801	1,179,617	1,637,601	3,700,190	509,262	505,023	1,014,285	4,714,475
Isanti	374,171	266,152	708,610	946,350	2,295,283	266,393	291,847	558,240	2,853,523
Kanabec	374,171	114,326	659,683	732,097	1,880,277	114,429	225,773	340,202	2,220,479
Millie Lacs	374,171	238,352	800,409	1,477,534	2,890,466	238,568	455,660	694,228	3,584,694
Morrison	374,171	282,038	1,412,240	1,969,396	4,037,845	282,293	605,841	888,134	4,925,979
Sherburne	374,171	591,615	765,545	1,165,674	2,897,005	592,152	359,485	951,637	3,848,642
Stearns	374,171	1,041,105	2,055,321	3,689,836	7,160,433	1,042,049	1,137,916	2,179,965	9,340,398
Todd	374,171	183,989	1,283,916	879,043	2,721,119	184,155	267,205	451,360	3,172,479
Wadena	374,171	122,822	708,415	726,881	1,932,289	122,933	224,164	347,097	2,279,386
Wright	374,171	828,014	1,298,663	3,281,963	5,782,811	828,765	1,012,131	1,840,896	7,623,707
District 3 Totals	\$4,864,223	\$4,786,929	\$14,403,653	\$20,520,508	\$44,575,313	\$4,791,266	\$6,322,972	\$11,114,238	\$55,689,551
Becker	\$374,171	\$250,559	\$1,465,952	\$1,409,770	3,500,452	\$250,786	\$434,762	685,548	4,186,000
Big Stone	374,171	49,773	667,046	829,152	1,910,142	49,818	162,047	211,865	2,122,007
Clay	374,171	328,751	1,256,572	1,391,560	3,351,054	329,049	429,146	758,195	4,109,249
Douglas	374,171	301,472	1,196,903	1,361,050	3,233,596	301,745	419,737	721,482	3,955,078
Grant	374,171	58,465	712,516	546,090	1,691,242	58,518	168,410	226,928	1,918,170
Mahnomen	374,171	32,358	607,143	896,470	1,910,142	32,387	174,251	206,638	2,116,780
Otter Tail	374,171	461,078	2,856,316	4,005,517	7,697,082	461,496	1,235,269	1,696,765	9,393,847
Pope	374,171	94,761	929,611	910,427	2,308,970	94,847	280,768	375,615	2,684,585
Stevens	374,171	76,109	761,639	551,951	1,763,870	76,178	170,217	246,395	2,010,265
Swift	374,171	91,213	1,029,321	869,500	2,364,205	91,296	268,147	359,443	2,723,648
Traverse	374,171	34,018	764,471	543,787	1,716,447	34,049	167,700	201,749	1,918,196
Wilkin	374,170	60,190	974,925	1,108,590	2,517,875	60,245	341,880	402,125	2,920,000
District 4 Totals	\$4,490,051	\$1,838,747	\$13,212,415	\$14,423,864	\$33,965,077	\$1,840,414	\$4,252,334	\$6,092,748	\$40,057,825

Preliminary Components of the Tentative 2011 Distribution

October 2010

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2011 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2011 Distribution
Anoka	\$374,170	\$1,892,556	\$1,253,740	\$6,118,906	9,639,372	\$1,864,272	\$1,860,258	3,754,530	13,393,902
Carver	374,170	489,888	715,348	1,913,244	3,492,650	490,332	590,029	1,080,361	4,573,011
Hennepin	374,170	5,615,656	2,476,229	11,435,908	19,901,963	5,620,748	3,505,708	9,126,456	29,028,419
Scott	374,170	710,466	896,505	3,379,908	5,361,049	711,110	1,001,087	1,712,197	7,073,246
Metro Totals	\$1,496,680	\$8,708,566	\$5,341,822	\$22,847,966	\$38,395,034	\$8,716,462	\$6,957,082	\$15,673,544	\$54,068,578
Dodge	\$374,170	\$144,502	\$798,163	\$1,287,475	2,604,310	\$144,633	\$397,047	541,680	3,145,990
Fillmore	374,170	177,055	1,283,135	2,321,825	4,156,185	177,215	716,032	893,247	5,049,432
Freeborn	374,170	228,781	1,394,173	1,648,409	3,645,533	228,989	508,356	737,345	4,382,878
Goodhue	374,170	351,961	1,016,332	2,106,959	3,849,422	352,280	649,769	1,002,049	4,851,471
Houston	374,170	143,818	778,534	1,736,561	3,033,083	143,949	535,541	679,490	3,712,573
Mower	374,170	260,716	1,169,168	1,628,386	3,432,440	260,952	502,181	763,133	4,195,573
Olmsted	374,170	779,250	1,065,845	2,306,786	4,526,051	779,956	711,394	1,491,350	6,017,401
Rice	374,170	389,397	873,262	1,529,914	3,166,743	389,750	471,813	861,563	4,028,306
Steele	374,170	245,937	905,490	1,666,516	3,192,113	246,160	513,940	760,100	3,952,213
Wabasha	374,170	186,202	850,898	1,567,973	2,979,243	186,371	483,550	669,921	3,649,164
Winona	374,170	287,279	982,933	1,858,630	3,503,012	287,539	573,187	860,726	4,363,738
District 6 Totals	\$4,115,870	\$3,194,898	\$11,117,933	\$19,659,434	\$38,088,135	\$3,197,794	\$6,062,810	\$9,260,604	\$47,348,739
Blue Earth	\$374,170	\$371,656	\$1,352,473	\$3,202,635	5,300,934	\$371,993	\$981,938	1,353,931	6,654,865
Brown	374,170	227,805	990,745	1,250,036	2,842,756	228,011	385,501	613,512	3,456,268
Cottonwood	374,170	93,752	989,671	871,903	2,329,496	93,837	268,888	362,725	2,692,221
Faribault	374,170	127,705	1,082,349	1,671,307	3,255,531	127,821	515,418	643,239	3,898,770
Jackson	374,170	85,028	1,155,886	1,591,558	3,206,642	85,105	490,824	575,929	3,782,571
Le Sueur	374,170	251,601	830,976	1,635,477	3,092,224	251,829	504,368	756,197	3,848,421
Martin	374,170	167,387	1,186,258	1,673,819	3,401,634	167,538	516,192	683,730	4,085,364
Nicollet	374,170	190,434	763,787	1,562,396	2,890,787	190,607	481,830	672,437	3,563,224
Nobles	374,170	149,645	1,115,748	1,517,740	3,157,303	149,781	454,983	604,764	3,762,067
Rock	374,170	72,756	815,253	920,351	2,182,530	72,822	283,829	356,651	2,539,181
Sibley	374,170	115,172	904,513	882,341	2,276,196	115,276	272,107	387,383	2,663,579
Waseca	374,170	139,066	779,022	882,993	2,175,251	139,192	272,308	411,500	2,586,751
Watsonwan	374,170	87,469	730,486	1,064,875	2,257,000	87,549	328,399	415,948	2,672,948
District 7 Totals	\$4,864,210	\$2,079,476	\$12,697,167	\$18,727,431	\$38,368,284	\$2,081,361	\$5,756,585	\$7,837,946	\$46,206,230
Chippewa	\$374,170	\$102,509	\$760,271	\$737,074	1,974,024	\$102,602	\$227,308	329,910	2,303,934
Kandiyohi	374,170	316,934	1,364,875	2,081,567	4,137,546	317,222	641,939	959,161	5,096,707
Lac Qui Parle	374,170	65,138	1,130,983	807,136	2,377,427	65,197	248,914	314,111	2,691,538
Lincoln	374,170	51,694	792,206	718,466	1,936,536	51,741	221,569	273,310	2,209,846
Lyon	374,170	188,286	993,285	1,055,568	2,611,309	188,456	325,529	513,985	3,125,294
McLeod	374,170	286,074	795,819	1,173,779	2,629,842	286,334	359,162	645,496	3,275,338
Meeker	374,170	184,379	850,020	993,254	2,401,823	184,546	306,311	490,857	2,892,680
Murray	374,170	78,583	1,103,834	1,004,859	2,561,446	78,654	309,890	388,544	2,949,990
Pipestone	374,170	82,554	751,970	775,517	1,984,211	82,629	239,163	321,792	2,306,003
Redwood	374,170	138,024	1,217,801	1,564,829	3,294,824	138,149	482,581	620,730	3,915,554
Renville	374,170	142,907	1,389,485	1,914,198	3,820,760	143,037	590,323	733,360	4,554,120
Yellow Medicine	374,170	92,319	1,077,662	944,772	2,488,923	92,404	291,360	383,764	2,872,687
District 8 Totals	\$4,490,040	\$1,729,401	\$12,228,211	\$13,771,019	\$32,218,671	\$1,730,971	\$4,244,049	\$5,975,020	\$38,193,691
Chisago	\$374,170	\$445,484	\$726,286	\$2,074,421	3,620,361	\$445,889	\$637,797	1,083,686	4,704,047
Dakota	374,170	2,225,018	1,361,554	4,152,645	8,113,387	2,227,036	1,277,934	3,504,970	11,618,357
Ramsey	374,170	2,476,228	1,175,514	5,388,564	9,414,476	2,478,474	1,556,854	4,035,328	13,449,804
Washington	374,170	1,406,249	757,438	2,931,177	5,469,034	1,407,526	901,035	2,308,561	7,777,595
Metro Totals	\$1,496,680	\$6,552,979	\$4,020,792	\$14,546,807	\$26,617,258	\$6,558,925	\$4,373,620	\$10,932,545	\$37,549,803
STATE TOTALS	\$32,552,832	\$32,552,831	\$97,658,496	\$162,764,160	\$325,528,319	\$32,582,347	\$48,873,520	\$81,455,867	\$406,984,186

Screening Board Minimum County Adjustment

October 2010

As per the October 2009 Screening Board Resolution:

Be It Resolved, for minimum county adjustment purposes, the maximum redistribution shall not exceed 1.25% of the total distribution, and

Be It Further Resolved, that any county whose total distribution share falls below 0.55% shall have its money needs adjusted upward such that its total distribution percentage is up to, but not more than 0.55%, and

Be It Further Resolved, that the maximum redistribution ceiling of 1.25% has precedence over the target maximum safety net of 0.55%.

Be It Further Resolved, that such adjustments be made to both the apportionment sum and excess sum distribution, based on the prorated share of each sum of the total distribution; and that said adjustments be prorated to each county based on its distribution percentage of the apportionment sum and excess sum, respectively.

County	Tentative Apportionment Sum Distribution	Tentative Excess Sum Distribution	Tentative Total Distribution	Minimum Distribution 0.5500%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Carlton	\$3,208,724	\$767,471	\$3,976,195	\$2,238,413	(11,026)	(2,528)	\$3,197,698	\$764,943	\$3,962,641
Cook	2,171,372	412,195	\$2,583,567	\$2,238,413	(7,461)	(1,357)	2,163,911	410,838	2,574,749
Itasca	6,008,136	1,370,532	\$7,378,668	\$2,238,413	(20,646)	(4,514)	5,987,490	1,366,018	7,353,508
Koochiching	3,580,160	356,318	\$3,936,478	\$2,238,413	-	(1,173)	3,580,160	355,145	3,935,305
Lake	2,743,890	578,294	\$3,322,184	\$2,238,413	(9,429)	(1,905)	2,734,461	576,389	3,310,850
Pine	4,961,273	1,104,274	\$6,065,547	\$2,238,413	(17,048)	(3,637)	4,944,225	1,100,637	6,044,862
St. Louis	16,858,133	4,662,220	\$21,520,353	\$2,238,413	(57,929)	(15,354)	16,800,204	4,646,866	21,447,070
District 1 Totals	\$39,531,688	\$9,251,304	\$48,782,992				\$39,408,149	\$9,220,836	\$48,628,985
Beltrami	4,159,275	911,345	\$5,070,620	\$2,238,413	(14,292)	(3,001)	4,144,983	908,344	5,053,327
Clearwater	2,437,379	376,711	\$2,814,090	\$2,238,413	(8,375)	(1,241)	2,429,004	375,470	2,804,474
Hubbard	2,557,178	471,514	\$3,028,692	\$2,238,413	(8,787)	(1,553)	2,548,391	469,961	3,018,352
Kittson	2,512,797	330,063	\$2,842,860	\$2,238,413	(8,635)	(1,087)	2,504,162	328,976	2,833,138
Lake of the Woods	2,439,591	209,819	\$2,649,410	\$2,238,413	-	(691)	2,439,591	209,128	2,648,719
Marshall	3,717,814	477,022	\$4,194,836	\$2,238,413	(12,775)	(1,571)	3,705,039	475,451	4,180,490
Norman	2,802,382	412,865	\$3,215,247	\$2,238,413	(9,630)	(1,360)	2,792,752	411,505	3,204,257
Pennington	2,060,742	342,802	\$2,403,544	\$2,238,413	(7,081)	(1,129)	2,053,661	341,673	2,395,334
Polk	5,600,365	995,960	\$6,596,325	\$2,238,413	(19,244)	(3,280)	5,581,121	992,680	6,573,801
Red Lake	1,910,142	172,009	\$2,082,151	\$2,238,413	124,987	31,275	2,035,129	203,284	2,238,413
Roseau	3,571,194	617,808	\$4,189,002	\$2,238,413	(12,272)	(2,035)	3,558,922	615,773	4,174,695
District 2 Totals	\$33,768,859	\$5,317,918	\$39,086,777				\$33,792,755	\$5,332,245	\$39,125,000
Aitkin	3,056,125	569,819	\$3,625,944	\$2,238,413	(10,502)	(1,877)	3,045,623	567,942	3,613,565
Benton	2,499,495	604,619	\$3,104,114	\$2,238,413	(8,589)	(1,991)	2,490,906	602,628	3,093,534
Cass	3,721,975	673,756	\$4,395,731	\$2,238,413	(12,790)	(2,219)	3,709,185	671,537	4,380,722
Crow Wing	3,700,190	1,014,285	\$4,714,475	\$2,238,413	(12,715)	(3,340)	3,687,475	1,010,945	4,698,420
Isanti	2,295,283	558,240	\$2,853,523	\$2,238,413	(7,887)	(1,838)	2,287,396	556,402	2,843,798
Kanabec	1,880,277	340,202	\$2,220,479	\$2,238,413	14,345	3,589	1,894,622	343,791	2,238,413
Mille Lacs	2,890,466	694,228	\$3,584,694	\$2,238,413	(9,932)	(2,286)	2,880,534	691,942	3,572,476
Morrison	4,037,845	888,134	\$4,925,979	\$2,238,413	(13,875)	(2,925)	4,023,970	885,209	4,909,179
Sherburne	2,897,005	951,637	\$3,848,642	\$2,238,413	(9,955)	(3,134)	2,887,050	948,503	3,835,553
Stearns	7,160,433	2,179,965	\$9,340,398	\$2,238,413	(24,605)	(7,179)	7,135,828	2,172,786	9,308,614
Todd	2,721,119	451,360	\$3,172,479	\$2,238,413	(9,350)	(1,486)	2,711,769	449,874	3,161,643
Wadena	1,932,289	347,097	\$2,279,386	\$2,238,413	(6,640)	(1,143)	1,925,649	345,954	2,271,603
Wright	5,782,811	1,840,896	\$7,623,707	\$2,238,413	(19,871)	(6,063)	5,762,940	1,834,833	7,597,773
District 3 Totals	\$44,575,313	\$11,114,238	\$55,689,551				\$44,442,947	\$11,082,346	\$55,525,293
Becker	3,500,452	685,548	\$4,186,000	\$2,238,413	(12,028)	(2,258)	3,488,424	683,290	4,171,714
Big Stone	1,910,142	211,865	\$2,122,007	\$2,238,413	93,108	23,298	2,003,250	235,163	2,238,413
Clay	3,351,054	758,195	\$4,109,249	\$2,238,413	(11,515)	(2,497)	3,339,539	755,698	4,095,237
Douglas	3,233,596	721,482	\$3,955,078	\$2,238,413	(11,111)	(2,376)	3,222,485	719,106	3,941,591
Grant	1,691,242	226,928	\$1,918,170	\$2,238,413	256,148	64,095	1,947,390	291,023	2,238,413
Mahnomen	1,910,142	206,638	\$2,116,780	\$2,238,413	97,289	24,344	2,007,431	230,982	2,238,413
Otter Tail	7,697,082	1,696,765	\$9,393,847	\$2,238,413	(26,449)	(5,588)	7,670,633	1,691,177	9,361,810
Pope	2,308,970	375,615	\$2,684,585	\$2,238,413	(7,934)	(1,237)	2,301,036	374,378	2,675,414
Stevens	1,763,870	246,395	\$2,010,265	\$2,238,413	182,485	45,663	1,946,355	292,058	2,238,413
Swift	2,364,205	359,443	\$2,723,648	\$2,238,413	(8,124)	(1,184)	2,356,081	358,259	2,714,340
Traverse	1,716,447	201,749	\$1,918,196	\$2,238,413	256,127	64,090	1,972,574	265,839	2,238,413
Wilkin	2,517,875	402,125	\$2,920,000	\$2,238,413	(8,652)	(1,324)	2,509,223	400,801	2,910,024
District 4 Totals	\$33,965,077	\$6,092,748	\$40,057,825				\$34,764,421	\$6,297,774	\$41,062,195
Anoka	9,639,372	3,754,530	\$13,393,902	\$2,238,413	(33,123)	(12,365)	9,606,249	3,742,165	13,348,414
Carver	3,492,650	1,080,361	\$4,573,011	\$2,238,413	(12,002)	(3,558)	3,480,648	1,076,803	4,557,451
Hennepin	19,901,963	9,126,456	\$29,028,419	\$2,238,413	(68,388)	(30,056)	19,833,575	9,096,400	28,929,975
Scott	5,361,049	1,712,197	\$7,073,246	\$2,238,413	(18,422)	(5,639)	5,342,627	1,706,558	7,049,185
Metro Totals	\$38,395,034	\$15,673,544	\$54,068,578				\$38,263,099	\$15,621,926	\$53,885,025

Screening Board Minimum County Adjustment

October 2010

County	Tentative Apportionment Sum Distribution	Tentative Excess Sum Distribution	Tentative Total Distribution	Minimum Distribution 0.5500%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Dodge	2,604,310	541,680	\$3,145,990	\$2,238,413	(8,949)	(1,784)	2,595,361	539,896	3,135,257
Fillmore	4,156,185	893,247	\$5,049,432	\$2,238,413	(14,282)	(2,942)	4,141,903	890,305	5,032,208
Freeborn	3,645,533	737,345	\$4,382,878	\$2,238,413	(12,527)	(2,428)	3,633,006	734,917	4,367,923
Goodhue	3,849,422	1,002,049	\$4,851,471	\$2,238,413	(13,228)	(3,300)	3,836,194	998,749	4,834,943
Houston	3,033,083	679,490	\$3,712,573	\$2,238,413	(10,422)	(2,238)	3,022,661	677,252	3,699,913
Mower	3,432,440	763,133	\$4,195,573	\$2,238,413	(11,795)	(2,513)	3,420,645	760,620	4,181,265
Olmsted	4,526,051	1,491,350	\$6,017,401	\$2,238,413	(15,553)	(4,911)	4,510,498	1,486,439	5,996,937
Rice	3,166,743	861,563	\$4,028,306	\$2,238,413	(10,882)	(2,837)	3,155,861	858,726	4,014,587
Steele	3,192,113	760,100	\$3,952,213	\$2,238,413	(10,969)	(2,503)	3,181,144	757,597	3,938,741
Wabasha	2,979,243	669,921	\$3,649,164	\$2,238,413	(10,237)	(2,206)	2,969,006	667,715	3,636,721
Winona	3,503,012	860,726	\$4,363,738	\$2,238,413	(12,037)	(2,835)	3,490,975	857,891	4,348,866
District 6 Totals	\$38,088,135	\$9,260,604	\$47,348,739				\$37,957,254	\$9,230,107	\$47,187,361
Blue Earth	5,300,934	1,353,931	\$6,654,865	\$2,238,413	(18,215)	(4,459)	5,282,719	1,349,472	6,632,191
Brown	2,842,756	613,512	\$3,456,268	\$2,238,413	(9,768)	(2,020)	2,832,988	611,492	3,444,480
Cottonwood	2,329,496	362,725	\$2,692,221	\$2,238,413	(8,005)	(1,195)	2,321,491	361,530	2,683,021
Faribault	3,255,531	643,239	\$3,898,770	\$2,238,413	(11,187)	(2,118)	3,244,344	641,121	3,885,465
Jackson	3,206,642	575,929	\$3,782,571	\$2,238,413	(11,019)	(1,897)	3,195,623	574,032	3,769,655
Le Sueur	3,092,224	756,197	\$3,848,421	\$2,238,413	(10,626)	(2,490)	3,081,598	753,707	3,835,305
Martin	3,401,634	683,730	\$4,085,364	\$2,238,413	(11,689)	(2,252)	3,389,945	681,478	4,071,423
Nicollet	2,890,787	672,437	\$3,563,224	\$2,238,413	(9,934)	(2,215)	2,880,853	670,222	3,551,075
Nobles	3,157,303	604,764	\$3,762,067	\$2,238,413	(10,849)	(1,992)	3,146,454	602,772	3,749,226
Rock	2,182,530	356,651	\$2,539,181	\$2,238,413	(7,500)	(1,175)	2,175,030	355,476	2,530,506
Sibley	2,276,196	387,383	\$2,663,579	\$2,238,413	(7,822)	(1,276)	2,268,374	386,107	2,654,481
Waseca	2,175,251	411,500	\$2,586,751	\$2,238,413	(7,475)	(1,355)	2,167,776	410,145	2,577,921
Watsonwan	2,257,000	415,948	\$2,672,948	\$2,238,413	(7,756)	(1,370)	2,249,244	414,578	2,663,822
District 7 Totals	\$38,368,284	\$7,837,946	\$46,206,230				\$38,236,439	\$7,812,132	\$46,048,571
Chippewa	1,974,024	329,910	\$2,303,934	\$2,238,413	(6,783)	(1,086)	1,967,241	328,824	2,296,065
Kandiyohi	4,137,546	959,161	\$5,096,707	\$2,238,413	(14,218)	(3,159)	4,123,328	956,002	5,079,330
Lac Qui Parle	2,377,427	314,111	\$2,691,538	\$2,238,413	(8,169)	(1,034)	2,369,258	313,077	2,682,335
Lincoln	1,936,536	273,310	\$2,209,846	\$2,238,413	22,849	5,718	1,959,385	279,028	2,238,413
Lyon	2,611,309	513,985	\$3,125,294	\$2,238,413	(8,973)	(1,693)	2,602,336	512,292	3,114,628
Mc Leod	2,629,842	645,496	\$3,275,338	\$2,238,413	(9,037)	(2,126)	2,620,805	643,370	3,264,175
Meeker	2,401,823	490,857	\$2,892,680	\$2,238,413	(8,253)	(1,617)	2,393,570	489,240	2,882,810
Murray	2,561,446	388,544	\$2,949,990	\$2,238,413	(8,802)	(1,280)	2,552,644	387,264	2,939,908
Pipestone	1,984,211	321,792	\$2,306,003	\$2,238,413	(6,818)	(1,060)	1,977,393	320,732	2,298,125
Redwood	3,294,824	620,730	\$3,915,554	\$2,238,413	(11,322)	(2,044)	3,283,502	618,686	3,902,188
Renville	3,820,760	733,360	\$4,554,120	\$2,238,413	(13,129)	(2,415)	3,807,631	730,945	4,538,576
Yellow Medicine	2,488,923	383,764	\$2,872,687	\$2,238,413	(8,553)	(1,264)	2,480,370	382,500	2,862,870
District 8 Totals	\$32,218,671	\$5,975,020	\$38,193,691				\$32,137,463	\$5,961,960	\$38,099,423
Chisago	3,620,361	1,083,686	\$4,704,047	\$2,238,413	(12,441)	(3,569)	3,607,920	1,080,117	4,688,037
Dakota	8,113,387	3,504,970	\$11,618,357	\$2,238,413	(27,880)	(11,543)	8,085,507	3,493,427	11,578,934
Ramsey	9,414,476	4,035,328	\$13,449,804	\$2,238,413	(32,351)	(13,290)	9,382,125	4,022,038	13,404,163
Washington	5,469,034	2,308,561	\$7,777,595	\$2,238,413	(18,794)	(7,602)	5,450,240	2,300,959	7,751,199
Metro Totals	\$26,617,258	\$10,932,545	\$37,549,803				\$26,525,792	\$10,896,541	\$37,422,333
STATE TOTALS	\$325,528,319	\$81,455,867	\$406,984,186		-	-	\$325,528,319	\$81,455,867	\$406,984,186

Components of the Tentative 2011 Distribution

October 2009

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Tentative Money Needs Apportionment	Money Needs Minimum Adjustment	Final Apportionment	TENTATIVE 2011 CSAH Apportionment	40% Motor Vehicle Excess Sum	Tent 60% Money Needs Excess Sum	Money Needs Minimum Adjustment	Tent 60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2011 Distribution
Carlton	\$374,171	\$258,925	\$927,365	\$1,648,263	(\$11,026)	\$1,637,237	\$3,197,698	\$259,160	\$508,311	(\$2,528)	\$505,783	\$784,943	\$3,962,641
Cook	374,171	44,597	560,755	1,191,849	(7,461)	1,184,388	2,163,911	44,638	367,557	(1,357)	366,200	410,838	2,574,749
Itasca	374,171	367,326	2,014,695	3,251,944	(20,646)	3,231,298	5,987,490	367,659	1,002,873	(4,514)	998,359	1,366,018	7,353,508
Koochiching	374,171	118,232	770,721	2,317,036	0	2,317,036	3,580,160	118,339	237,979	(1,173)	236,806	355,145	3,935,305
Lake	374,171	85,288	686,051	1,598,380	(9,429)	1,588,951	2,734,461	85,366	492,928	(1,905)	491,023	576,389	3,310,850
Pine	374,171	222,726	1,493,687	2,870,689	(17,048)	2,853,641	4,944,225	222,928	881,346	(3,637)	877,709	1,100,637	6,044,862
St. Louis	374,171	1,316,567	4,322,560	10,844,835	(57,929)	10,786,906	16,900,204	1,317,760	3,344,460	(15,354)	3,329,106	4,646,866	21,447,070
District 1 Totals	\$2,619,197	\$2,413,661	\$10,775,834	\$23,722,986	(\$123,539)	\$23,599,457	\$39,408,149	\$2,415,850	\$6,835,454	(\$30,468)	\$6,804,986	\$9,220,836	\$48,628,985
Beltrami	\$374,171	\$275,527	\$1,448,666	\$2,060,911	(\$14,292)	\$2,046,619	\$4,144,983	\$275,777	\$635,568	(\$3,001)	\$632,567	\$908,344	5,053,327
Clearwater	374,171	77,997	1,016,820	968,391	(8,375)	960,016	2,429,004	78,067	298,644	(1,241)	297,403	375,470	2,804,474
Hubbard	374,171	158,109	1,009,105	1,015,793	(8,787)	1,007,006	2,548,391	158,252	313,262	(1,553)	311,709	469,961	3,018,352
Kittson	374,171	42,547	1,163,894	932,185	(8,635)	923,550	2,504,162	42,585	287,478	(1,087)	286,391	328,976	2,833,138
Lake of the Woods	374,171	38,868	606,459	1,420,093	0	1,420,093	2,439,591	38,903	170,916	(691)	170,225	209,128	2,648,719
Marshall	374,171	87,535	1,993,405	1,262,703	(12,775)	1,249,928	3,705,039	87,614	389,408	(1,571)	387,837	475,451	4,180,490
Norman	374,171	58,204	1,220,145	1,149,862	(9,630)	1,140,232	2,792,752	58,257	354,608	(1,360)	353,248	411,505	3,204,257
Pennington	374,171	104,820	810,370	771,381	(7,081)	764,300	2,053,661	104,915	237,887	(1,129)	236,758	341,673	2,395,334
Polk	374,171	229,172	2,511,288	2,485,734	(19,244)	2,466,490	5,581,121	229,380	766,580	(3,280)	763,300	992,680	6,573,801
Red Lake	374,171	38,152	578,627	919,192	124,987	1,044,179	2,035,129	38,187	133,822	31,275	165,097	203,284	2,238,413
Roseau	374,171	137,243	1,501,890	1,557,890	(12,272)	1,545,618	3,558,922	137,367	480,441	(2,035)	478,406	615,773	4,174,695
District 2 Totals	\$4,115,881	\$1,248,174	\$13,860,669	\$14,544,135	\$23,896	\$14,568,031	\$33,792,755	\$1,249,304	\$4,068,614	\$14,327	\$4,082,941	\$5,332,245	\$39,125,000
Aitkin	\$374,171	\$147,367	\$1,165,164	\$1,369,423	(\$10,502)	\$1,358,921	\$3,045,623	\$147,500	\$422,319	(\$1,877)	\$420,442	\$567,942	3,613,565
Benton	374,171	241,965	708,122	1,175,237	(8,589)	1,166,648	2,490,906	242,185	362,434	(1,991)	360,443	602,628	3,093,534
Cass	374,171	220,383	1,657,948	1,469,473	(12,790)	1,456,683	3,709,185	220,582	453,174	(2,219)	450,955	671,537	4,380,722
Crow Wing	374,171	508,801	1,179,617	1,637,601	(12,715)	1,624,886	3,687,475	509,262	505,023	(3,340)	501,683	1,010,945	4,698,420
Isanti	374,171	266,152	708,610	946,350	(7,887)	938,463	2,287,396	266,393	291,847	(1,838)	290,009	556,402	2,843,798
Kanabec	374,171	114,326	659,683	732,097	14,345	746,442	1,894,622	114,429	225,773	3,589	229,362	343,791	2,238,413
Millie Lacs	374,171	238,352	800,409	1,477,534	(9,932)	1,467,602	2,880,534	238,568	455,660	(2,286)	453,374	691,942	3,572,476
Morrison	374,171	282,038	1,412,240	1,969,396	(13,875)	1,955,521	4,023,970	282,293	605,841	(2,925)	602,916	885,209	4,909,179
Sherburne	374,171	591,615	765,545	1,165,674	(9,955)	1,155,719	2,887,050	592,152	359,485	(3,134)	356,351	948,503	3,835,553
Stearns	374,171	1,041,105	2,055,321	3,689,836	(24,605)	3,665,231	7,135,828	1,042,049	1,137,916	(7,179)	1,130,737	2,172,786	9,308,614
Todd	374,171	183,989	1,283,916	879,043	(9,350)	869,693	2,711,769	184,155	267,205	(1,486)	265,719	449,874	3,161,643
Wadena	374,171	122,822	708,415	726,881	(6,840)	720,041	1,925,649	122,933	224,164	(1,143)	223,021	345,954	2,271,603
Wright	374,171	828,014	1,298,663	3,281,963	(19,871)	3,262,092	5,762,940	828,765	1,012,131	(6,063)	1,006,068	1,834,833	7,597,773
District 3 Totals	\$4,864,223	\$4,786,929	\$14,403,653	\$20,520,508	(\$132,366)	\$20,388,142	\$44,442,947	\$4,791,266	\$6,322,972	(\$31,892)	\$6,291,080	\$11,082,346	\$55,525,293
Becker	\$374,171	\$250,559	\$1,465,952	\$1,409,770	(\$12,028)	\$1,397,742	\$3,488,424	\$250,786	\$434,762	(\$2,258)	\$432,504	\$683,290	4,171,714
Big Stone	374,171	49,773	657,046	829,152	93,108	922,260	2,003,250	49,818	162,047	23,298	185,345	235,163	2,238,413
Clay	374,171	328,751	1,256,572	1,391,560	(11,515)	1,380,045	3,339,539	329,049	429,146	(2,497)	426,649	755,698	4,095,237
Douglas	374,171	301,472	1,196,903	1,361,050	(11,111)	1,349,939	3,222,485	301,745	419,737	(2,376)	417,361	719,106	3,941,591
Grant	374,171	58,465	712,516	546,090	256,148	802,238	1,947,390	58,518	168,410	64,095	232,505	291,023	2,238,413
Mahnomen	374,171	32,358	896,470	896,470	97,289	993,759	2,007,431	32,387	174,251	24,384	198,595	230,982	2,238,413
Otter Tail	374,171	461,078	2,856,316	4,005,517	(26,449)	3,979,068	7,670,633	461,496	1,235,269	(5,588)	1,229,681	1,691,177	9,361,810
Pope	374,171	94,761	929,611	910,427	(7,934)	902,493	2,301,036	94,847	270,768	(1,237)	279,531	374,378	2,675,414
Stevens	374,171	76,109	761,639	551,951	182,485	734,436	1,946,355	76,178	170,217	45,663	215,880	292,058	2,238,413
Swift	374,171	91,213	1,029,321	869,500	(8,124)	861,376	2,356,081	91,296	268,147	(1,184)	266,963	358,259	2,714,340
Traverse	374,171	764,471	764,471	543,787	256,127	799,914	1,972,574	34,049	167,700	64,090	231,790	285,839	2,238,413
Wilkin	374,170	60,190	974,925	1,108,590	(8,652)	1,099,938	2,509,223	60,245	341,880	(1,324)	340,556	400,801	2,910,024
District 4 Totals	\$4,490,051	\$1,838,747	\$13,212,415	\$14,423,864	\$799,344	\$15,223,208	\$34,764,421	\$1,840,414	\$4,252,334	\$205,026	\$4,457,360	\$6,297,774	\$41,062,195
Anoka	\$374,170	\$1,892,556	\$1,253,740	\$6,118,906	(\$33,123)	\$6,085,783	\$9,606,249	\$1,894,272	\$1,860,258	(\$12,365)	\$1,847,893	\$3,742,165	\$13,348,414
Carver	374,170	489,888	715,348	1,913,244	(12,002)	1,901,242	3,480,648	490,332	590,029	(3,558)	586,471	1,076,803	4,557,451
Hennepin	374,170	5,615,656	2,476,229	11,435,908	(68,388)	11,367,520	19,833,575	5,620,748	3,505,708	(30,056)	3,475,652	9,096,400	28,929,975
Scott	374,170	710,466	896,505	3,379,908	(18,422)	3,361,486	5,342,627	711,110	1,001,087	(5,639)	995,448	1,706,558	7,049,185
Metro Totals	\$1,496,680	\$8,708,566	\$5,341,822	\$22,847,966	(\$131,935)	\$22,716,031	\$38,263,099	\$8,716,462	\$6,957,082	(\$51,618)	\$6,905,464	\$15,621,926	\$53,885,025

Components of the Tentative 2011 Distribution

October 2009

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Tentative Money Needs Apportionment	Money Needs Minimum Adjustment	Final Apportionment	TENTATIVE 2011 CSAH Apportionment	40% Motor Vehicle Excess Sum	Tent 60% Money Needs Excess Sum	Money Needs Minimum Adjustment	Tent 60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2011 Distribution
Dodge	\$374,170	\$144,502	\$798,163	\$1,287,475	(\$8,949)	\$1,278,526	\$2,595,361	\$144,633	\$397,047	(\$1,784)	\$395,263	\$539,896	3,135,257
Fillmore	374,170	177,055	1,283,135	2,321,825	(14,282)	2,307,543	4,141,903	177,215	716,032	(2,942)	713,090	890,305	5,032,208
Freeborn	374,170	228,781	1,394,173	1,648,409	(12,527)	1,635,882	3,633,006	228,989	508,356	(2,428)	505,928	734,917	4,367,923
Goodhue	374,170	351,961	1,016,332	2,106,959	(13,228)	2,093,731	3,836,194	352,280	649,769	(3,300)	646,469	998,749	4,834,943
Houston	374,170	143,818	778,534	1,736,561	(10,422)	1,726,139	3,022,661	143,949	535,541	(2,238)	533,303	677,252	3,699,913
Mower	374,170	260,716	1,169,168	1,628,386	(11,795)	1,616,591	3,420,645	260,952	502,181	(2,513)	499,668	780,620	4,181,265
Olmsted	374,170	779,250	1,065,845	2,306,786	(15,553)	2,291,233	4,510,498	779,956	711,394	(4,911)	706,483	1,486,439	5,996,937
Rice	374,170	389,397	873,262	1,529,914	(10,882)	1,519,032	3,155,861	389,750	471,813	(2,837)	468,976	858,726	4,014,587
Steele	374,170	245,937	1,666,516	1,666,516	(10,969)	1,655,547	3,181,144	246,160	511,437	(2,206)	511,437	757,597	3,938,741
Wabasha	374,170	186,202	850,898	1,567,973	(10,237)	1,557,736	2,969,006	186,371	483,550	(2,206)	481,344	667,715	3,636,721
Winona	374,170	287,279	982,933	1,858,630	(12,037)	1,846,593	3,490,975	287,539	573,187	(2,835)	570,352	857,891	4,348,866
District 6 Totals	\$4,115,870	\$3,194,898	\$11,117,933	\$19,659,434	(\$130,881)	\$19,528,553	\$37,957,254	\$3,197,794	\$6,062,810	(\$50,497)	\$6,032,313	\$9,230,107	\$47,187,361
Blue Earth	\$374,170	\$371,656	\$1,352,473	\$3,202,635	(\$18,215)	\$3,184,420	\$5,282,719	\$371,993	\$981,938	(\$4,459)	\$977,479	\$1,349,472	6,632,191
Brown	374,170	227,805	990,745	1,250,036	(9,768)	1,240,268	2,832,988	228,011	385,501	(2,020)	383,481	611,492	3,444,480
Cottonwood	374,170	93,752	989,671	871,903	(8,005)	863,898	2,321,491	93,837	268,888	(1,195)	267,693	361,530	2,683,021
Faribault	374,170	127,705	1,082,349	1,671,307	(11,187)	1,660,120	3,244,344	127,821	515,418	(2,118)	513,300	641,121	3,885,465
Jackson	374,170	85,028	1,155,886	1,591,568	(11,019)	1,580,539	3,195,623	85,105	490,824	(1,897)	488,927	574,032	3,769,655
Le Sueur	374,170	251,601	830,976	1,635,477	(10,626)	1,624,851	3,081,598	251,829	504,368	(2,490)	501,878	753,707	3,835,305
Martin	374,170	167,387	1,186,258	1,673,819	(11,689)	1,662,130	3,389,945	167,538	516,192	(2,252)	513,940	681,478	4,017,423
Nicollet	374,170	190,434	763,787	1,562,396	(9,934)	1,552,462	2,880,853	190,607	481,830	(2,215)	479,615	670,222	3,551,075
Nobles	374,170	149,645	1,115,748	1,517,740	(10,849)	1,506,891	3,146,454	149,781	454,983	(1,992)	452,991	602,772	3,749,226
Rock	374,170	72,756	815,253	920,351	(7,500)	912,851	2,175,030	72,822	283,829	(1,175)	282,654	355,476	2,530,506
Sibley	374,170	115,172	904,513	882,341	(7,822)	874,519	2,268,374	115,276	272,107	(1,276)	270,831	386,107	2,654,481
Waseca	374,170	139,066	779,022	882,993	(7,475)	875,518	2,167,776	139,192	272,308	(1,355)	270,953	410,145	2,577,921
Watsonwan	374,170	87,469	770,486	1,064,875	(7,756)	1,057,119	2,249,244	87,549	328,399	(1,370)	327,029	414,578	2,663,822
District 7 Totals	\$4,864,210	\$2,079,476	\$12,697,167	\$18,727,431	(\$131,845)	\$18,595,586	\$38,236,439	\$2,081,361	\$5,756,585	(\$25,814)	\$5,730,771	\$7,812,132	\$46,048,571
Chippewa	\$374,170	\$102,509	\$760,271	\$737,074	(\$6,783)	\$730,291	\$1,967,241	\$102,602	\$227,308	(\$1,086)	\$226,222	\$328,824	2,296,065
Kandiyohi	374,170	316,934	1,364,875	2,081,567	(14,218)	2,067,349	4,123,328	317,222	641,939	(3,159)	638,780	956,002	5,079,330
Lac Qui Parle	374,170	65,138	1,130,983	807,136	(8,169)	798,967	2,369,258	65,197	248,914	(1,034)	247,880	313,077	2,682,335
Lincoln	374,170	51,694	792,206	718,466	22,849	741,315	1,959,385	51,741	221,569	5,718	227,287	279,028	2,238,413
Lyon	374,170	188,286	993,285	1,055,568	(8,973)	1,046,595	2,602,336	188,456	325,529	(1,693)	323,836	512,292	3,114,628
McLeod	374,170	286,074	795,819	1,173,779	(9,037)	1,164,742	2,620,805	286,334	359,162	(2,126)	357,036	643,370	3,264,175
Meeker	374,170	184,379	850,020	993,254	(8,253)	985,001	2,393,570	184,546	306,311	(1,617)	304,694	489,240	2,882,810
Murray	374,170	78,583	1,103,834	1,004,859	(8,802)	996,057	2,552,644	78,654	309,890	(1,280)	308,610	387,264	2,939,908
Pipestone	374,170	82,554	751,970	775,517	(6,818)	768,699	1,977,393	82,629	239,163	(1,060)	238,103	320,732	2,298,125
Redwood	374,170	138,024	1,217,801	1,564,829	(11,322)	1,553,507	3,283,502	138,149	482,581	(2,044)	480,537	618,686	3,902,188
Renville	374,170	142,907	1,389,485	1,914,198	(13,129)	1,901,069	3,807,631	143,037	590,323	(2,415)	587,908	730,945	4,538,576
Yellow Medicine	374,170	92,319	1,077,662	944,772	(8,553)	936,219	2,480,370	92,404	291,360	(1,264)	290,096	382,500	2,862,870
District 8 Totals	\$4,490,040	\$1,729,401	\$12,228,211	\$13,771,019	(\$81,208)	\$13,689,811	\$32,137,463	\$1,730,971	\$4,244,049	(\$13,060)	\$4,230,989	\$5,961,960	\$38,099,423
Chisago	\$374,170	\$445,484	\$726,286	\$2,074,421	(\$12,441)	\$2,061,980	\$3,607,920	\$445,889	\$637,797	(\$3,569)	\$634,228	\$1,080,117	4,688,037
Dakota	374,170	2,225,018	1,361,554	4,152,645	(27,880)	4,124,765	8,085,507	2,227,036	1,277,934	(11,543)	1,266,391	3,493,427	11,578,934
Ramsey	374,170	2,476,228	1,175,514	5,388,564	(32,351)	5,356,213	9,382,125	2,478,474	1,556,854	(13,290)	1,543,564	4,022,038	13,404,163
Washington	374,170	1,406,249	757,438	2,931,177	(18,794)	2,912,383	5,450,240	1,407,526	901,035	(7,602)	893,433	2,300,959	7,751,199
Metro Totals	\$1,496,680	\$6,552,979	\$4,020,792	\$14,546,807	(\$91,466)	\$14,455,341	\$26,525,792	\$6,558,925	\$4,373,620	(\$36,004)	\$4,337,616	\$10,896,541	\$37,422,333
STATE TOTALS	\$32,552,832	\$32,552,831	\$97,658,496	\$162,764,160	\$0	\$162,764,160	\$325,528,319	\$32,582,347	\$48,873,520	\$0	\$48,873,520	\$81,455,867	\$406,984,186



OTES and COMMENTS

[illegible]

Comparison of the Actual 2010 to the TENTATIVE 2011 CSAH Distribution

October 2010

The following two pages indicate a comparison between the actual 2010 CSAH distribution and what each county's 2011 county state aid distribution would be if all mileage, needs and adjustments remained as published in this booklet and if the 2011 CSAH Highway User Fund were the same as the estimate for apportionment sum and excess sum. However, as we stated in the previous pages, some revised figures will be used to determine the final 2011 distribution. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

Comparison of the Actual 2010 to the Tentative 2011 CSAH Distribution

October 2010

County	Actual 2010 CSAH Distribution	TENTATIVE 2011 CSAH Distribution	Increase or Decrease	% + or -
Carlton	\$3,955,190	\$3,962,641	\$7,451	0.2%
Cook	2,619,746	2,574,749	(44,997)	-1.7%
Itasca	7,502,238	7,353,508	(148,730)	-2.0%
Koochiching	3,923,339	3,935,305	11,966	0.3%
Lake	3,387,560	3,310,850	(76,710)	-2.3%
Pine	5,906,363	6,044,862	138,499	2.3%
St. Louis	21,495,539	21,447,070	(48,469)	-0.2%
District 1 Totals	\$48,789,975	\$48,628,985	(\$160,990)	-0.3%
Beltrami	\$4,894,277	5,053,327	\$159,050	3.3%
Clearwater	2,765,277	2,804,474	39,197	1.4%
Hubbard	3,022,894	3,018,352	(4,542)	-0.2%
Kittson	2,872,663	2,833,138	(39,525)	-1.4%
Lake of the Woods	2,619,675	2,648,719	29,044	1.1%
Marshall	4,239,439	4,180,490	(58,949)	-1.4%
Norman	3,025,880	3,204,257	178,377	5.9%
Pennington	2,410,165	2,395,334	(14,831)	-0.6%
Polk	6,610,219	6,573,801	(36,418)	-0.6%
Red Lake	2,238,413	2,238,413	0	0.0%
Roseau	4,100,291	4,174,695	74,404	1.8%
District 2 Totals	\$38,799,193	\$39,125,000	\$325,807	0.8%
Aitkin	\$3,702,529	3,613,565	(\$88,964)	-2.4%
Benton	3,094,783	3,093,534	(1,249)	0.0%
Cass	4,480,867	4,380,722	(100,145)	-2.2%
Crow Wing	4,850,397	4,698,420	(151,977)	-3.1%
Isanti	2,847,786	2,843,798	(3,988)	-0.1%
Kanabec	2,238,413	2,238,413	0	0.0%
Mille Lacs	3,568,161	3,572,476	4,315	0.1%
Morrison	4,900,025	4,909,179	9,154	0.2%
Sherburne	3,499,615	3,835,553	335,938	9.6%
Stearns	9,306,499	9,308,614	2,115	0.0%
Todd	3,151,109	3,161,643	10,534	0.3%
Wadena	2,279,196	2,271,603	(7,593)	-0.3%
Wright	7,554,370	7,597,773	43,403	0.6%
District 3 Totals	\$55,473,750	\$55,525,293	\$51,543	0.1%
Becker	\$4,132,815	4,171,714	\$38,899	0.9%
Big Stone	2,238,413	2,238,413	0	0.0%
Clay	4,007,737	4,095,237	87,500	2.2%
Douglas	3,880,053	3,941,591	61,538	1.6%
Grant	2,238,413	2,238,413	0	0.0%
Mahnomen	2,238,413	2,238,413	0	0.0%
Otter Tail	9,503,213	9,361,810	(141,403)	-1.5%
Pope	2,748,459	2,675,414	(73,045)	-2.7%
Stevens	2,238,413	2,238,413	0	0.0%
Swift	2,733,725	2,714,340	(19,385)	-0.7%
Traverse	2,238,413	2,238,413	0	0.0%
Wilkin	2,880,638	2,910,024	29,386	1.0%
District 4 Totals	\$41,078,705	\$41,062,195	(\$16,510)	0.0%

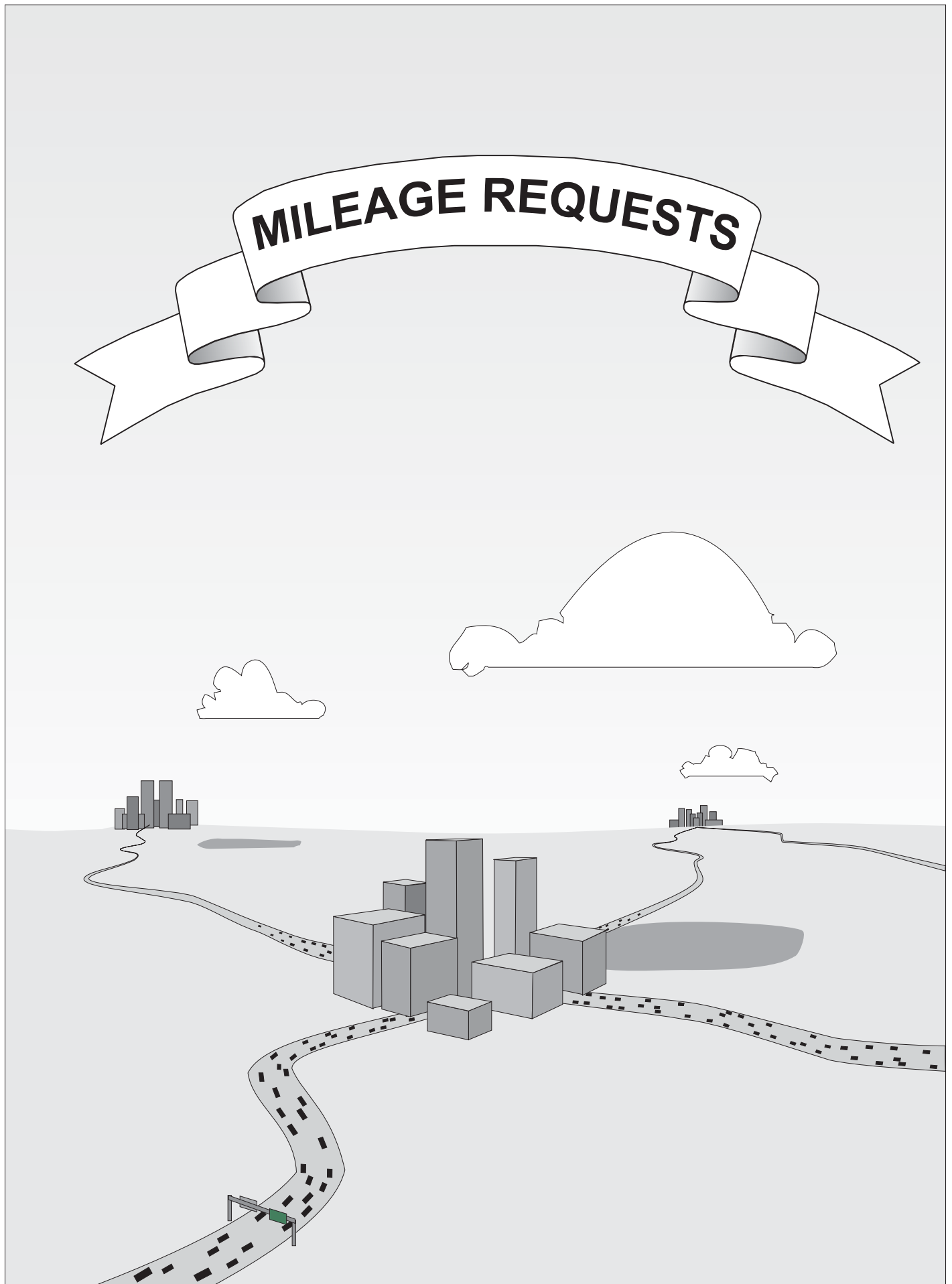
Comparison of the Actual 2010 to the Tentative 2011 CSAH Distribution

October 2010

County	Actual 2010 CSAH Distribution	TENTATIVE 2011 CSAH Distribution	Increase or Decrease	% + or -
Anoka	\$13,084,204	13,348,414	\$264,210	2.0%
Carver	4,680,250	4,557,451	(122,799)	-2.6%
Hennepin	28,220,687	28,929,975	709,288	2.5%
Scott	6,848,864	7,049,185	200,321	2.9%
Metro Totals	\$52,834,005	\$53,885,025	\$1,051,020	2.0%
Dodge	\$3,093,123	3,135,257	\$42,134	1.4%
Fillmore	5,247,594	5,032,208	(215,386)	-4.1%
Freeborn	4,409,686	4,367,923	(41,763)	-1.0%
Goodhue	4,854,732	4,834,943	(19,789)	-0.4%
Houston	3,693,959	3,699,913	5,954	0.2%
Mower	4,354,483	4,181,265	(173,218)	-4.0%
Olmsted	5,921,245	5,996,937	75,692	1.3%
Rice	4,043,261	4,014,587	(28,674)	-0.7%
Steele	4,120,262	3,938,741	(181,521)	-4.4%
Wabasha	3,725,665	3,636,721	(88,944)	-2.4%
Winona	4,508,698	4,348,866	(159,832)	-3.5%
District 6 Totals	\$47,972,708	\$47,187,361	(\$785,347)	-1.6%
Blue Earth	\$6,208,193	6,632,191	\$423,998	6.8%
Brown	3,499,640	3,444,480	(55,160)	-1.6%
Cottonwood	2,788,193	2,683,021	(105,172)	-3.8%
Faribault	3,684,615	3,885,465	200,850	5.5%
Jackson	3,751,218	3,769,655	18,437	0.5%
Le Sueur	3,850,312	3,835,305	(15,007)	-0.4%
Martin	4,028,499	4,071,423	42,924	1.1%
Nicollet	3,511,879	3,551,075	39,196	1.1%
Nobles	3,766,704	3,749,226	(17,478)	-0.5%
Rock	2,598,534	2,530,506	(68,028)	-2.6%
Sibley	2,687,428	2,654,481	(32,947)	-1.2%
Waseca	2,653,560	2,577,921	(75,639)	-2.9%
Watsonwan	2,611,349	2,663,822	52,473	2.0%
District 7 Totals	\$45,640,124	\$46,048,571	\$408,447	0.9%
Chippewa	\$2,350,988	2,296,065	(\$54,923)	-2.3%
Kandiyohi	5,189,078	5,079,330	(109,748)	-2.1%
Lac Qui Parle	2,790,899	2,682,335	(108,564)	-3.9%
Lincoln	2,238,413	2,238,413	0	0.0%
Lyon	3,119,985	3,114,628	(5,357)	-0.2%
Mc Leod	3,386,099	3,264,175	(121,924)	-3.6%
Meeker	2,824,339	2,882,810	58,471	2.1%
Murray	2,938,995	2,939,908	913	0.0%
Pipestone	2,364,016	2,298,125	(65,891)	-2.8%
Redwood	3,914,897	3,902,188	(12,709)	-0.3%
Renville	4,558,766	4,538,576	(20,190)	-0.4%
Yellow Medicine	2,978,607	2,862,870	(115,737)	-3.9%
District 8 Totals	\$38,655,082	\$38,099,423	(\$555,659)	-1.4%
Chisago	\$4,472,280	4,688,037	\$215,757	4.8%
Dakota	11,703,480	11,578,934	(124,546)	-1.1%
Ramsey	13,726,979	13,404,163	(322,816)	-2.4%
Washington	7,837,905	7,751,199	(86,706)	-1.1%
Metro Totals	\$37,740,644	\$37,422,333	(\$318,311)	-0.8%
STATE TOTALS	\$406,984,186	\$406,984,186	\$0	0.0%

[illegible]

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

October 2010

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

Portion of Minnesota Rules For State Aid Operations

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

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

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

History of CSAH Additional Mileage Requests

October 2010

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	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	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	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		3.90		0.25				29.24							34.17	Stearns
Todd	1.90 ¹															1.90	Todd
Wadena																0.00	Wadena
Wright	0.45		1.38										7.77			9.60	Wright
District 3 Totals	40.53	0.74	5.88	0.00	0.25	19.62	0.00	0.00	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

October 2010

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Becker	10.07															10.07	Becker
Big Stone	1.40	0.16														1.56	Big Stone
Clay	2.00	0.10														2.10	Clay
Douglas	10.65 ¹															10.65	Douglas
Grant	5.42															5.42	Grant
Mahnomen	1.42															1.42	Mahnomen
Otter Tail			0.36													0.36	Otter Tail
Pope	3.63	1.20														4.83	Pope
Stevens	1.00															1.00	Stevens
Swift	0.78		0.24													1.02	Swift
Traverse	0.20	0.56		1.60												2.36	Traverse
Wilkin						0.11										0.11	Wilkin
District 4 Totals	36.57	2.02	0.60	1.60	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.90	District 4 Totals

Anoka	2.04				10.42	24.99						22.13				59.58	Anoka
Carver	2.49	0.48		0.08				11.70								14.75	Carver
Hennepin	4.50	0.24	0.85													5.59	Hennepin
Scott	12.09 ¹	5.15	0.12		3.50	38.12										58.98	Scott
District 5 Totals	21.12	5.87	0.97	0.08	13.92	63.11	0.00	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	5.35	0.00	0.00	49.38	District 6 Totals

History of CSAH Additional Mileage Requests

October 2010

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	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	0.54	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
Mc Leod	0.09	0.50			0.32											0.91	Mc Leod
Meeker	0.80	0.50														1.30	Meeker
Murray	3.52	1.10														4.62	Murray
Pipestone	0.50															0.50	Pipestone
Redwood	3.41		0.13													3.54	Redwood
Renville																0.00	Renville
Yellow Medicine		1.39														1.39	Yellow Medicine
District 8 Totals	34.24	3.49	0.13	0.00	1.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.73	District 8 Totals

Chisago	3.24				2.20											5.44	Chisago
Dakota	1.65 ¹	2.47		2.26			35.63									42.01	Dakota
Ramsey	10.12 ¹	0.61		1.13												11.86	Ramsey
Washington	2.33 ¹	0.40	0.33	1.33	8.05	18.52								-7.41		23.55	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	-7.41	0.00	82.86	District 9 Totals

Totals	339.03	25.65	11.39	7.49	26.41	117.60	39.09	26.60	29.24	0.54	26.68	22.13	13.12	-7.41	0.00	681.38	Totals
---------------	---------------	--------------	--------------	-------------	--------------	---------------	--------------	--------------	--------------	-------------	--------------	--------------	--------------	--------------	-------------	---------------	---------------

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

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

Banked CSAH Mileage

October 2010

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.

County	Banked Mileage Available	County	Banked Mileage Available
Aitkin	0.02	Marshall	0.03
Anoka	0.00	Martin	0.00
Becker	0.11	Meeker	0.02
Beltrami	1.30	Mille Lacs	0.00
Benton	0.28	Morrison	0.25
Big Stone	0.00	Mower	0.00
Blue Earth	0.55	Murray	0.00
Brown	0.61	Nicollet	0.00
Carlton	0.88	Nobles	2.08
Carver	0.92	Norman	2.26
Cass	0.55	Olmsted	0.00
Chippewa	0.32	Otter Tail	0.06
Chisago	2.08	Pennington	0.35
Clay	0.90	Pine	0.66
Clearwater	0.01	Pipestone	0.02
Cook	0.01	Polk	1.50
Cottonwood	1.00	Pope	0.13
Crow Wing	0.00	Ramsey	0.26
Dakota	1.25	Red Lake	0.50
Dodge	1.86	Redwood	0.20
Douglas	2.47	Renville	2.47
Faribault	0.49	Rice	3.35
Fillmore	0.06	Rock	1.30
Freeborn	0.00	Roseau	0.30
Goodhue	1.78	St. Louis	1.15
Grant	0.00	Scott	0.75
Hennepin	5.63	Sherburne	0.00
Houston	0.00	Sibley	0.25
Hubbard	0.40	Stearns	1.30
Isanti	0.88	Steele	0.90
Itasca	0.17	Stevens	0.68
Jackson	0.12	Swift	0.30
Kanabec	0.32	Todd	0.24
Kandiyohi	2.20	Traverse	0.00
Kittson	0.00	Wabasha	0.81
Koochiching	0.13	Wadena	1.27
Lac Qui Parle	0.00	Waseca	0.01
Lake	0.39	Washington	0.00
Lake of the Woods	0.20	Watsonwan	0.79
Le Sueur	0.80	Wilkin	0.00
Lincoln	0.00	Winona	0.00
Lyon	0.00	Wright	0.10
McLeod	1.59	Yellow Medicine	0.24
Mahnomen	0.00		
		Total Banked Mileage	54.81

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

Historical Documentation for the Anoka County CSAH Mileage Request

October 2010

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 1 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 47	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 Lake County CSAH Mileage Request

October 2010

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

October 2010

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

October 2010

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 Wright County CSAH Mileage Request

October 2010

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:

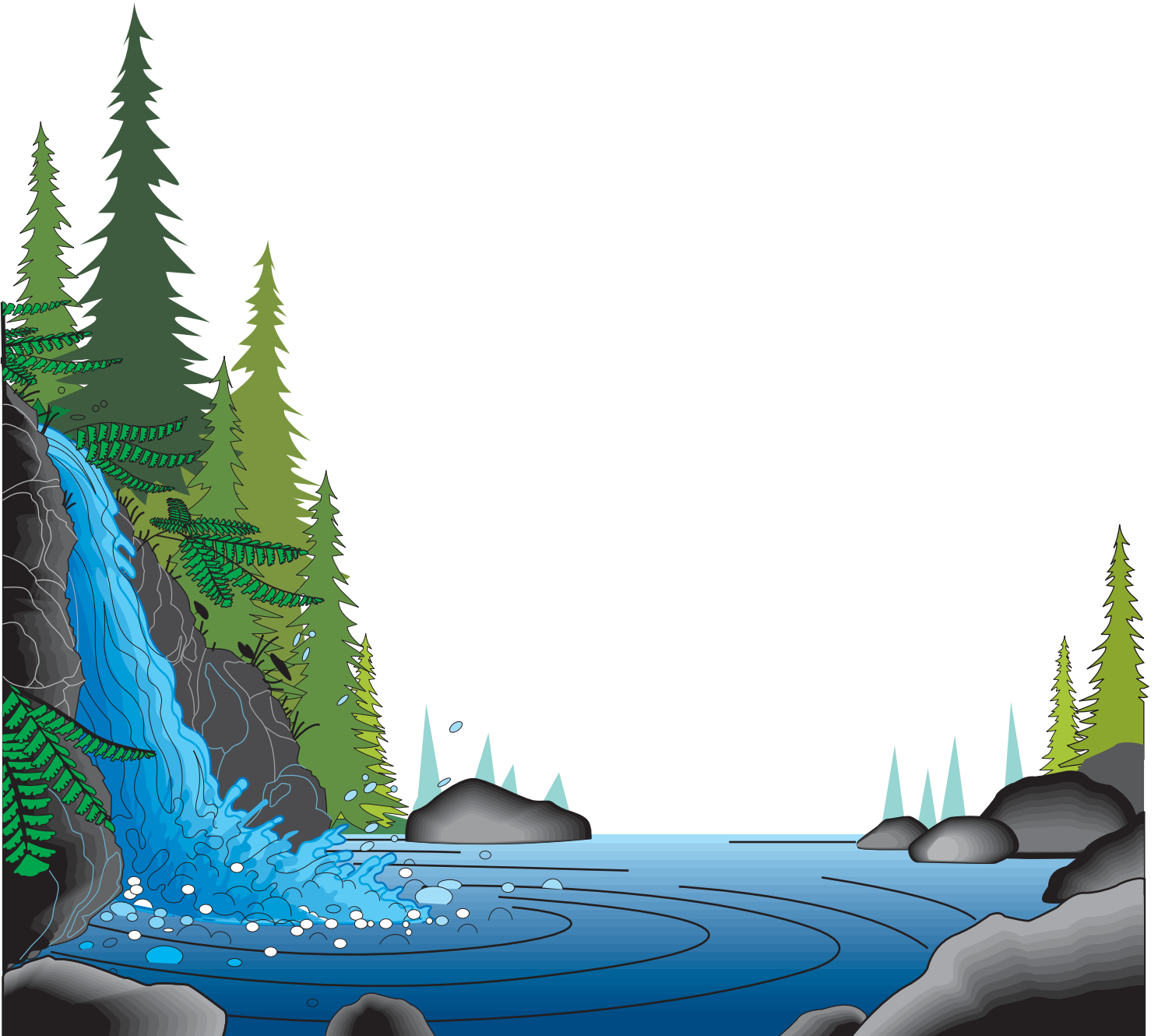
70th St NE (CSAH 37 to CSAH 19)	3.00
70th St NE (Kadler Ave NE to CSAH 19)	1.00
Kadler Ave NE (CSAH 39 to 70th St NE)	2.48
Kalder Ave NE (CSAH 33 to 70th St NE)	7.80
	14.28



OTES and COMMENTS

[illegible]

STATE PARK ROAD ACCOUNT



State Park Road Account

October 2010

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.

State Aid Contact: Joe Thomas (651) 366-3831

DNR Contact: Dave Sobania (218) 828-2620

N:\CSAH\Books\Spring 2010\PARKROAD 2010.doc



WABASHA COUNTY
DEPARTMENT OF HIGHWAYS
821 Hiawatha Drive West
Wabasha, Minnesota 55981
Phone: 651-565-3366 Fax: 651-565-4696

August 5, 2010

David B. Sobania, Principal Engineer
DNR Management Resources
1601 Minnesota Drive
Brainerd, MN 56401

Subject: State Park Road Account Funds Request

Dear Mr. Sobania

Please accept this letter as a request from Wabasha County for State Park Road Account funds for the construction of a right and left turn lane at the entrance of Carley State Park located on Wabasha County State Aid Highway 4. If funding is available, turn lane construction is proposed to be included within a larger reconstruction project of CSAH 4 under SP 079-604-044 in 2012.

Enclosed is a letter of support for this project from the Park Manager, location map, draft plan sheets, and a preliminary cost estimate of \$45,000 which is attributable to including turn lanes within the proposed reconstruction of CSAH 4.

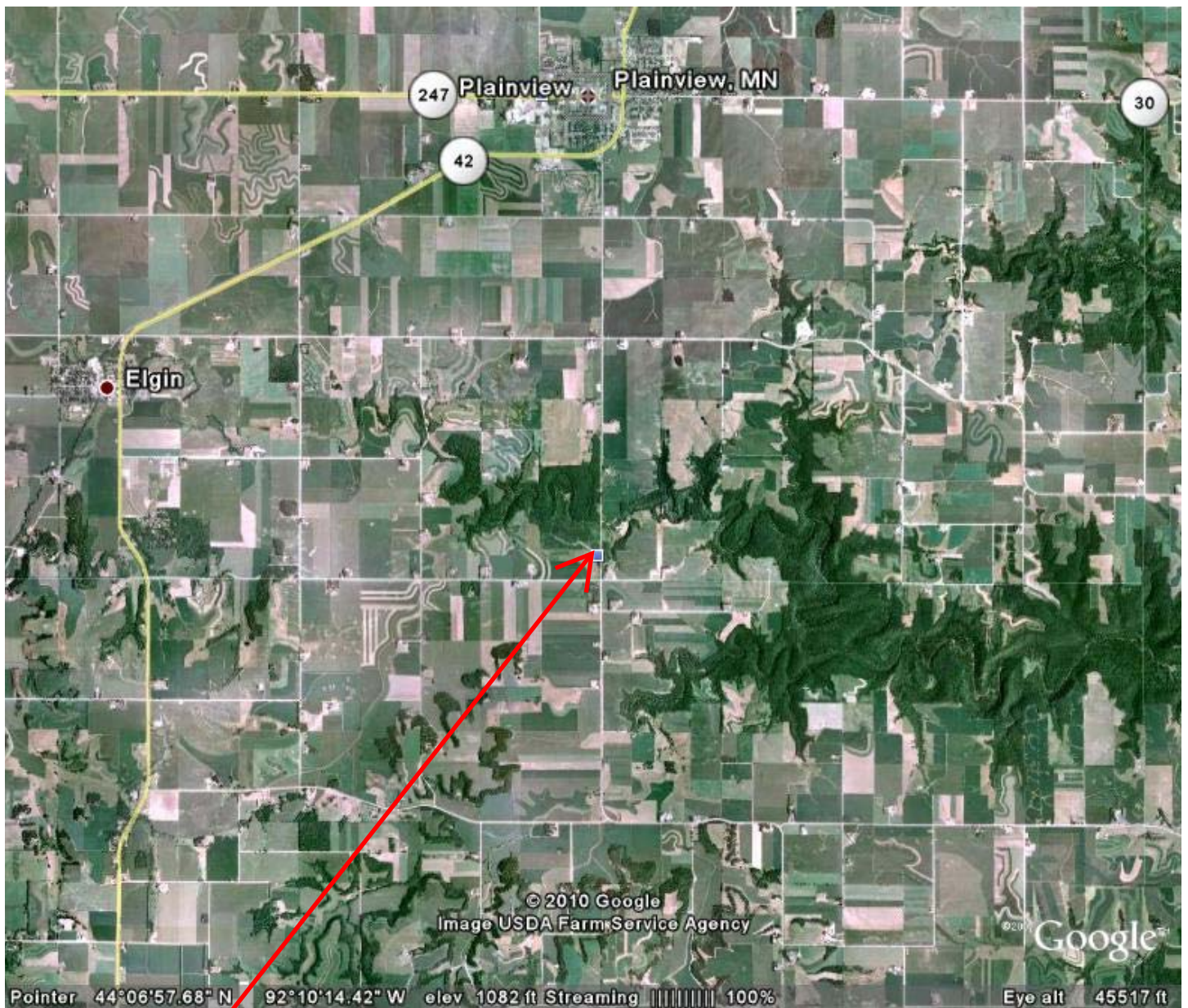
If you have any questions, please do not hesitate to contact me.

Sincerely,

Dietrich Flesch
Wabasha County Engineer

Enclosures

Cc: Joe Thomas, Mn/DOT



SP 079-604-044 - Carley State Park Entrance

Historical Review of 2008 State Park Road Account

October 2010

2008 Allotment \$2,749,684

2008 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Becker		003-600-010	Twp Rd	CSAH 29 to 350th 2 Mi. N. of Detroit Lakes	Road Improvement	30,000
Chippewa	6/07	012-632-003	CSAH	7.5 Mi. NW of Montevideo	Road Improvement	440,000
Chippewa		012-600-007	Co Rd	CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters	Road Improvements	200,000
Clearwater		015-600-011	Co. Rd.	Access to Lake Zawindib .75 S of Lake Itasca	Access	450,000
Faribault		022-600-002	Twp Rd	At outlet of South Walnut Lake	Bridge Rehab.	300,000
Hubbard		029-600-009				257,981
Kanabec		033-600-001	Co Rd	TH 47 to access to Ann Lake	Road Improvements	175,000
Meeker		047-600-007	Twp Rd	CSAH 18 to 195th Ave.		315,000
Murray		051-600-004	Park Rd.	Hudson Acres Road	Road Improvement	300,000
Pope	6/07	061-628-025	CSAH	CSAH 30 to CSAH 57 in Villard	Road Improvements	150,000
St. Louis		069-600-037	Park Rd	At Lake Vermillion	Road Improvements	200,000
Watsonwan		083-600-002	Twp Rd	Shared approach to Long Lake Park & Boat Ramp	Road Improvements	48,304

* Supplement to a previous allocation

TOTAL: \$2,866,285

* Supplement to a previous allocation

Historical Review of 2009 State Park Road Account

October 2010

2009 Allotment \$2,896,215

2009 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Aitkin		01-600-15	Twp	Access to DNR's Cedar Lake Public Access	Access	195,000
Carlton		09-600-03	DNR	Harlis Road in Holyoke Township	Culvert Repairs	366,000
Dakota		19-600-20	Twp	190th Ave. and Annette Ave.	Road Improvement	90,000
Kanabec		33-600-02	Twp	250th Ave. in Ann Lake Township	Access	100,000
Koochiching		36-600-11	Cty. Road	TH 65 to Derverauz Public Water Access	Access	40,780
Koochiching		36-600-12	Cty. Road	TH 53 to Rat Root River Public Water Access	Access	46,252
Koochiching		36-600-13	Twp	Frontier Public Water Access at Rainy River	Access	109,000
Koochiching		36-600-14	Twp	Vidas Public Water Access	Access	116,330
McLeod		43-600-003	Cty. Road	Access to Swan Lake, Fishing Pier & Cty Park	Access	275,000
Mille Lacs		48-600-10	Twp	60th in Lewis and Isle Harbor Township	Roadway Upgrade	205,000
Otter Tail		56-600-24	Twp	Access to Maplewood State Park Picnic Area	Access	237,806
Otter Tail		56-600-25	Twp	CSAH 27 to CSAH 22-Access to Jewett Lake	Access	191,000
Otter Tail		56-600-26	Twp	Access to Maplewood State Park	Access	683,093
Pine		58-600-12	DNR	North Grindstone Road	Oil Emulsion	150,000
Pipestone		59-620-03	CSAH	CSAH 20	Bit. Overlay	87,110
St. Louis		69-600-022	Cty. Road	Co. Rd. 781 to E Co. line, 1 Mi. E of Ely	Road Improvements	106,000
St. Louis		69-644-26	CSAH	CSAH 44	Road Improvements	24,000
St. Louis		69-600-038	Cty. Road	Access McCarthy Beach State Park	Access	225,000

TOTAL: \$3,247,371

* Supplement to a previous allocation

Historical Review of 2010 State Park Road Account

October 2010

2010 Allotment \$3,075,448

2010 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Clay		014-600-007	CSAH	State Park Entrance	Access	133,737
St. Louis		069-600-039	Cty Rd.	Entr. Of Soudan Underground St. Mine Park	Access	300,000
St. Louis		069-600-040	Twp. Rd.	St. Underground Mine Park to Boundary end	Road Improvement	250,000

TOTAL: \$683,737

* Supplement to a previous allocation

Projects Approved by Screening Board
October 2010

Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Chippewa	6/07	066-629-011	CSAH	Main access to Lac Qui Parle State Park	Access	1,125,000
Rice	6/07	066-629-011	CSAH	Nerstrand State Park Entrance	Road Improvements	291,000
Roseau	6/07	068-613-016	CSAH	Access to Lake of the Woods	Access	450,000
Rock	6/07	067-620-012	CSAH	Access to Blue Mounds State Park	Access	250,000
Pope	6/07	061-628-025	CSAH	Access to Villard City Park	Road Improvements	600,000
Becker	6/08	003-635-006	CSAH	From Whaley's Rd. to Rat Lake Trail	Road Improvements	150,000
Winona	10/08	085-603-003	CSAH	Park Access	Road Improvements	1,018,000
Pipestone	6/09	059-620-003	CSAH	Access to Split Rock Creek State Park	Access	83,000
LeSueur	10/09	040-611-036	CSAH	Rays Lake DNR Access	Access	300,000
LeSueur	10/09	040-614-009	CSAH	Waterville Area Fisheries	Road Improvements	500,000
Chisago	6/10	013-601-009	CSAH	East Lake Public Water Access	Road Improvements	1,445,587
Chisago	6/10	013-612-009	CSAH	Access to St. Croix Wild River State Park	Road Improvements	1,537,789
Chisago	6/10	013-619-xxx	CSAH	Access to Carlos Avery Wildlife Area	Road Improvements	1,951,000
Chisago	6/10	013-636-xxx	CSAH	Sunrise Unit of the Carlos Avery Wildlife Area	Road Improvements	1,071,807
Clay	6/10	014-600-007	CSAH	Buffalo River State Park Access	Access	133,000
Lake	6/10	038-620-008	CSAH	Access to Agate Bay Boat Launch to Lk Sup.	Access	100,000
Pope	6/10	061-627-004	CSAH	Public Access to Lake Leven	Access	200,000
Winona	6/10	085-603-004	CSAH	Park Access	Access	240,000

TOTAL: \$11,446,183

* Supplement to a previous allocation



CSAH 20-Year Traffic Projection Factors

October 2010

The map on the following page indicates the 20-year traffic projection factors used for the 2010 Needs Study.

For those counties whose traffic was counted in 2009 and for which we received traffic maps in 2010, two factors are shown. The first factor is the one used in the 2009 Needs Study and the second one was computed using 2009 traffic and has been used for the 2010 Needs Study.

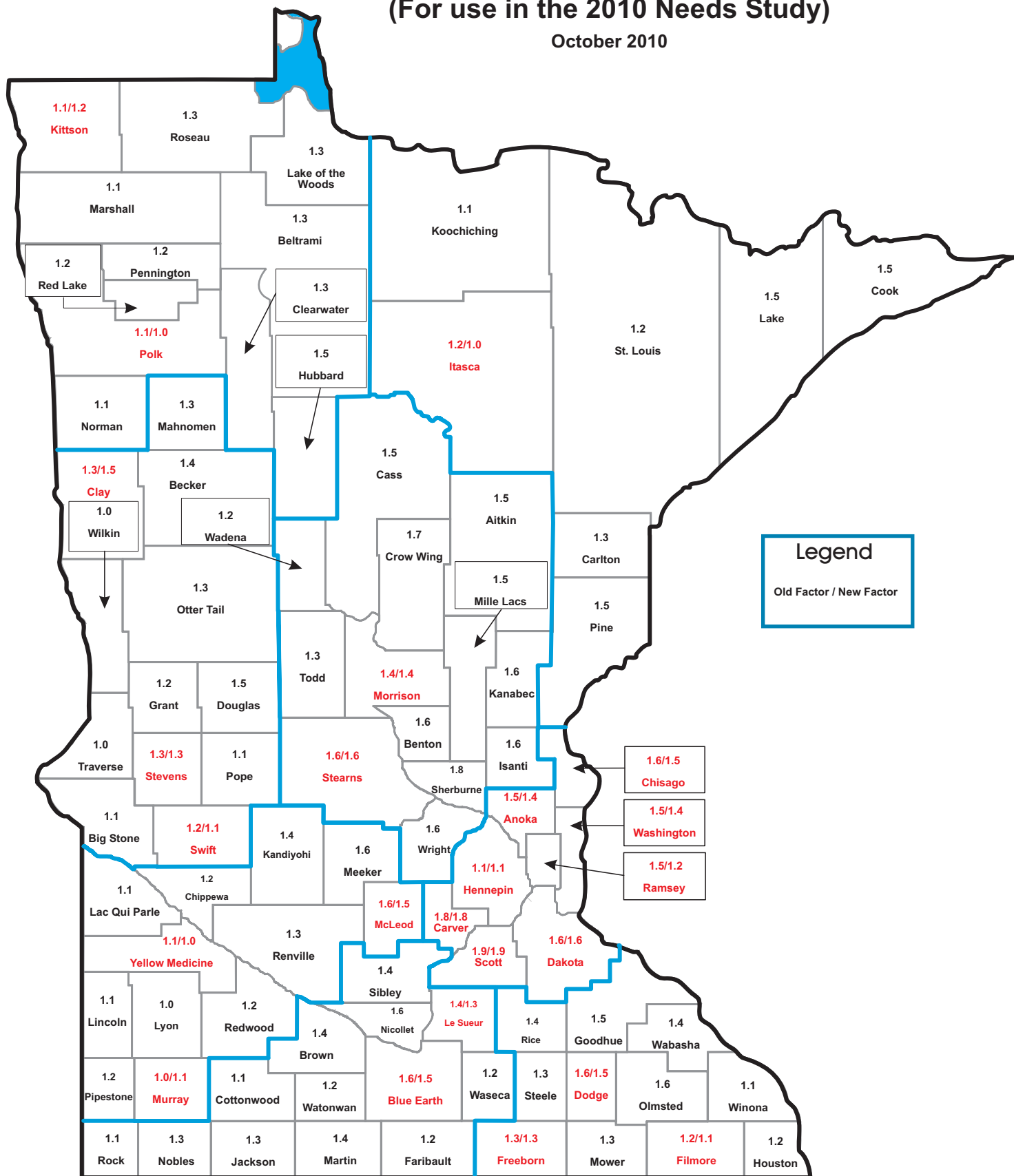
The resolution on traffic projection factors limits the change in factors to a decrease of 0.3 from one traffic count interval to the next.

The following counties were counted in 2008 and we received new traffic maps in 2010.

Anoka	Dodge	LeSueur	Scott
Blue Earth	Fillmore	McLeod	Stearns
Carver	Freeborn	Morrison	Stevens
Chisago	Hennepin	Murray	Swift
Clay	Itasca	Polk	Washington
Dakota	Kittson	Ramsey	Yellow Medicine

CSAH 20-Year Traffic Projection Factors (For use in the 2010 Needs Study)

October 2010



Old and new factors are shown for those counties whose traffic was counted in 2009 and for which the Needs Unit has received updated traffic maps.

Transportation Revolving Loan Fund

In November 1995, the federal government established the State Infrastructure Bank (SIB) program through the National Highway System Designation Act to finance transportation projects by eligible borrowers. The purpose of the SIB program is to attract new funding into transportation, encourage innovative approaches to financing transportation projects, and help build needed transportation infrastructure. SIB operates much like a commercial bank by offering loans and other types of financial assistance to eligible borrowers to finance transportation projects. When the loans are repaid, the funds are returned to the SIB and used to finance another set of projects, creating a continually expanding pool of money for transportation projects.

During the 1997 legislative session, the Minnesota Department of Transportation (Mn/DOT) created and signed into law a SIB for Minnesota, known as the Transportation Revolving Loan Fund (TRLF) Act. The TRLF Act authorized Mn/DOT, the Minnesota Department of Trade and Economic Development (DTED), and the Minnesota Public Facilities Authority (PFA or Authority) to jointly develop and administer a SIB program. Mn/DOT is responsible for evaluating and certifying transportation projects to the PFA for TRLF financing. The PFA is responsible for conducting a financial evaluation of the certified transportation project applicants and setting the terms and conditions for the TRLF loans.

In June of 1997, the federal government authorized Minnesota to create a SIB program and appropriated the state \$3.96 million in federal incentive funds to capitalize the TRLF. All federal funds deposited into the TRLF require the concurrent deposit of a non-federal match of 25% of the federal contribution.

Since its inception in 1997, the TRLF has been capitalized with approximately \$58.5 million, which includes:

- \$4 million Federal General Fund SEED (1998-2005)
- \$31 million Federal Formula (1998-2000)
- \$7 million State Trunk Highway (1999-2000)
- \$16.5 million State General Fund (1998 & 2000)

\$8.2 million of the State General Fund money was taken back in 2003 to help balance the budget. Over the life of the program, the \$50.3 million in the TRLF has leveraged over \$132 million in loans to date.

■ TRLF PROJECT HISTORY (September 2010)

66 total project applications from 1999 - 2010;
31 city, 18 county, 15 Mn/DOT, and 2 Metropolitan Council.

25 total projects funded from 1999 - 2010;
12 city, 7 county, 4 Mn/DOT, and 2 Metropolitan Council.

Hardship Transfers

October 2010

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

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

Hardship Transfers		
<u>CY 1997</u>		
Big Stone	\$600,000	Abnormal winter conditions
Grant	500,000	Abnormal winter conditions
Mahnomen	250,000	Abnormal winter conditions
Pennington	150,000	Snow & spring flooding
Pope	250,000	Abnormal winter conditions
Stevens	500,000	Abnormal winter conditions
Swift	100,000	Abnormal winter conditions
Traverse	480,000	Abnormal 1997 winter conditions
Traverse	420,000	Spring 1997 flood damage
	\$3,250,000	
<u>CY 2001</u>		
Pennington	<u>\$296,000</u>	#24 & #27 County Road System
	\$296,000	
<u>CY 2003</u>		
Traverse	<u>\$268,915</u>	Disastrous fire destroying
	\$268,915	Wheaton Hwy shop
<u>CY 2004</u>		
Kittson	<u>\$100,000</u>	wet weather, poor drying &
	\$100,000	heavy comm truck damage
<u>CY 2005</u>		
Kittson	\$125,000	Heavy rain 7/3/2005 weekend
Otter Tail	<u>500,000</u>	High water, CSAH 12 & 10
	\$625,000	
Total	\$4,539,915	

Maintenance Facilities

October 2010

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	108,004.47	Computerized Fuel System
	<u>\$773,004.47</u>	
CY 1998		
Koochiching	\$118,543.41	International Falls Storage Shed
Lake of the Woods	300,872.29	Maintenance Facility
Pipestone	31,131.16	Fueling System & Remodeling
	<u>\$450,546.86</u>	
CY 1999		
Morrison	\$33,590.98	2 salt storage buildings
Waseca	1,800,000.00	* Maintenance Facility
	<u>\$1,833,590.98</u>	
CY 2000		
Carver	\$343,632.04	Public Work Bldg
Mahnomen	\$422,867.00	Maintenance Facility
Pine	\$363,848.03	Sandstone Bldg Addition
	<u>\$1,130,347.07</u>	
CY 2001		
Carver	\$500,000.00	Public Work Bldg
Nobles	\$500,000.00	Maintenance Facility
	<u>\$1,000,000.00</u>	
CY 2002		
Carver	\$168,398.26	Public Work Bldg
Dodge	109,816.45	Access to maintenance facility
Hennepin	260,000.00	Salt/Sand storage facility-Orono
	<u>\$538,214.71</u>	
CY 2003		
Cottonwood	\$90,458.55	Salt shed
	<u>\$90,458.55</u>	
CY 2004		
Carlton	\$550,000.00	Maintenance Facility
Cottonwood	147,429.02	Windom addition
	<u>\$697,429.02</u>	

Maintenance Facilities

CY 2005		
Dodge	\$160,000.00	Maintenance Facility
Morrison	1,134,368.89	Public Works Bldg
Swift	417,102.00	Admin office & Outshops
	<u>\$1,711,470.89</u>	
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	313,500.00	Franklin Facility
	<u>\$2,824,887.80</u>	
CY 2007		
Lake of the Woods	\$97,464.00	Salt/Sand Storage
	<u>\$97,464.00</u>	
CY 2008		
Martin	\$85,410.00	Maintenance Facility
	<u>\$85,410.00</u>	
Total to Date	\$11,232,824.35	

* - 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.

9/22/2010

**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.

Variances Requested

October 2010

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status (*Full approval or **Pend HH*)	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	Fillmore 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.
2008-03	Fillmore County	6/25/2008	8820.9920 , 30 MPH horizontal curves in lieu of the 40 MPH.	7/11/2008		SAP 23-615-12, Bridge #23J86
2008-05	Winona County	9/24/2008	8820.9922 , 20 MPH horz curves in lieu of 30 MPH: Contingent on the County working with the DSAE with respect to approach tapers.	10/10/2008		SAP 85-599-64, (Inplace) Bridge #L 1489
2008-06	Hennepin Cty	9/24/2008	8820.9995 , CSAH 19 in Loretto, so as to allow surface width of 6.0' in lieu of 8.0'.	10/10/2008		SP 27-090-15: Multi-use trail along CSAH 19 in the City of Loretto

Variances Requested

October 2010

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status (*Full approval or **Pend HH*)	Denial Date	Project Number Route Name, Number, Location, Termini, Tied to Project Numbers
2008-11	Houston Cty.	12/20/2008	8820.9922, design speed of 20 MPH sag vertical curve on Elm Drive and a 15 MPH crest and sag vertical curve design speed on Crystal Creek Road in lieu of the minimum 30 MPH.	1/8/2009		SAP 28-599-64, (Twp Rd 88) Houston Cty/Spring Grove township, MN. Reconstruction / br. Replace of Elm Dr. and Crystal Cr Rd between CSAH 8 and 0.1 miles N of the jcnctn with CSAH 8 in Spring Grove Township in Houston County.
2009-02	Lyon County	3/19/2009	8820.9936; 20 MPH vertical sag curve in lieu of the required minimum 30 MPH design.	3/25/2009		SAP 42-627-003; CSAH 27 between TH 14 and County Road 63 in the City of Balaton.
2009-10	Hennepin Cty.	9/17/2009	8820.2800 - Plan approval after bid opening.	9/17/2009		SP 27-701-10/sap 27-605-24; Street ligh installation.
2010-6	Ramsey Cty.	6/24/2010	8820.9936 - to allow a 20 mph horizontal curve in lieu of the 30 mph horizontal curve.			Central Corridor Light Rail Transit: Robert Street and University Avenue intersection.



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

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
JUNE 17 & 18, 2010
ARROWWOOD RESORT
ALEXANDRIA, MN

The spring meeting of the County Engineer's Screening Board was called to order by Chairman Jim Foldesi, St. Louis County Engineer, at 8:38 a.m., June 17, 2010.

Attendance

A roll call of the Screening Board members by Secretary John Welle, Aitkin County Engineer, indicated the following members present:

Doug Grindall, Koochiching	District 1
Mike Flaagan, Pennington	District 2
Robert Kozel, Benton	District 3
Brian Giese, Stevens	District 4
Lyndon Robjent, Carver	Metro
Joe Tripplet, Chisago	Metro
Dietrich Flesch, Wabasha	District 6
Ron Mortenson, Meeker	District 8
Wayne Sandberg, Washington	Urban
Doug Fischer, Anoka	Urban
Mark Krebsbach, Dakota	Urban
Jim Grube, Hennepin	Urban
Ken Haider, Ramsey	Urban
Jim Foldesi, St. Louis	Urban

Approval of Screening Board Minutes

Chairman Jim Foldesi requested a motion to approve minutes of the October 28-29, 2009 Screening Board meeting held at Ruttger's Resort in Deerwood. Motion was made by Jim Grube, seconded by Bob Kozel, and passed unanimously.

Others in Attendance

Chairman Jim Foldesi recognized the following alternates in attendance:

Pete Eakman, Pine	District 1
John Large, Mahnomen	District 4
Mitch Rasmussen, Scott	Metro
Kevin Peyman, Martin	District 7
Lee Amundson, Lincoln	District 8

Chairman Jim Foldesi recognized the General Subcommittee members: Chairman Mitch Rasmussen from Scott County, Al Goodman from Lake County, and Roger Risser from Watonwan County.

The attached attendance sheet will reflect others in attendance including county engineers and MnDOT personnel.

Election of Vice-Chairman

Chairman Jim Foldesi asked for nominations for a vice-chairman. Motion was made by Wayne Sandberg, seconded by Lyndon Robjent to nominate and elect Ron Mortenson as vice-chairman. Motion passed unanimously.

Review of Screening Board Report

Chairman Jim Foldesi asked County State-Aid Needs Manager Kim DeLaRosa to review the 2010 County Screening Board Data dated June 2010.

A. Gravel Base Unit Price Information – Pages 2-11

Kim reviewed the five-year gravel base unit price study that is being recommended by the General Subcommittee for determination of individual county gravel base unit prices as shown on pages 3-4.

These unit prices are inflated unit prices with inflation factors determined by the gravel base inflation factor study shown on page 2. Eleven counties did not have 50,000 tons of gravel base in their respective five-year studies and therefore had their gravel base unit price adjusted based on the gravel base unit prices of surrounding counties as shown on pages 5-7.

Information shown on the map on page 8 summarizes the data used in this study. A comparison of the 2009 gravel base unit prices and the 2008 unit prices on pages 9-10 shows that the statewide average gravel base unit price increased \$0.72 in 2009.

B. Bituminous Unit Price Information – Pages 12-19

Kim distributed revised pages 12 through 18, which show the updated 2005 through 2009 annual bituminous quantities and costs resulting from changes to Blue Earth County data. These revisions result in an updated 2006 inflation factor of 1.20 and an updated 2007 inflation factor of 1.16.

Updated individual county bituminous unit prices are shown on pages 13-14. Two counties did not have 50,000 tons of bituminous in their respective five-year studies and therefore had their bituminous unit price adjusted based on the bituminous unit prices of surrounding counties as shown on revised page 15.

Information shown on the map on revised page 16 summarizes the data used in this study. A comparison of the 2009 bituminous unit prices and the 2008 unit prices on revised pages 17-18 shows that the statewide average bituminous unit price decreased \$0.22 in 2009.

C. Other Unit Prices – Page 20

Kim reviewed the recommendation of the General Subcommittee to continue to utilize increments to determine individual county gravel surfacing unit price and gravel shouldering unit price as shown on page 20. However, since there were no aggregate surfacing projects in 2009, the recommendation is to use gravel base prices for the gravel surfacing unit price. The recommended increment for gravel shouldering is \$2.76 based on the average statewide 2009 rural gravel base unit price and the average statewide 2009 gravel shoulder unit price.

Page 20 also shows miscellaneous unit price recommendations by the General Subcommittee for partial and complete storm sewer, curb and gutter, bridges with length less than 150 feet, bridges 150 feet and longer, and bridge widening. Storm sewer unit prices are based on 2009 storm sewer costs as determined by the State-aid Hydraulic Specialist. Curb and gutter unit prices are based on costs from 77 municipal state-aid projects constructed in 2008 inflated by the ENR construction cost index of 3.13%. Bridge unit prices are based on the five-year average costs of county state-aid bridge projects constructed in 2005-2009 as tracked by the MnDOT Bridge Office. Kim noted that the revised recommended unit price of \$153 per square foot for bridges 150 feet and longer was due to a revised total bridge cost of \$5,919,103 for Bridge No. 60561 as shown in the listing on page 23. The unit price for bridge widening is recommended to remain unchanged at \$150 per square foot as there was no data to justify a change.

D. Box Culvert Prices – Pages 21-22

Kim explained that the box culvert unit prices recommended by the General Subcommittee as shown on pages 21-22 are based on a five-year study of projects utilizing the various sizes of box culverts on county state-aid, county, and township bridge projects. Except for changes to the unit prices for the 12 x 6 single box, the 12 x 7 single box, and the 14 x 5 end section, all of the recommended unit prices for the various sizes remained unchanged from the previous year's unit prices.

E. Mileage Requests – Pages 30-41

Although there are no mileage requests that require Screening Board action, historical information of approved mileage requests, banked state-aid mileage, and historical documentation of approved mileage requests is shown on pages 30-41. The historical documentation for the Washington County mileage request will no longer be shown as the request has been completed at a total mileage of 212.70 miles.

F. State Park Road Account – Page 42-46

Kim distributed letters from four counties that are requesting 2010 and 2011 State Park Road Account funds. Screening Board approval is required for county state-aid highway projects before the Minnesota Department of Natural Resources (DNR) can provide state park funds for these projects. The projects for which funds are being requested are listed below.

Chisago CSAH 1 - \$1,445,587
Chisago CSAH 12 - \$1,537,789
Chisago CSAH 19 - \$1,951,000
Chisago CSAH 36 - \$1,071,807
Clay CSAH 44 - \$133,000
Lake CSAH 20/21 - \$100,000
Pope CSAH 27 - \$200,000

G. Reference Material

Kim reviewed the various reference materials that are contained on pages 49- 91 of the 2010 County Screening Board Data.

Additional Subjects

A. StreamStats Website

Petra Dewall, Principal Engineer with the MnDOT Bridge Office, demonstrated the new StreamStats website that is available at <http://water.usgs.gov/osw/streamstats> as well as the USGS WaterAlert website that is available at <http://water.usgs.gov/wateralert>.

B. Expanded Use of State Park Road Account

Julie Skallman stated that the DNR is currently in the process of trying to expand the use of State Park Road Account funds for purposes beyond what these funds have historically been used for. Since legislation is expected to be introduced during the upcoming legislative session, the County Engineers/Screening Board should be prepared to have a legislative position regarding the use of State Park Road Account funds. Discussion followed regarding this position.

With no other items presented for discussion, Chairman Jim Foldesi asked for a motion to recess until Friday, June 18, 2010 at 8:00 a.m. Motion was made by Doug Grindall, seconded by Mike Flaagan, and passed unanimously.

The meeting reconvened at 8:08 a.m. June 18, 2009 with all noted members present.

Chairman Jim Foldesi asked for a motion to approve the inflated gravel base unit prices, inflated bituminous unit prices, aggregate surfacing and aggregate shouldering increments, and miscellaneous unit prices for storm sewer, curb and gutter, bridges and box culverts as recommended by the General Subcommittee. Motion was made by Brian Giese, seconded by Doug Fischer, and passed unanimously.

Chairman Jim Foldesi asked for a motion to approve the use of 2010 and 2011 State Park Road Account funds for four projects submitted by Chisago County, one project submitted by Clay County, one project submitted by Lake County, and one project submitted by Pope County. Motion was made by Mike Flaagen, seconded by Bob Kozel, and passed unanimously.

Chairman Jim Foldesi thanked Mitch Rasmussen for his three years of service on the General Subcommittee. A General Subcommittee member will be appointed in the near future to represent the southern counties.

Kim DeLaRosa announced that a computer program is in the process of being developed for the computation of county state-aid highway construction needs as proposed by the Needs Task Force. Preliminary results may be available as early as the October 2010 Screening Board Meeting.

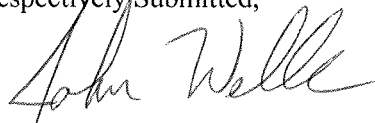
Rick Kjonaas announced that the FWD tool is currently available for use by County Engineers. Questions and feedback should be directed to Joe Thomas.

Chairman Jim Foldesi thanked the Summer Conference Committee for organizing a great summer conference and especially thanked Gary Ruud for his assistance during the conference.

Jim announced that the 2010 Fall Screening Board will be held October 27-28, 2010 at the Grandview Lodge in Brainerd.

Motion was made by Mark Krebsbach, seconded by Kevin Peyman to adjourn the 2010 Spring Screening Board meeting at 8:18 a.m.. Motion passed unanimously.

Respectively Submitted,



John Welle
Screening Board Secretary
Aitkin County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED:

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

Construction Cut Off Date - Oct. 1962- 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 County Adjustment – Oct. 1961, Dec. 1966, June 2008 (Latest Rev. October 2009)

Be It Resolved, that the following resolution is rescinded, “That any county whose total apportionment percentage falls below 0.586782, 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”, and

Be It Further Resolved, for minimum county adjustment purposes, the maximum redistribution shall not exceed 1.25% of the total distribution, and

Be It Further Resolved, that any county whose total distribution share falls below 0.55% shall have its money needs adjusted upward such that its total distribution percentage is up to, but not more than 0.55%, and

Be It Further Resolved, that the maximum redistribution ceiling of 1.25% has precedence over the target maximum safety net of 0.55%.

Be It Further Resolved that such adjustments be made to both the apportionment sum and excess sum distribution, based on the prorated share of each sum of the total distribution: and that said adjustments be prorated to each count based on its distribution percentage of the apportionment sum and excess sum, respectively.

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 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:

Feet of Widening

Needs Cost/Mile

4 - 8 Feet 50% of Average Complete Grading Cost/Mile

9 - 12 Feet 75% of Average Complete Grading Cost/Mile

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

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

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

Base and Surface - June 1965 (Rev. June 2003)

That base and surface quantities shall be determined by reference to traffic volumes, soil factors, and State Aid standards. Rigid base is not to be used as the basis for estimating needs on County State Aid Highways. Replacement mats shall be 2" bituminous surface over existing bituminous.

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

That any complete grading accomplishments be considered as complete grading construction of the affected roadway and grading needs shall be excluded for a period of 25 years from the project letting date or date of force account agreement. At the end of the 25-year period, needs for complete reconstruction of the roadway will be reinstated in the needs study at the initiative of the County Engineer with costs established and justified by the County Engineer and approved by the State Aid Engineer.

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

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

The restrictions above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the County Engineer, and justification to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

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 (Latest Rev. October 2008)

For county state aid highway interchanges with non trunk highways; a county may claim loop and ramp construction needs for each intersection that has a 20 year projected traffic of 70,000 daily entering vehicles or greater and is included in the adopted county transportation plan as a future interchange. It shall be the County Engineer's responsibility to submit documentation to justify estimated costs of the loop and ramps to 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.

After the Fact Loops & Ramps – October 2008

For county state aid highway interchanges with trunk highways; after the fact needs shall be earned for a period of 25 years after construction has been completed for only those costs actually incurred by the county (state aid or county tax levy funds). It shall be the County Engineer's responsibility to submit documentation to justify the costs incurred and report said costs to the District State Aid Engineer. The DSAE approval must be received in the Office of State Aid by July 1st to be included in the following year's distribution. Projects that have been completed since June 1, 2001 are eligible for these needs.

County Engineers

001 John Welle
D3 Aitkin County Engineer
1211 Air Park Drive
Aitkin, MN 56431
Main: 218-927-3741
Email: jwelle@co.aitkin.mn.us
Fax: 218-927-2356

002 Douglas W Fischer
D5 Anoka County Engineer
Anoka County Highway Dept
1440 Bunker Lake Blvd NW
Andover, MN 55304
Main: 763-862-4200
Email: doug.fischer@co.anoka.mn.us
Fax: 763-862-4201

003 Brad C Wentz
D4 Becker County Engineer
200 East State St
Detroit Lakes, MN 56501
Main: 218-847-4463
Email: bcwentz@co.becker.mn.us
Fax: 218-846-2360

004 Bruce Hasbargen
D2 Beltrami County Engineer
2491 Adams Avenue NW
Bemidji, MN 56601
Main: 218-333-8173
Email: bruce.hasbargen@co.beltrami.mn.us
Fax: 218-759-1214

005 Robert Kozel
D3 Benton County Engineer
PO Box 247
321 6th Ave
Foley, MN 56329
Main: 320-968-5051
Email: bkozel@co.benton.mn.us
Fax: 320-968-5333

006 Nicholas Anderson
D4 Big Stone County Engineer
437 North Minnesota
Ortonville, MN 56278
Main: 320-839-2594
Email: nanderson@co.big-stone.mn.us
Fax: 320-839-3747

007 Alan Forsberg
D7 Blue Earth County Engineer
PO Box 3083
35 Map Dr
Mankato, MN 56002
Main: 507-304-4025
Email: alan.forsberg@co.blue-earth.mn.us
Fax: 507-304-4049

008 Wayne Stevens
D7 Brown County Engineer
1901 N Jefferson St
New Ulm, MN 56073
Main: 507-233-5700
Email: wayne.stevens@co.brown.mn.us
Fax: 507-354-6857

009 Wayne Olson
D1 Carlton County Engineer
1630 County Road 61
Carlton, MN 55718-120
Main: 218-384-9150
Email: wayne.olson@co.carlton.mn.us
Fax: 218-384-9123

010 Lyndon Robjent
D5 Carver County Engineer
11360 Highway 212, Suite 1
Cologne, MN 55322-0300
Main: 952-466-5206
Email: lrobjent@co.carver.mn.us
Fax: 952-466-5223

County Engineers

011 David E Enblom
D3 Cass County Engineer
Cass Co. Highway Dept.
PO Box 579
Walker, MN 56484
Main: 218-547-1211
Email: dave.enblom@co.cass.mn.us
Fax: 218-547-1099

012 Steven B Kubista
D8 Chippewa County Engineer
902 N 17th Street
Montevideo, MN 56265
Main: 320-269-2151
Email: skubista@co.chippewa.mn.us
Fax: 320-269-2153

013 Joe Triplett
D5 Chisago County Engineer
313 N. Main St.
Room 400
Center City, MN 55012-9663
Main: 651-213-8708
Email: jktripl@co.chisago.mn.us
Fax: 651-213-0772

014 David Overbo
D4 Clay County Engineer
2951 41 1/2 St. South
Moorhead, MN 56560
Main: 218-299-5099
Email: david.overbo@co.clay.mn.us
Fax: 218-299-7304

015 Dan Sauve
D2 Clearwater County Engineer
113 7th St NE Box A
Bagley, MN 56621-9103
Main: 218-694-6132
Email: dan.sauve@co.clearwater.mn.us
Fax: 218-694-3169

016 David Betts
D1 Cook County Engineer
609 E. Fourth Avenue
Grand Marais, MN 55604-1150
Main: 218-387-3695
Email: david.betts@co.cook.mn.us
Fax: 218-387-3012

017 Ronald Gregg
D7 Cottonwood County Engineer
1355 9th Avenue
Windom, MN 56101
Main: 507-831-1389
Email: ron.gregg@co.cottonwood.mn.us
Fax: 507-831-2367

018 Timothy Bray
D3 Crow Wing County Engineer
16589 Co. Rd. 142
Brainerd, MN 56401
Main: 218-824-1110
Email: tim.bray@co.crow-wing.mn.us
Fax: 218-824-1111

019 Mark Krebsbach
D5 Dakota County Engineer
14955 Galaxie Ave
3rd Floor
Apple Valley, MN 55124-8579
Main: 952-891-7102
Email: mark.krebsbach@co.dakota.mn.us
Fax: 952-891-7127

020 Guy W Kohlhofer
D6 Dodge County Engineer
16 S Airport Rd
PO Box 370
Dodge Center, MN 55927
Main: 507-374-6694
Email: guy.kohlhofer@co.dodge.mn.us
Fax: 507-374-2552

County Engineers

021 Dave Robley
D4 Douglas County Engineer
526 Willow Dr
PO Box 398
Alexandria, MN 56308
Main: 320-762-2999
Email: dave.robley@mail.co.douglas.mn.us
Fax: 320-762-2998

022 John P McDonald
D7 Faribault County Engineer

Box 325
Blue Earth, MN 56013
Main: 507-526-3291
Email: john.mcdonald@co.faribault.mn.us
Fax: 507-526-5159

023 John Grindeland
D6 Fillmore County Engineer
909 Houston St NW
Preston, MN 55965
Main: 507-765-3854
Email: jgrindeland@co.fillmore.mn.us
Fax: 507-765-4476

024 Sue G Miller
D6 Freeborn County Engineer
3300 Bridge Ave
Albert Lea, MN 56007
Main: 507-377-5188
Email: sue.miller@co.freeborn.mn.us
Fax: 507-377-5189

025 Gregory Isakson
D6 Goodhue County Engineer
2140 Pioneer Rd.
PO Box 404
Red Wing, MN 55066
Main: 651-385-3025
Email: greg.isakson@co.goodhue.mn.us
Fax: 651-388-8437

026 Luthard Hagen
D4 Grant County Engineer
Box 1005
224 - 3rd Street SE
Elbow Lake, MN 56531
Main: 218-685-4481
Email: luke.hagen@co.grant.mn.us
Fax: 218-685-5347

027 James Grube
D5 Hennepin County Engineer
1600 Prairie Drive
Medina, MN 55340-5421
Main: 612-596-0307
Email: james.grube@co.hennepin.mn.us
Fax: 763-478-4000

028 Brian Pogodzinski
D6 Houston County Engineer
1124 E Washington St
Caledonia, MN 55921
Main: 507-725-3925
Email: brian.pogodzinski@co.houston.mn.us
Fax: 507-725-5417

029 David A Olsonawski
D2 Hubbard County Engineer
101 Crocus Hill St.
Park Rapids, MN 56470-9201
Main: 218-732-3302
Email: dolsonawski@co.hubbard.mn.us
Fax: 218-732-7640

030 Richard Heilman
D3 Isanti County Engineer
232 North Emerson
Cambridge, MN 55008
Main: 763-689-1870
Email: rheilman@highway.co.isanti.mn.us
Fax: 763-689-9823

County Engineers

- 031 David T Christy**
D1 Itasca County Engineer
County Courthouse
123 4th Street NE
Grand Rapids, MN 55744-2600
Main: 218-327-2853
Email: dave.christy@co.itasca.mn.us
Fax: 218-327-0688
- 032 Tim Stahl**
D7 Jackson County Engineer
53053 780th St
Jackson, MN 56143
Main: 507-847-2525
Email: tim.stahl@co.jackson.mn.us
Fax: 507-847-2539
- 033 Gregory A Nikodym**
D3 Kanabec County Engineer
903 East Forest Ave
Mora, MN 55051
Main: 320-679-6300
Email: greg.nikodym@co.kanabec.mn.us
Fax: 320-679-6304
- 034 Gary D Danielson**
D8 Kandiyohi County Engineer
Box 976
1801 East Hwy 12
Willmar, MN 56201
Main: 320-235-3266
Email: gary_d@co.kandiyohi.mn.us
Fax: 320-235-0055
- 035 Kelly D Bengtson**
D2 Kittson County Engineer
401 2nd St. SW
Hallock, MN 56728
Main: 218-843-2686
Email: kbengtson@co.kittson.mn.us
Fax: 218-843-2488
- 036 Douglas L Grindall**
D1 Koochiching County Engineer
Courthouse Annex
715 4th St
Intl Falls, MN 56649
Main: 218-283-1186
Email: doug.grindall@co.koochiching.mn.us
Fax: 218-283-1188
- 037 Steve Kubista**
D8 Lac Qui Parle County Engineer
422 - 5th Ave.
#301
Madison, MN 56256
Main: 320-598-3878
Email: steven.kubista@lqpc.com
Fax: 320-598-3020
- 038 Alan D Goodman**
D1 Lake County Engineer
1513 Hwy 2
Two Harbors, MN 55616
Main: 218-834-8380
Email: al.goodman@co.lake.mn.us
Fax: 218-834-8384
- 039 vacant**
D2 Lake Of The Woods County Engineer
306 8th Avenue SE
Baudette, MN 56623
Main: 218-634-1767
Email:
Fax: 218-634-1768
- 040 Darrell Pettis**
D7 Lesueur County Engineer

88 So Park Ave
LeCenter, MN 56057
Main: 507-357-2251
Email: dpettis@co.le-sueur.mn.us
Fax: 507-357-4520

County Engineers

- 041 Lee Amundson**
D8 Lincoln County Engineer
221 North Wallace Avenue
PO Box 97
Ivanhoe, MN 56142
Main: 507-694-1464
Email: lamundson@co.lincoln.mn.us
Fax: 507-694-1101
- 042 Suhail Kanwar**
D8 Lyon County Engineer
504 Fairgrounds Road
Marshall, MN 56258
Main: 507-532-8200
Email: suhailkanwar@co.lyon.mn.us
Fax: 507-532-8216
- 044 Jon Large**
D4 Mahnomen County Engineer
1440 Hwy. 200
PO Box 399
Mahnomen, MN 56557
Main: 218-935-2296
Email: jon.large@co.mahnomen.mn.us
Fax: 218-935-2920
- 045 Lon Aune**
D2 Marshall County Engineer
447 S Main St
Warren, MN 56762-1423
Main: 218-745-4381
Email: lon.aune@co.marshall.mn.us
Fax: 218-745-4570
- 046 Kevin Peyman**
D7 Martin County Engineer
1200 Marcus Street
Fairmont, MN 56031
Main: 507-235-3347
Email: kevin.peyman@co.martin.mn.us
Fax: 507-235-3689
- 043 John Brunkhorst**
D8 Mcleod County Engineer
McLeod Co. Highway Dept.
1400 Adams Street SE
Hutchinson, MN 55350
Main: 320-234-0225
Email: john.brunkhorst@co.mcleod.mn.us
Fax: 320-234-6971
- 047 Ron Mortensen**
D8 Meeker County Engineer
422 S. Johnson Drive
Litchfield, MN 55355-2189
Main: 320-693-5360
Email: ronald.mortensen@co.meeker.mn.us
Fax: 320-693-5369
- 048 Bruce Cochran**
D3 Mille Lacs County Engineer
565 8th Street NE
Milaca, MN 56353
Main: 320-983-8264
Email: bruce.cochran@co.mille-lacs.mn.us
Fax: 320-983-8383
- 049 Steve Backowski**
D3 Morrison County Engineer
213 First Ave SE
Little Falls, MN 56345-3196
Main: 320-632-0121
Email: steveb@co.morrison.mn.us
Fax: 320-632-9510
- 050 Mike Hanson**
D6 Mower County Engineer
1105 8th Ave NE
Austin, MN 55912
Main: 507-437-7718
Email: michal@co.mower.mn.us
Fax: 507-437-7609

County Engineers

051 Randy Groves
D8 Murray County Engineer
3051 20th Street
Slayton, MN 56172-9212
Main: 507-836-6327
Email: rgroves@co.murray.mn.us
Fax: 507-836-8891

052 Seth Greenwood
D7 Nicollet County Engineer
Box 518
1700 Sunrise Dr
St Peter, MN 56082
Main: 507-931-1760
Email: sgreenwood@co.nicollet.mn.us
Fax: 507-931-6978

053 Stephen P Schnieder
D7 Nobles County Engineer
960 Diagonal Road
PO Box 187
Worthington, MN 56187-0187
Main: 507-295-5322
Email: sschnieder@co.nobles.mn.us
Fax: 507-372-8348

054 Milton Alm
D2 Norman County Engineer
814 East Main St
Ada, MN 56510-1318
Main: 218-784-7126
Email: mick.alm@co.norman.mn.us
Fax: 218-784-3430

055 Michael Sheehan
D6 Olmsted County Engineer
2122 Campus Drive SE
Rochester, MN 55904-4744
Main: 507-328-7070
Email: sheehan.michael@co.olmsted.mn.us
Fax: 507-287-2320

056 Richard K West
D4 Otter Tail County Engineer
Otter Tail Co. Hwy. Dept.
505 S Court St., Suite #1
Fergus Falls, MN 56537
Main: 218-998-8470
Email: rwest@co.otter-tail.mn.us
Fax: 218-998-8488

057 Michael Flaagan
D2 Pennington County Engineer
250-125th Avenue NE
Thief River Falls, MN 56701
Main: 218-683-7017
Email: mlflaagan@co.pennington.mn.us
Fax: 218-683-7016

058 Peter R Eakman
D1 Pine County Engineer
405 Airport Road NE
Pine City, MN 55063
Main: 320-216-4203
Email: preakman@co.pine.mn.us
Fax: 320-629-6736

059 David Halbersma
D8 Pipestone County Engineer
600 4th St NW
P O Box 276
Pipestone, MN 56164
Main: 507-825-6710
Email: david.halbersma@co.pipestone.mn.us
Fax: 507-825-6712

060 Rich Sanders
D2 Polk County Engineer
Polk County Highway Department
820 Old Highway 75 South
Crookston, MN 56716
Main: 218-470-8253
Email: rsanders@co.polk.mn.us
Fax: 218-281-3976

County Engineers

061 Brian Noetzelman
D4 Pope County Engineer
16139 State Highway 29
Glenwood, MN 56334
Main: 320-634-4561
Email: brian.noetzelman@co.pope.mn.us
Fax: 320-634-4388

062 Ken Haider
D5 Ramsey County Engineer
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Main: 651-266-7100
Email: ken.haider@co.ramsey.mn.us
Fax: 651-266-7110

063 Corky Kleven
D2 Red Lake County Engineer
204 7th St SE
Red Lake Falls, MN 56750
Main: 218-253-2697
Email: ckleven@aol.com
Fax: 218-253-2954

064 Willy Rabenberg
D8 Redwood County Engineer
Box 6
635 W Bridge St
Redwood Falls, MN 56283
Main: 507-637-4056
Email: willy_r@co.redwood.mn.us
Fax: 507-637-4068

065 Marlin Larson
D8 Renville County Engineer
Renville County Office Building
410 E Depue Room 319
Olivia, MN 56277
Main: 320-523-3759
Email: marlin_l@co.renville.mn.us
Fax: 320-523-3755

066 Dennis Luebbe
D6 Rice County Engineer
PO Box 40
610 NW 20th St
Faribault, MN 55021
Main: 507-332-6110
Email: dluebbe@co.rice.mn.us
Fax: 507-332-8335

067 Mark Sehr
D7 Rock County Engineer
Box 808
1120 N Blue Mound Ave
Luverne, MN 56156-0808
Main: 507-283-5010
Email: mark.sehr@co.rock.mn.us
Fax: 507-283-5012

068 Brian Ketring
D2 Roseau County Engineer
407 5th Ave NW
Roseau, MN 56751
Main: 218-463-2063
Email: bketring@co.roseau.mn.us
Fax: 218-463-2064

070 Mitch Rasmussen
D5 Scott County Engineer
600 Country Trail East
Jordan, MN 55352-9339
Main: 952-496-8026
Email: mrasmussen@co.scott.mn.us
Fax: 952-496-8365

071 Rhonda Lewis
D3 Sherburne County Engineer
425 Jackson Ave
Elk River, MN 55330
Main: 763-241-7000
Email: rhonda.lewis@co.sherburne.mn.us
Fax: 763-241-7040

County Engineers

072 Darin N Mielke
D7 Sibley County Engineer
SCSC, 111-8th St.
PO Box 897
Gaylord, MN 55334
Main: 507-237-4092
Email: darinm@co.sibley.mn.us
Fax: 507-237-4356

069 Jim Foldesi
D1 St. Louis County Engineer
4787 Midway Road
Duluth, MN 55811-9794
Main: 218-625-3830
Email: foldesij@co.st-louis.mn.us
Fax: 218-625-3888

073 Mitch A Anderson
D3 Stearns County Engineer
455 28th Ave S
Waite Park, MN 56387
Main: 320-255-6180
Email: mitch.anderson@co.stearns.mn.us
Fax: 320-255-6186

074 Anita Benson
D6 Steele County Engineer
635 Florence Avenue
PO Box 890
Owatonna, MN 55060
Main: 507-444-7671
Email: abenson@co.steele.mn.us
Fax: 507-444-7684

075 Brian Giese
D4 Stevens County Engineer
Highway 9 North
Morris, MN 56267-191
Main: 320-589-7430
Email: briangiese@co.stevens.mn.us
Fax: 320-589-2822

076 Andy Sander
D4 Swift County Engineer
1635 Hoban Avenue
Benson, MN 56215
Main: 320-842-5251
Email: andrew.sander@co.swift.mn.us
Fax: 320-843-3543

077 Loren Fellbaum
D3 Todd County Engineer
Todd County Public Works
44 Riverside Drive
Long Prairie, MN 56347
Main: 320-732-2722
Email: loren.fellbaum@co.todd.mn.us
Fax: 320-732-4525

078 Larry Haukos
D4 Traverse County Engineer
County Courthouse
PO Box 485
Wheaton, MN 56296
Main: 320-563-4848
Email: larry.haukos@co.traverse.mn.us
Fax: 320-563-8734

079 Dietrich Flesch
D6 Wabasha County Engineer
821 Hiawatha Drive W
Wabasha, MN 55981
Main: 651-565-3366
Email: dflesch@co.wabasha.mn.us
Fax: 651-565-4696

080 Ryan Odden
D3 Wadena County Engineer
221 Harry And Rich Drive
Wadena, MN 56482-2411
Main: 218-631-7636
Email: ryan.odden@co.wadena.mn.us
Fax: 218-631-7638

County Engineers

081 Nathan Richman
D7 Waseca County Engineer
1495-5th Street SE
Box 487
Waseca, MN 56093
Main: 507-835-0660
Email: nathan.richman@co.waseca.mn.us
Fax: 507-835-0669

082 Don J Theisen
D5 Washington County Engineer
11660 Myeron Road North
Stillwater, MN 55082
Main: 651-430-4304
Email: don.theisen@co.washington.mn.us
Fax: 651-430-4350

083 Roger Risser
D7 Watonwan County Engineer
1304 7th Ave. S
St James, MN 56081
Main: 507-375-3393
Email: roger.risser@co.watonwan.mn.us
Fax: 507-375-1301

084 Tom Richels
D4 Wilkin County Engineer
515 S 8th Street
Breckenridge, MN 56520
Main: 218-643-4772
Email: trichels@co.wilkin.mn.us
Fax: 218-643-5251

085 David Kramer
D6 Winona County Engineer
5300 Highway 61 West
Winona, MN 55987-1398
Main: 507-457-8840
Email: dkramer@co.winona.mn.us
Fax: 507-454-3699

086 Wayne A Fingalson
D3 Wright County Engineer
1901 Hwy 25 N
Buffalo, MN 55313
Main: 763-682-7388
Email: wayne.fingalson@co.wright.mn.us
Fax: 763-682-7313

087 Andy Sander
D8 Yellow Medicine County Engineer
County Highway Dept
1320 13th Street
Granite Falls, MN 56241-1286
Main: 320-564-3331
Email: andy.sander@co.yellow-medicine.mn.us
Fax: 320-564-2140