2006
COUNTY SCREENING BOARD DATA

Itasca County's CSAH 7

JUNE, 2006

Minnesota Department of Transportation

MEMO
State Aid for Local Transportation Division
Mail Stop 500, 4th Floor
395 John Ireland Boulevard
St. Paul, MN 55155-1899
Fax: 651 282-2727

May 5, 2006

To: County Engineers
District State Aid Engineers

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

Subject: County Engineers' Screening Board Report

Enclosed herewith is a copy of the 2006 Spring County Engineers' Screening Board Report. This report has been prepared by the County State Aid Needs Unit, State Aid Division, Minnesota Department of Transportation.

The unit price data included in this booklet has been analyzed by the County State Aid Highway General Subcommittee and will be recommended to the Screening Board to be used in the 2006 CSAH Needs Study.

If you have any comments, questions, or recommendations regarding this report, please forward them to your District Representative with a copy to this office prior to the meeting, which is scheduled for May 31st through June 1st , 2006.

This report is also available for either printing or reviewing on the State Aid Web Site. Go to www.dot.state.mn.us/stateaid/ and follow the links to the report.

If you have a scenic picture or photo that represents your county which could be used for a future book cover, please send it to our office. We would appreciate your ideas.

N:\CSAH\Books\Spring 2006\MEMO Spring Book 2006.doc

An equal opportunity employer

The State Aid Program Mission Study

Mission Statement:

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

Program Goals:

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

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

Key Program Concepts:

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

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

A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial

B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.

C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

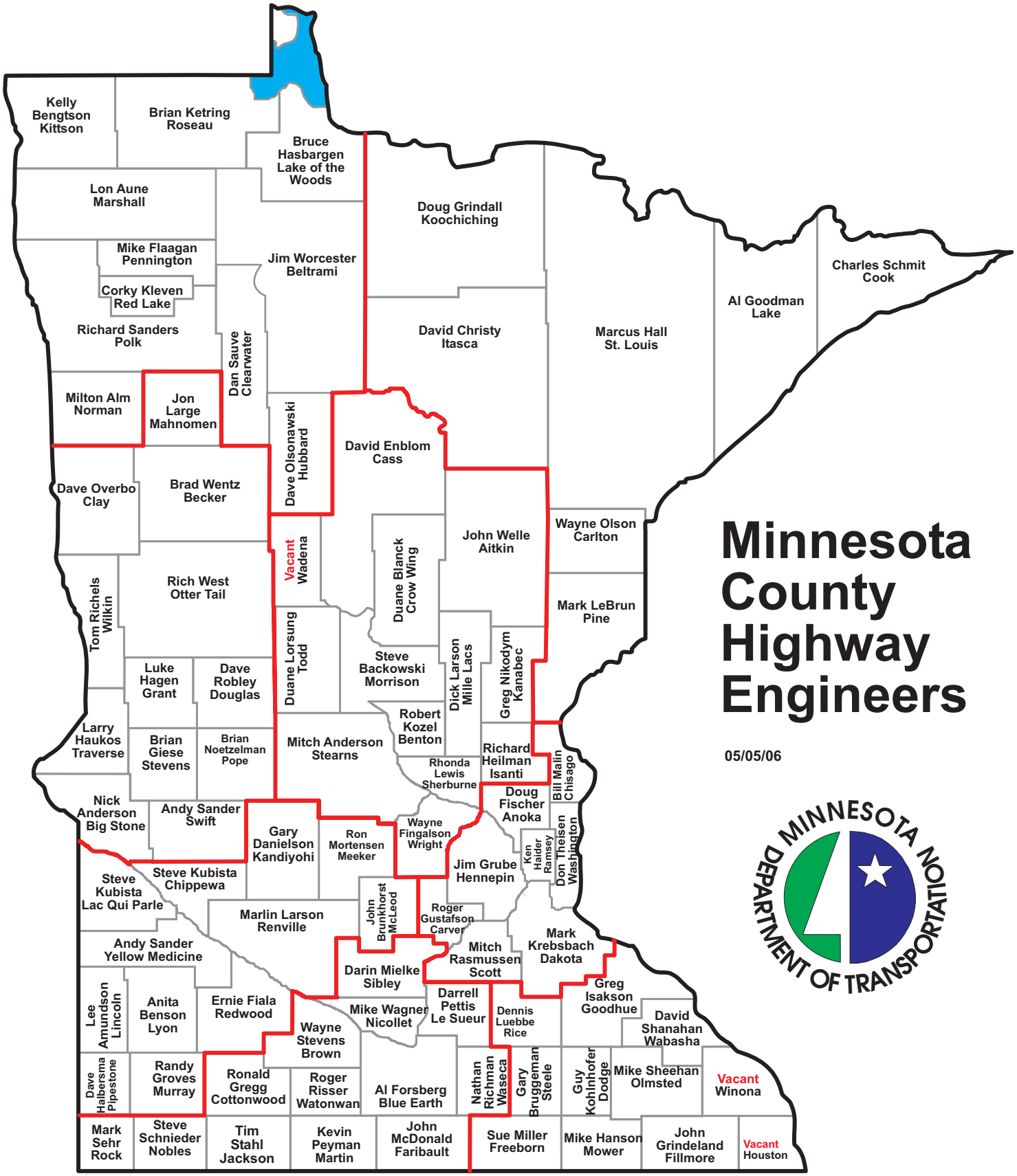
The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

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

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

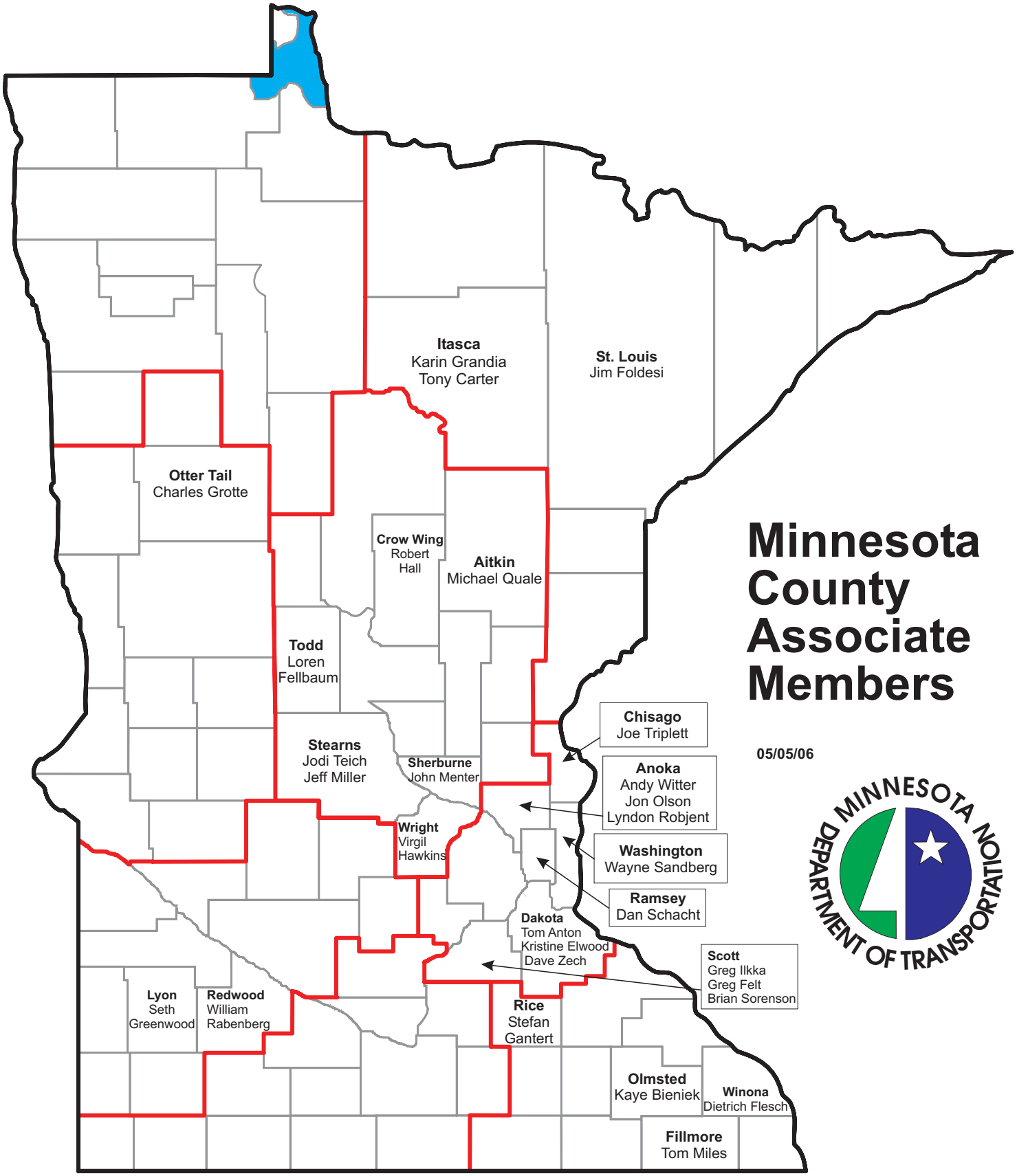
Minnesota County Highway Engineers

05/05/06



Minnesota County Associate Members

05/05/06



2006 COUNTY SCREENING BOARD

Chuck Schmit	(05-06)	-	Cook County	-	District 1
Dan Sauve	(06-07)	-	Clearwater County	-	District 2
Mitch Anderson	(05-06)	-	Stearns County	-	District 3
Brad Wentz	(06-07)	-	Becker County	-	District 4
Mitch Rasmussen	(06-09)	-	Scott County	-	Metro
Roger Gustafson	(04-07)	-	Carver County	-	Metro
John Grindeland	(06-07)	-	Fillmore County	-	District 6
Wayne Stevens	(05-06)	-	Brown County	-	District 7
Randy Groves	(06-07)	-	Murray County	-	District 8
Doug Fischer	Permanent	-	Anoka County	-	Urban
Mark Krebsbach	Permanent	-	Dakota County	-	Urban
Jim Grube	Permanent	-	Hennepin County	-	Urban
Ken Haider	Permanent	-	Ramsey County	-	Urban
Marcus Hall	Permanent	-	St. Louis County	-	Urban
Don Theisen	Permanent	-	Washington County	-	Urban
Dave Olsonawski, Secretary		-	Hubbard County		

2006 SCREENING BOARD ALTERNATES

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

2006 CSAH GENERAL SUBCOMMITTEE

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

2006 CSAH MILEAGE SUBCOMMITTEE

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

CSAH VARIANCE SUBCOMMITTEE

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

TABLE OF CONTENTS
FOR THE MAY 31 - JUNE 1, 2006
COUNTY SCREENING BOARD DATA

GENERAL INFORMATION & UNIT PRICE RECOMMENDATIONS **Pages 1-20**

Introduction 1
Trends of CSAH Unit Price Data 2-5
2006 CSAH Gravel Base Unit Price Data ..... 6-Fig A
Unit Price Inflation Factor Study 7
Procedure for Inflating Gravel Base Unit Prices 8-9
Calculation of Gravel Base Unit Prices for Counties with less than 50,000 Tons 10-11
CSAH Roadway Unit Price Report 12
Gravel Base Spec 2215 13
Bituminous Surface Spec 2331, 2341, 2350, 2361 14
CSAH Miscellaneous Unit Price Report 15
Storm Sewer Construction Costs for 2005 16
Railroad Grade Crossing Costs for 2006 17
Bridge Construction Costs for 2005 18-19
Needs Adjustments for Variances Granted on CSAHs 20

MILEAGE REQUESTS **Pages 21-44**

Criteria Necessary for County State Aid Highway Designation 22
History of the CSAH Additional Mileage Requests 23-25
Banked CSAH Mileage 26
Wright County Mileage Request 27-33
Steele County Mileage Request 34-38
Historical Documentation for the Anoka County CSAH Mileage Request 39
Historical Documentation for the Carver County CSAH Mileage Request 40
Historical Documentation for the Dakota County CSAH Mileage Request 41
Historical Documentation for the Lake County CSAH Mileage Request 42
Historical Documentation for the St. Louis County CSAH Mileage Request 43
Historical Documentation for the Washington County CSAH Mileage Request 44

STATE PARK ROAD ACCOUNT **Pages 45-52**

State Park Road Account Statute 46
Kittson County Request 47-48
Historical Review of 2004 State Park Road Account 49
Historical Review of 2005 State Park Road Account 50
Historical Review of 2006 State Park Road Account 51

REFERENCE MATERIAL **Pages 53-97**

Hardship Transfers 54
Maintenance Facilities 55-57
Local Road Research Board Program for Calendar Year 2006 58-59
Minutes of the October 19-20, 2005 County Engineers Screening Board Meeting 60-66
Minutes of the March 29 and April 12, 2006 General Sub-Committee 67-78
Current Resolutions of the County Screening Board 79-90
County Engineers Addresses and Phone Numbers 91-97

Introduction

JUNE, 2006

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2006 County State Aid Highway Needs Study.

As in other years, in order to keep the five-year average unit price study current, we have removed the 2000 construction projects and added the 2005 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 2001 through 2005, are the basic source of information for compiling the data used for computing the recommended 2006 unit prices. As directed by the 1986 Screening Board, urban design projects have been included in the five-year average unit price study. The gravel base unit price data obtained from the 2005 projects was transmitted to each county engineer for their approval. Any necessary corrections or changes received from the county engineers were made prior to the Subcommittee's review and recommendation.

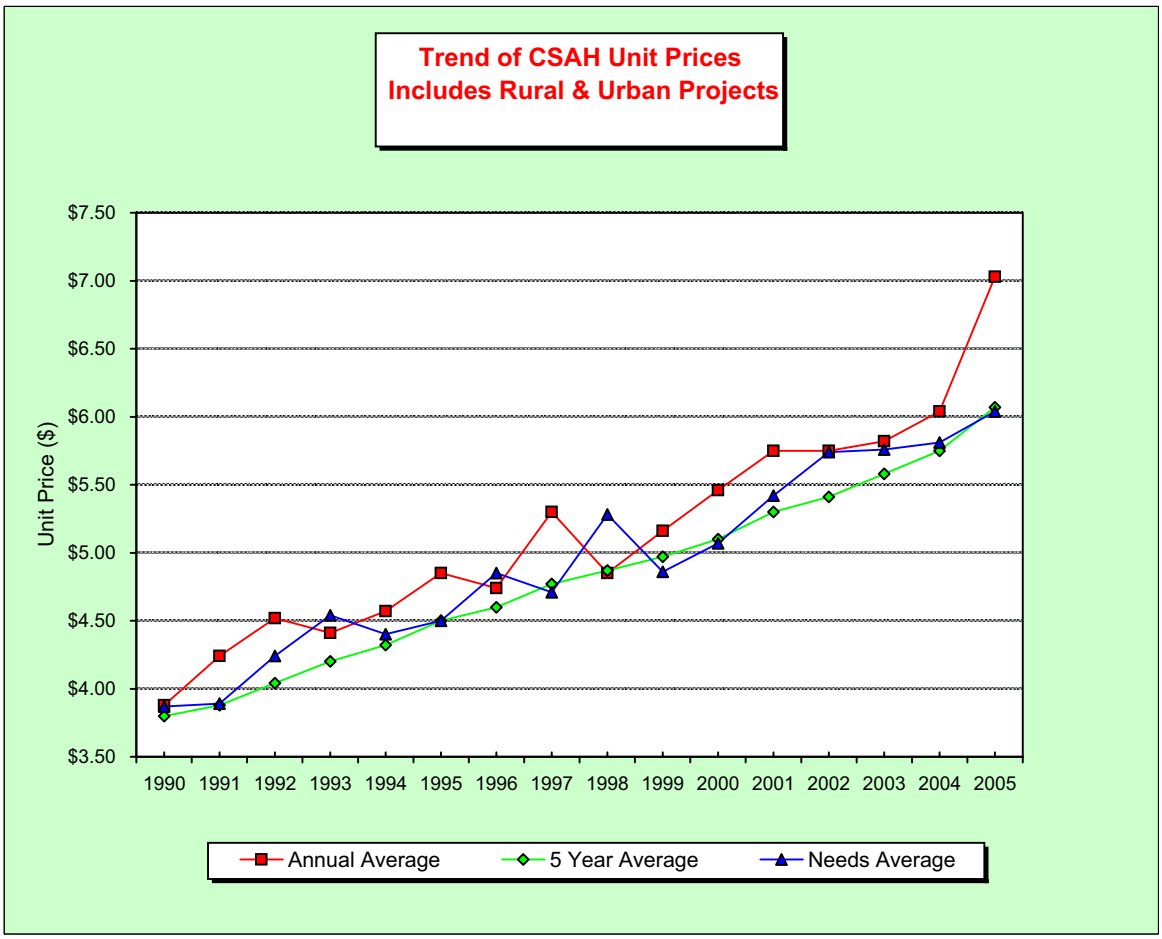
Minutes of the General Subcommittee meetings held March 29 and April 12, 2006 are included in the "Reference Material" section of this report. Doug Fischer, Anoka County, Chairman, along with Brian Giese, Stevens County, and Anita Benson, Lyon County will attend the Screening Board meeting to review and explain the recommendations of the group.

TREND OF CSAH UNIT PRICES FOR GRAVEL BASE - 2211

JUNE, 2006

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	Needs Study Average
1990	3,712,962	$14,400,029	$3.88	$3.80	$3.87
1991	3,461,225	$14,666,244	$4.24	$3.88	$3.89
1992	4,660,355	$21,080,095	$4.52	$4.04	$4.24
1993	3,818,839	$16,847,613	$4.41	$4.20	$4.54
1994	3,004,088	$13,716,749	$4.57	$4.32	$4.40
1995	3,004,556	$14,567,960	$4.85	$4.50	$4.50
1996	4,528,901	$21,480,625	$4.74	$4.60	$4.85
1997	3,638,274	$19,277,621	$5.30	$4.77	$4.71
1998	3,552,980	$17,242,125	$4.85	$4.87	$5.28
1999	3,515,739	$18,123,703	$5.16	$4.97	$4.86
2000	4,396,204	$24,000,864	$5.46	$5.10	$5.07
2001	4,033,889	$23,120,183	$5.75	$5.30	$5.42
2002	3,990,301	$22,988,456	$5.75	$5.41	$5.74
2003	2,929,894	$17,034,641	$5.82	$5.58	$5.76
2004	3,742,756	$22,689,144	$6.04	$5.75	$5.81
2005	3,589,325	$25,232,060	$7.03	$6.07	$6.04



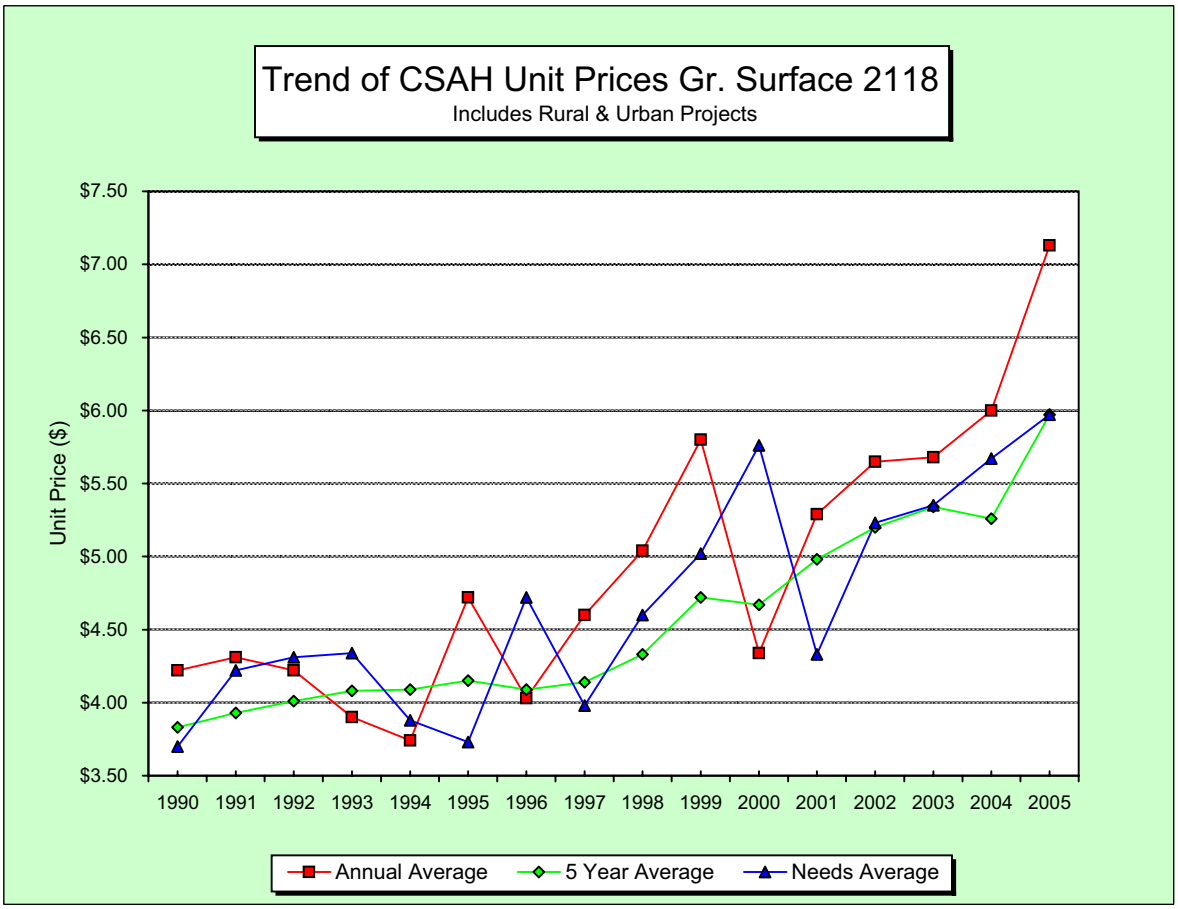
N\CSAH\BOOKS\SPRING 2006\Unit Price Trends

TREND OF CSAH UNIT PRICES FOR GRAVEL SURFACE - 2118

JUNE, 2006

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1990	531,937	$2,244,411	$4.22	$3.83	$3.70
1991	332,482	$1,431,490	$4.31	$3.93	$4.22
1992	368,606	$1,555,978	$4.22	$4.01	$4.31
1993	310,653	$1,212,579	$3.90	$4.08	$4.34
1994	351,774	$1,341,281	$3.74	$4.09	$3.88
1995	247,659	$1,168,838	$4.72	$4.15	$3.73
1996	253,345	$1,020,275	$4.03	$4.09	$4.72
1997	227,024	$1,044,112	$4.60	$4.14	$3.98
1998	184,747	$931,545	$5.04	$4.33	$4.60
1999	128,625	$746,191	$5.80	$4.72	$5.02
2000	118,764	$515,119	$4.34	$4.67	$5.76
2001	161,906	$856,115	$5.29	$4.98	$4.33
2002	78,241	$441,746	$5.65	$5.20	$5.23
2003	125,210	$710,802	$5.68	$5.34	$5.35
2004	83,395	$500,008	$6.00	$5.26	$5.67
2005	148,342	$1,057,131	$7.13	$5.97	$5.97



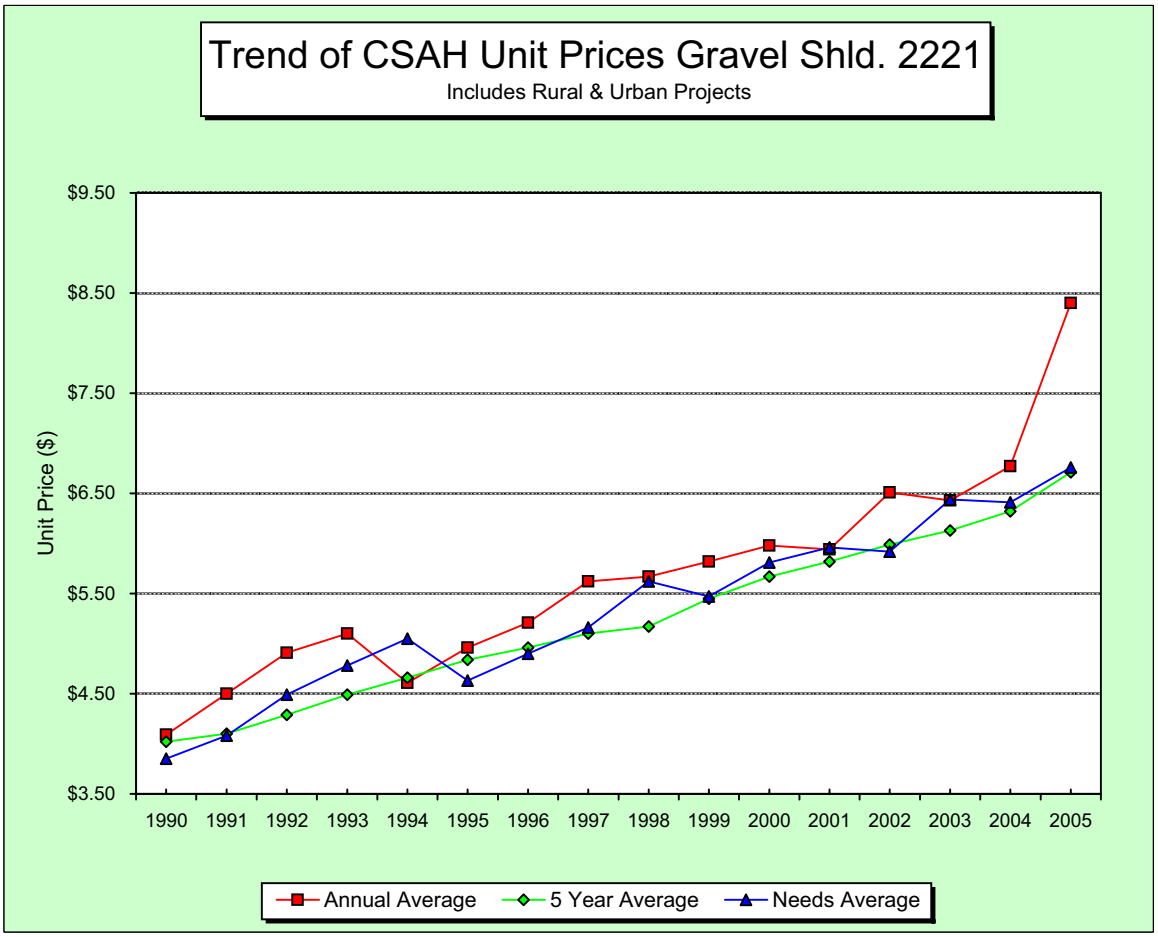
N\CSAH\BOOKS\SPRING 2006\Unit Price Trends

TREND OF CSAH UNIT PRICES FOR GRAVEL SHOULDERS - 2221

JUNE, 2006

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1990	1,089,251	$4,452,591	$4.09	$4.02	$3.85
1991	937,460	$4,217,785	$4.50	$4.10	$4.08
1992	1,264,986	$6,210,827	$4.91	$4.29	$4.49
1993	1,118,334	$5,707,149	$5.10	$4.49	$4.78
1994	1,017,982	$4,691,994	$4.61	$4.66	$5.05
1995	1,068,078	$5,301,656	$4.96	$4.84	$4.63
1996	1,142,751	$5,955,808	$5.21	$4.96	$4.90
1997	974,111	$5,477,646	$5.62	$5.10	$5.16
1998	861,018	$4,886,241	$5.67	$5.17	$5.62
1999	1,162,291	$6,762,983	$5.82	$5.45	$5.47
2000	1,211,498	$7,248,847	$5.98	$5.67	$5.81
2001	1,118,348	$6,645,813	$5.94	$5.82	$5.96
2002	1,152,207	$7,498,988	$6.51	$5.99	$5.92
2003	1,175,256	$7,553,003	$6.43	$6.13	$6.44
2004	1,140,716	$7,723,084	$6.77	$6.32	$6.41
2005	804,361	$6,758,964	$8.40	$6.71	$6.76



N\CSAH\BOOKS\SPRING 2006\Unit Price Trends

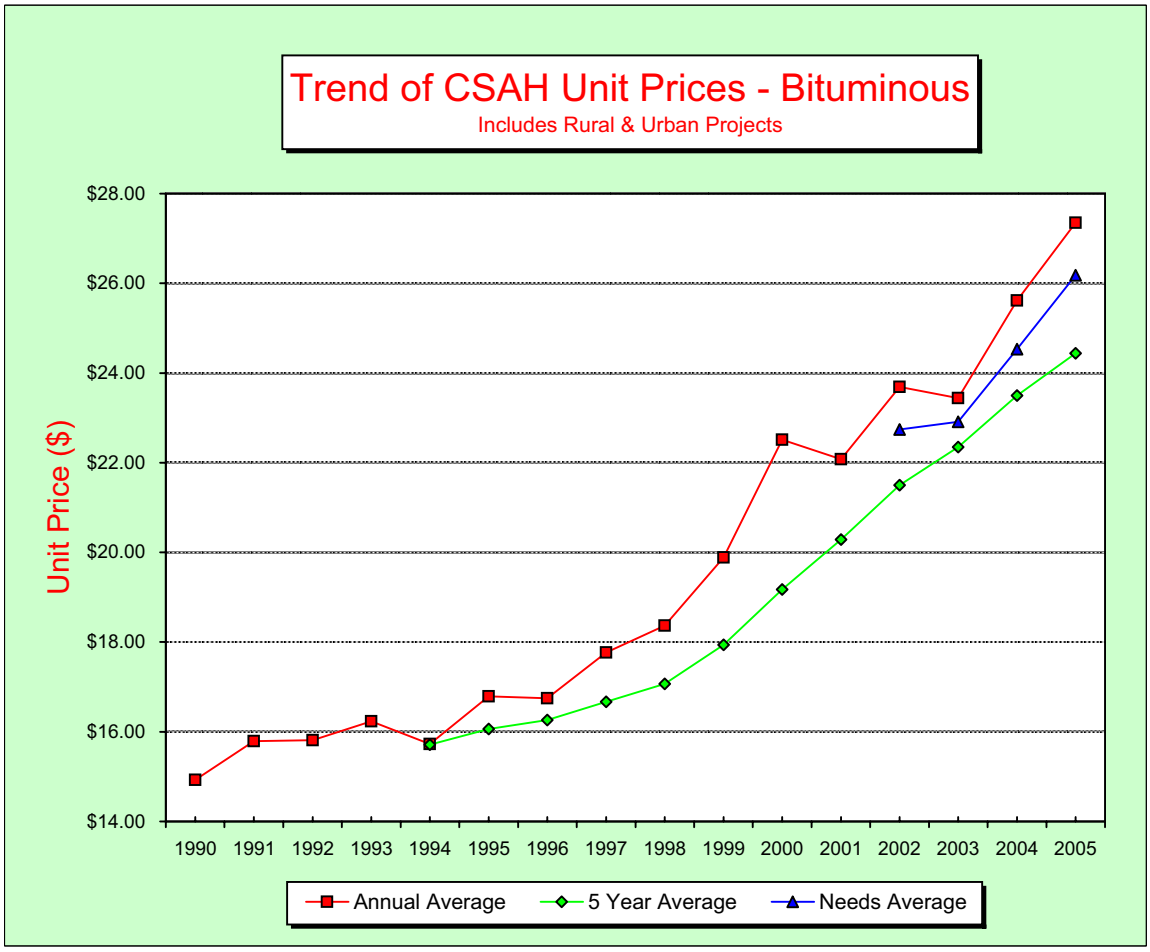
TREND OF CSAH UNIT PRICES FOR COMBINED BITUMINOUS

(2331, 2341, 2350, & 2361)

JUNE, 2006

Includes Rural & Urban Design Projects

Year	Quantities	Cost	Annual Average	5-Year Average	(Rural Design Only) Needs Study Average
1990	2,794,712	$41,717,983	$14.93		
1991	2,647,673	$41,800,961	$15.79		
1992	3,399,162	$53,748,081	$15.81		
1993	3,081,882	$50,021,047	$16.23		
1994	2,832,165	$44,562,834	$15.73	$15.71	
1995	2,603,491	$43,717,217	$16.79	$16.06	
1996	3,552,133	$59,486,700	$16.75	$16.26	
1997	3,094,146	$54,973,321	$17.77	$16.67	
1998	2,719,741	$49,953,079	$18.37	$17.07	
1999	3,412,964	$67,888,679	$19.89	$17.94	
2000	3,820,968	$85,993,780	$22.51	$19.17	
2001	3,283,478	$72,510,391	$22.08	$20.29	
2002	3,779,651	$89,531,961	$23.69	$21.50	$22.74
2003	3,340,503	$78,291,373	$23.44	$22.35	$22.91
2004	3,760,415	$96,334,709	$25.62	$23.50	$24.53
2005	3,238,013	$88,546,645	$27.35	$24.44	$26.18



N\CSAH\BOOKS\SPRING 2006\Unit Price Trends

2006 CSAH Gravel Base Unit Price Data

JUNE, 2006

The map (figure A) indicates each county's 2005 CSAH needs study gravel base unit price, the gravel base data in the 2001-2005 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2006. As directed by the 1986 Screening Board, all urban design projects were also included in the five-year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was modified by the June 2003 Screening Board to determine the 2006 gravel base unit prices.

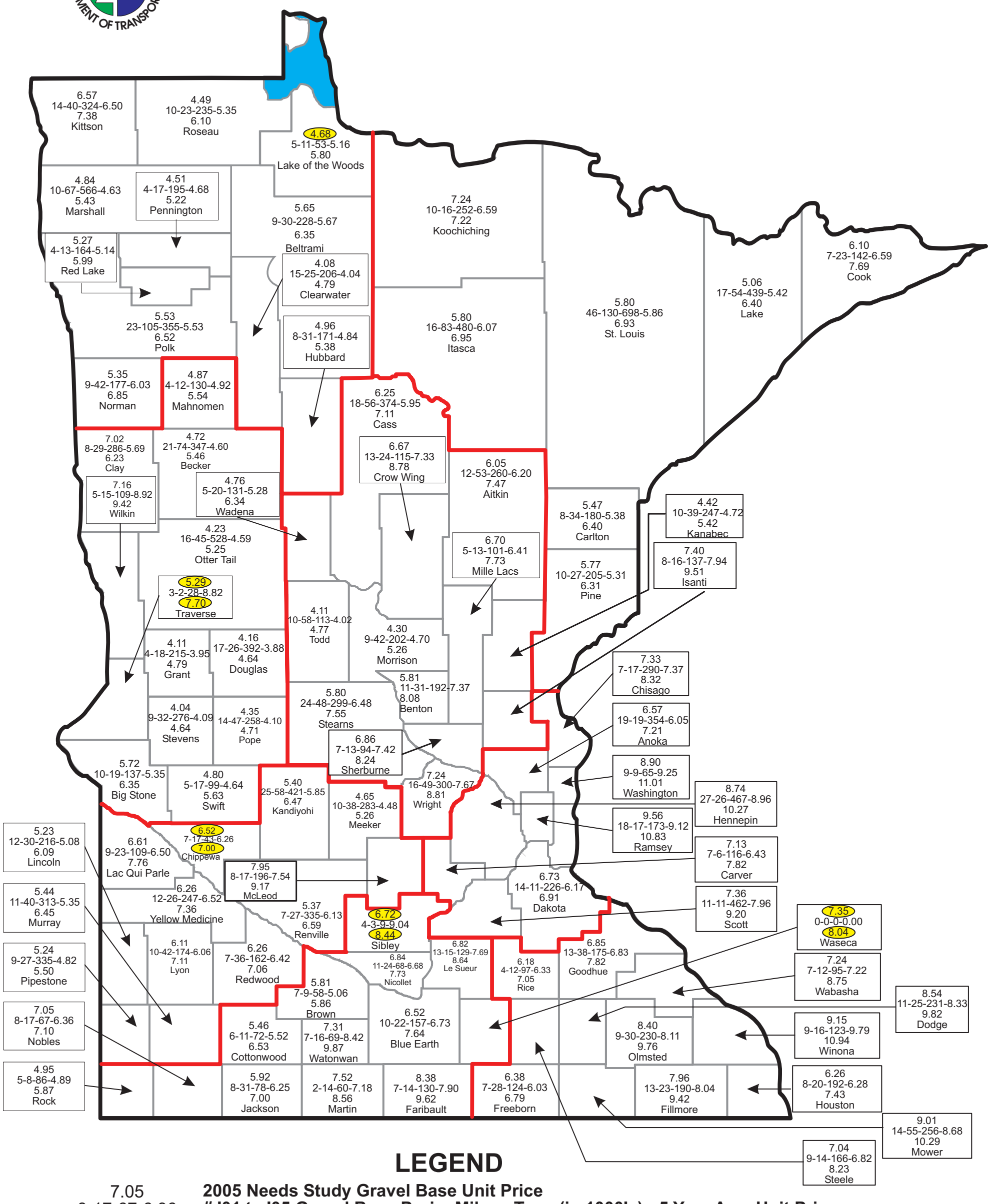
> **If a county has at least 50,000 tons of gravel base in its current five-year average unit price study, that five-year average unit price, inflated by the factors shown in the inflation factor report, is used.**
>
> **If a county has less than 50,000 tons of gravel base material in its five-year average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

As you can see, the counties whose recommended unit prices have a circle around them have less than 50,000 tons of gravel base material in their current five-year average unit price study. Therefore, these prices were determined using the procedure above and the calculation of these is shown. Doug Fischer, Chairman, Brian Giese, and Anita Benson of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.

N:\CSAH\Books\Spring 2006\gravel base.doc

FIGURE A

2001-2005 C.S.A.H. Gravel Base Unit Price Data
(Rural and Urban Projects Included)
June, 2006



LEGEND

7.05	**2005 Needs Study Gravel Base Unit Price**
8-17-67-6.36	**# '01 to '05 Gravel Base Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price**
7.10	**2006 Inflated Gravel Base Unit Price**

(As Recommended by the General Subcommittee)

Not enough gravel base material in the 5 year average, so some surrounding counties' gravel base data was used to reach the 50,000 ton minimum.

N\CSAH\Books\Spring 2006\MnGBUnit Price 2006.cdr

Unit Price Inflation Factor Study

JUNE, 2006

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

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

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

Gravel Base - #2215

Year	Quantity	Cost	Annual Average	Inflation Factor	
2001	4,033,889	$23,120,183	$5.73	$7.03/$5.73=	1.23
2002	3,990,301	$22,988,456	$5.76	$7.03/$5.76=	1.22
2003	2,929,894	$17,034,641	$5.81	$7.03/$5.81=	1.21
2004	3,742,756	$22,689,144	$6.06	$7.03/$6.06=	1.16
2005	3,589,325	$25,232,060	$7.03	$7.03/$7.03=	1.00

In order to reflect current prices in the 2001-2005 five-year average unit price study, each county's gravel base cost was multiplied by the appropriate factor.

N:\CSAH\Books\Spring 2006\Infaltion Factors.xls

Procedure for Inflating Gravel Base Unit Prices

JUNE, 2006

08-May-06

NO.	COUNTY	2001 COSTS	INFLATED 2001 COSTS (X 1.23)	2002 COSTS	INFLATED 2002 COSTS (X 1.22)	2003 COSTS	INFLATED 2003 COSTS (X 1.21)	2004 COSTS	INFLATED 2004 COSTS (X 1.16)	2005 COSTS	TOTAL 2001-2005 INFLATED COSTS	TOTAL 2001-2005 QUANTITY	2001-2005 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	$148,324	$182,439	$424,389	$517,755	$264,962	$320,604	$0	$0	$135,813	$1,156,611	180,834	$6.40	Carlton
16	Cook	110,358	135,740	0	0	588,285	711,825	51,056	59,225	186,120	1,092,910	142,077	7.69	Cook
31	Itasca	32,280	39,704	746,061	910,194	473,951	573,481	944,830	1,096,003	719,055	3,338,437	480,047	6.95	Itasca
36	Koochiching	202,241	248,756	298,872	364,624	180,213	218,058	59,850	69,426	921,644	1,822,508	252,304	7.22	Koochiching
38	Lake	1,348,202	1,658,288	0	0	372,762	451,042	273,918	317,745	382,742	2,809,817	438,948	6.40	Lake
58	Pine	240,163	295,400	508,501	620,371	61,241	74,102	156,585	181,639	124,973	1,296,485	205,373	6.31	Pine
69	St. Louis	305,563	375,842	1,281,473	1,563,397	671,095	812,025	1,592,475	1,847,271	238,600	4,837,135	697,532	6.93	St. Louis
	District 1 Totals	**2,387,131**	**2,936,169**	**3,259,296**	**3,976,341**	**2,612,509**	**3,161,137**	**3,078,714**	**3,571,309**	**2,708,947**	**16,353,903**	**2,397,115**	**6.82**	**District 1 Totals**
4	Beltrami	40,185	49,428	279,117	340,523	308,015	372,698	120,185	139,415	546,574	1,448,638	228,125	6.35	Beltrami
15	Clearwater	14,400	17,712	184,634	225,253	267,611	323,809	342,585	397,399	23,600	987,773	206,006	4.79	Clearwater
29	Hubbard	125,132	153,912	245,385	299,370	0	0	55,250	64,090	404,522	921,894	171,390	5.38	Hubbard
35	Kittson	392,974	483,358	667,994	814,953	51,336	62,117	228,871	265,490	763,198	2,389,116	323,805	7.38	Kittson
39	Lake of the Woods	11,520	14,170	12,488	15,235	0	0	180,158	208,983	70,470	308,858	53,249	5.80	Lake of the Woods
45	Marshall	524,010	644,532	1,481,874	1,807,886	32,052	38,783	0	0	579,720	3,070,921	565,759	5.43	Marshall
54	Norman	118,321	145,535	179,023	218,408	0	0	492,092	570,827	278,176	1,212,946	176,991	6.85	Norman
57	Pennington	161,333	198,440	296,690	361,962	17,405	21,060	0	0	438,256	1,019,718	195,316	5.22	Pennington
60	Polk	459,445	565,117	505,665	616,911	283,018	342,452	469,451	544,563	248,980	2,318,023	355,388	6.52	Polk
63	Red Lake	66,228	81,460	350,900	428,098	0	0	293,120	340,019	131,250	980,827	163,838	5.99	Red Lake
68	Roseau	98,943	121,700	195,889	238,985	381,694	461,850	193,171	224,078	385,990	1,432,603	234,794	6.10	Roseau
	District 2 Totals	**2,012,491**	**2,475,364**	**4,399,659**	**5,367,584**	**1,341,131**	**1,622,769**	**2,374,883**	**2,754,864**	**3,870,736**	**16,091,317**	**2,674,661**	**6.02**	**District 2 Totals**
1	Aitkin	731,227	899,409	321,410	392,120	64,783	78,387	492,294	571,061	0	1,940,977	259,809	7.47	Aitkin
5	Benton	104,900	129,027	237,120	289,286	0	0	373,283	433,008	696,573	1,547,894	191,603	8.08	Benton
11	Cass	420,333	517,010	409,612	499,727	554,118	670,483	814,237	944,515	25,724	2,657,459	374,018	7.11	Cass
18	Crow Wing	182,235	224,149	205,036	250,144	141,935	171,741	311,025	360,789	5,694	1,012,517	115,343	8.78	Crow Wing
30	Isanti	373,428	459,316	229,436	279,912	250,059	302,571	161,855	187,752	71,981	1,301,532	136,850	9.51	Isanti
33	Kanabec	105,715	130,029	160,347	195,623	297,366	359,813	305,799	354,727	295,440	1,335,632	246,505	5.42	Kanabec
48	Mille Lacs	132,693	163,212	212,106	258,769	162,809	196,999	140,136	162,558	0	781,538	101,119	7.73	Mille Lacs
49	Morrison	73,645	90,583	11,070	13,505	218,555	264,452	304,850	353,626	340,021	1,062,187	201,886	5.26	Morrison
71	Sherburne	109,066	134,151	132,100	161,162	108,927	131,802	0	0	345,653	772,768	93,764	8.24	Sherburne
73	Stearns	515,689	634,297	244,960	298,851	219,841	266,008	629,299	729,987	330,348	2,259,491	299,258	7.55	Stearns
77	Todd	48,447	59,590	173,500	211,670	44,712	54,102	156,623	181,683	30,240	537,285	112,685	4.77	Todd
80	Wadena	231,660	284,942	164,499	200,689	234,300	283,503	0	0	61,690	830,824	131,132	6.34	Wadena
86	Wright	243,532	299,544	91,570	111,715	980,931	1,186,927	389,780	452,145	593,270	2,643,601	299,935	8.81	Wright
	District 3 Totals	**3,272,570**	**4,025,259**	**2,592,766**	**3,163,173**	**3,278,336**	**3,966,788**	**4,079,181**	**4,731,851**	**2,796,634**	**18,683,705**	**2,563,907**	**7.29**	**District 3 Totals**
3	Becker	798,603	982,282	63,146	77,038	248,084	300,182	306,680	355,749	180,645	1,895,896	347,166	5.46	Becker
6	Big Stone	131,543	161,798	222,837	271,861	49,014	59,307	296,329	343,742	30,600	867,308	136,601	6.35	Big Stone
14	Clay	178,797	219,920	245,178	299,117	0	0	367,293	426,060	838,492	1,783,589	286,381	6.23	Clay
21	Douglas	473,323	582,187	289,721	353,460	444,000	537,240	208,339	241,673	104,436	1,818,996	391,638	4.64	Douglas
26	Grant	494,500	608,235	0	0	232,130	280,877	120,576	139,868	0	1,028,980	214,600	4.79	Grant
44	Mahnomen	39,900	49,077	0	0	172,220	208,386	225,500	261,580	201,327	720,370	129,948	5.54	Mahnomen
56	Otter Tail	628,676	773,271	293,322	357,853	638,159	772,172	15,000	17,400	848,805	2,769,501	527,955	5.25	Otter Tail
61	Pope	263,132	323,652	115,905	141,404	258,962	313,344	102,404	118,789	318,481	1,215,670	258,103	4.71	Pope
75	Stevens	309,950	381,239	134,044	163,534	0	0	315,746	366,265	367,664	1,278,702	275,712	4.64	Stevens
76	Swift	36,770	45,227	223,022	272,087	172,222	208,389	25,026	29,030	0	554,733	98,533	5.63	Swift
78	Traverse	0	0	30,685	37,436	0	0	34,401	39,905	179,172	256,513	27,678	9.27	Traverse
84	Wilkin	0	0	88,800	108,336	164,800	199,408	0	0	718,364	1,026,108	108,981	9.42	Wilkin
	District 4 Totals	**3,355,194**	**4,126,888**	**1,706,660**	**2,082,126**	**2,379,591**	**2,879,305**	**2,017,294**	**2,340,061**	**3,787,986**	**15,216,366**	**2,803,296**	**5.43**	**District 4 Totals**

Procedure for Inflating Gravel Base Unit Prices

JUNE, 2006

08-May-06

NO.	COUNTY	2001 COSTS	INFLATED 2001 COSTS (X 1.23)	2002 COSTS	INFLATED 2002 COSTS (X 1.22)	2003 COSTS	INFLATED 2003 COSTS (X 1.21)	2004 COSTS	INFLATED 2004 COSTS (X 1.16)	2005 COSTS	TOTAL 2001-2005 INFLATED COSTS	TOTAL 2001-2005 QUANTITY	2001-2005 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
2	Anoka	607,981	747,817	590,453	720,353	246,049	297,719	551,858	640,155	147,924	2,553,968	354,348	7.21	Anoka
10	Carver	58,275	71,678	470,421	573,914	187,720	227,141	29,422	34,130	1,642	908,505	116,204	7.82	Carver
27	Hennepin	1,226,726	1,508,873	269,932	329,317	819,156	991,179	617,616	716,435	1,250,914	4,796,718	467,217	10.27	Hennepin
70	Scott	348,206	428,293	1,480,290	1,805,954	0	0	1,038,174	1,204,282	809,107	4,247,636	461,627	9.20	Scott
	District 5 Totals	**2,241,188**	**2,756,661**	**2,811,096**	**3,429,538**	**1,252,925**	**1,516,039**	**2,237,070**	**2,595,002**	**2,209,587**	**12,506,827**	**1,399,396**	**8.94**	**District 5 Totals**
20	Dodge	$251,797	$309,710	$187,248	$228,443	$728,208	881,132	$571,699	663,171	$182,287	$2,264,743	230,583	$9.82	Dodge
23	Fillmore	628,304	772,814	178,887	218,242	378,093	457,493	0	0	341,647	1,790,196	189,955	9.42	Fillmore
24	Freeborn	104,288	128,274	0	0	120,687	146,031	274,955	318,948	247,408	840,661	123,854	6.79	Freeborn
25	Goodhue	182,422	224,379	165,060	201,373	202,288	244,768	326,473	378,709	317,244	1,366,473	174,764	7.82	Goodhue
28	Houston	390,025	479,731	0	0	436,768	528,489	243,303	282,231	136,305	1,426,756	192,133	7.43	Houston
50	Mower	904,920	1,113,052	525,820	641,500	239,729	290,072	231,504	268,545	319,726	2,632,895	255,892	10.29	Mower
55	Olmsted	292,042	359,212	360,794	440,169	739,887	895,263	477,015	553,337	0	2,247,981	230,442	9.76	Olmsted
66	Rice	0	0	53,445	65,203	0	0	365,458	423,931	193,119	682,253	96,734	7.05	Rice
74	Steele	95,341	117,269	807,901	985,639	0	0	207,706	240,939	18,291	1,362,138	165,588	8.23	Steele
79	Wabasha	210,776	259,254	322,530	393,487	24,439	29,571	127,529	147,934	0	830,246	94,888	8.75	Wabasha
85	Winona	286,876	352,857	74,545	90,945	116,355	140,790	215,550	250,038	508,745	1,343,375	122,790	10.94	Winona
	District 6 Totals	**3,346,791**	**4,116,552**	**2,676,230**	**3,265,001**	**2,986,454**	**3,613,609**	**3,041,192**	**3,527,783**	**2,264,772**	**16,787,717**	**1,877,623**	**8.94**	**District 6 Totals**
7	Blue Earth	138,553	170,420	231,649	282,612	50,227	60,775	307,875	357,135	327,344	1,198,286	156,900	7.64	Blue Earth
8	Brown	27,048	33,269	11,789	14,383	119,087	144,095	75,136	87,158	59,415	338,320	57,751	5.86	Brown
17	Cottonwood	0	0	224,541	273,940	0	0	148,292	172,019	23,632	469,591	71,874	6.53	Cottonwood
22	Faribault	828,113	1,018,579	28,188	34,389	6,965	8,428	163,092	189,187	0	1,250,583	129,956	9.62	Faribault
32	Jackson	26,042	32,032	0	0	72,695	87,961	231,649	268,713	156,802	545,508	77,966	7.00	Jackson
40	Le Sueur	211,300	259,899	106,145	129,497	39,780	48,134	261,771	303,654	370,882	1,112,066	128,713	8.64	Le Sueur
46	Martin	0	0	236,005	287,926	0	0	194,250	225,330	0	513,256	59,965	8.56	Martin
52	Nicollet	79,400	97,662	93,015	113,478	25,959	31,410	167,360	194,138	87,500	524,188	67,830	7.73	Nicollet
53	Nobles	82,440	101,401	0	0	144,279	174,578	0	0	197,550	473,529	66,703	7.10	Nobles
67	Rock	212,003	260,764	35,250	43,005	128,237	155,167	0	0	43,470	502,406	85,612	5.87	Rock
72	Sibley	0	0	0	0	7,296	8,828	0	0	72,155	80,983	8,788	9.22	Sibley
81	Waseca	0	0	0	0	0	0	0	0	0	0	0	0.00	Waseca
83	Watonwan	309,978	381,273	0	0	110,200	133,342	32,672	37,900	127,935	680,450	68,953	9.87	Watonwan
	District 7 Totals	**1,914,877**	**2,355,299**	**966,582**	**1,179,230**	**704,725**	**852,718**	**1,582,097**	**1,835,234**	**1,466,685**	**7,689,166**	**981,011**	**7.84**	**District 7 Totals**
12	Chippewa	21,250	26,138	42,340	51,655	92,486	111,908	0	0	110,216	299,917	42,559	7.05	Chippewa
34	Kandiyohi	252,712	310,836	564,321	688,472	236,032	285,599	192,536	223,342	1,213,840	2,722,089	420,695	6.47	Kandiyohi
37	Lac Qui Parle	225,057	276,820	241,760	294,947	113,271	137,058	59,732	69,289	71,732	849,846	109,489	7.76	Lac Qui Parle
41	Lincoln	274,785	337,986	233,800	285,236	296,665	358,965	251,712	291,986	41,688	1,315,861	216,179	6.09	Lincoln
42	Lyon	0	0	590,552	720,473	15,263	18,468	311,645	361,508	137,144	1,237,593	173,991	7.11	Lyon
43	Mc Leod	1,004,908	1,236,037	74,620	91,036	261,369	316,256	102,202	118,554	36,120	1,798,003	196,078	9.17	Mc Leod
47	Meeker	512,608	630,508	223,166	272,263	85,650	103,637	223,330	259,063	223,970	1,489,441	282,963	5.26	Meeker
51	Murray	464,300	571,089	440,360	537,239	345,260	417,765	428,133	496,634	0	2,022,727	313,484	6.45	Murray
59	Pipestone	282,034	346,902	378,204	461,409	0	0	494,956	574,149	459,900	1,842,360	335,074	5.50	Pipestone
64	Redwood	184,479	226,909	41,370	50,471	239,372	289,640	13,466	15,621	558,126	1,140,767	161,563	7.06	Redwood
65	Renville	74,822	92,031	333,344	406,680	30,408	36,794	375,564	435,654	1,240,474	2,211,633	335,441	6.59	Renville
87	Yellow Medicine	372,398	458,050	317,355	387,173	0	0	318,750	369,750	604,669	1,819,642	247,240	7.36	Yellow Medicine
	District 8 Totals	**3,669,353**	**4,513,306**	**3,481,192**	**4,247,054**	**1,715,776**	**2,076,090**	**2,772,026**	**3,215,550**	**4,697,879**	**18,749,879**	**2,834,756**	**6.61**	**District 8 Totals**
13	Chisago	322,898	397,165	253,326	309,058	0	0	906,399	1,051,423	655,225	2,412,871	289,886	8.32	Chisago
19	Dakota	454,888	559,512	146,753	179,039	32,683	39,546	145,638	168,940	616,406	1,563,443	226,337	6.91	Dakota
62	Ramsey	102,225	125,737	629,542	768,041	301,503	364,819	449,252	521,132	95,857	1,875,586	173,120	10.83	Ramsey
82	Washington	40,577	49,910	65,354	79,732	429,008	519,100	5,400	6,264	61,347	716,353	65,057	11.01	Washington
	District 9 Totals	**920,588**	**1,132,324**	**1,094,975**	**1,335,870**	**763,194**	**923,465**	**1,506,689**	**1,747,759**	**1,428,835**	**6,568,253**	**754,400**	**8.71**	**District 9 Totals**
	STATE TOTALS	**$23,120,183**	**$28,437,821**	**$22,988,456**	**$28,045,917**	**$17,034,641**	**$20,611,919**	**$22,689,144**	**$26,319,409**	**$25,232,060**	**$128,647,126**	**18,286,165**	**$7.04**	**STATE TOTALS**

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

JUNE, 2006

District 4	TONS (1,000)		INFLATED UNIT PRICE			
TRAVERSE	28	X	9.27	=	259.56	
Surrounding	22	X	5.71	=	125.62	
	50				385.18	= $7.70

Surrounding Counties -	Inflated Cost		Quantity		
Wilkin	$1,026,108	-	108,981		
Grant	1,028,980	-	214,600		
Stevens	1,278,702	-	275,712		
Big Stone	867,308	-	136,601		
	$4,201,098		735,894	=	$5.71

District 7	TONS (1,000)		INFLATED UNIT PRICE			
SIBLEY	9	X	9.22	=	82.98	
Surrounding	41	X	8.27	=	339.07	
	50				422.05	= $8.44

Surrounding Counties -	Inflated Cost		Quantity		
LeSueur	$1,112,066	-	128,713		
Nicollet	524,188	-	67,830		
McLeod	1,798,003	-	196,078		
Carver	908,505	-	116,204		
Scott	4,247,636	-	461,627		
Renville	2,211,633	-	335,441		
	$10,802,031		1,305,893	=	$8.27

District 7	TONS (1,000)		INFLATED UNIT PRICE			
WASECA	0	X	0.00	=	0.00	
Surrounding	50	X	8.04	=	402.00	
	50				402.00	= $8.04

Surrounding Counties -	Inflated Cost		Quantity		
Faribault	$1,250,583	-	129,956		
Freeborn	840,661	-	123,854		
Steele	1,362,138	-	165,588		
Le Sueur	1,112,066	-	128,713		
Rice	682,253	-	96,734		
Blue Earth	1,198,286	-	156,900		
	$6,445,987		801,745	=	$8.04

N\CSAH\BOOK\SPRING 2005\CO WITHOUT 50,000 TONS INFLATION 2005

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

JUNE, 2006

District 8	TONS (1,000)		INFLATED UNIT PRICE			
CHIPPEWA	43	X	7.05	=	303.15	
Surrounding	7	X	6.70	=	46.90	
	50				350.05	= $7.00

Surrounding Counties -	Inflated Cost		Quantity		
Renville	$2,211,633	-	335,441		
Kandiyohi	2,722,089	-	420,695		
Swift	554,733	-	98,533		
Big Stone	867,308	-	136,601		
Lac Qui Parle	849,846	-	109,489		
Yellow Medicine	1,819,642	-	247,240		
	$9,025,251		1,347,999	=	$6.70

CSAH Roadway Unit Price Report

JUNE, 2006

REVISED 06/02/06

Construction Item	2005 CSAH Needs Study Average	2001-2005 CSAH 5-Year Const. Average	2005 CSAH Const. Average	2006 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
Rural & Urban Design				
Gravel Base Cl 5 & 6/Ton	$6.04	$6.07	$7.03	*
Outstate(Gravel Base Cl 5 & 6/Ton)	5.96	5.86	6.69	*
Metro (Gravel Base Cl 5 & 6/Ton)	6.43	7.65	10.02	*
Rural Design				
Outstate (Bituminous/Ton)	24.34	23.79	27.62	$27.62 - $6.69 = G.B. +20.93
Gravel Surf. 2118/Ton	5.97	5.92	7.09	$7.09 - $7.03 = G.B. +0.06
Gravel Shldr. 2221/Ton	6.76	6.69	8.36	$8.36 - $7.03 = G.B. +1.33
Urban Design				
Outstate (Bituminous/Ton)	31.85	30.91	37.39	$37.39 - $6.69 = G.B. +30.70
Rural & Urban Design				
Metro (Bituminous/Ton)	38.44	33.58	37.41	$37.41 - $10.02 = G.B. +27.39

*** The Recommended Gravel Base Unit Price for each individual county is shown on the state map foldout (Fig. A)**

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

N:\CSAH\Books\Spring 2006\2006 Roadway Unit Prices - Revised.xls

GRAVEL BASE SPEC 2215

Rural & Urban Projects let during 2005

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	22 (3 Urban) (19 Rural)	$2,708,947	372,654	$7.27	73.36
2	26 (5 Urban) (21 Rural)	3,870,735	633,465	6.11	90.92
3	21 (5 Urban) (16 Rural)	2,796,634	373,288	7.49	52.46
4	23 (4 Urban) (19 Rural)	3,787,986	657,990	5.76	68.46
6	21 (7 Urban) (14 Rural)	2,264,772	264,066	8.58	41.58
7	21 (5 Urban) (16 Rural)	1,466,685	175,427	8.36	37.64
8	23 (6 Urban) (17 Rural)	4,697,879	749,444	6.27	75.63
Metro	**22 (12 Urban) (10 Rural)**	**3,638,422**	**362,991**	**10.02**	**22.06**
State Total	**179 (47 Urban) (132 Rural)**	**$25,232,060**	**3,589,325**	**$7.03**	**462.09**
Outstate	**157 (35 Urban) (122 Rural)**	**21,593,638**	**3,226,334**	**6.69**	**440.03**

Urban* Projects let during 2005

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	3	$103,620	13,787	$7.52	0.93
2	5	157,009	21,641	7.26	1.73
3	5	529,606	42,693	12.40	2.06
4	4	345,598	34,908	9.90	2.26
6	7	652,979	68,193	9.58	4.42
7	5	169,200	18,360	9.22	1.36
8	6	327,959	42,136	7.78	3.07
Metro	**12**	**2,389,826**	**243,565**	**9.81**	**12.03**
State Total	**47**	**$4,675,797**	**485,283**	**$9.64**	**27.84**
Outstate	**35**	**2,285,971**	**241,718**	**9.46**	**15.81**

Rural Projects let during 2005

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	19	$2,605,327	358,867	$7.26	72.43
2	21	3,713,726	611,824	6.07	89.20
3	16	2,267,028	330,595	6.86	50.40
4	19	3,442,388	623,082	5.52	66.19
6	14	1,611,793	195,873	8.23	37.16
7	16	1,297,485	157,067	8.26	36.28
8	17	4,369,920	707,308	6.18	72.56
Metro	**10**	**1,248,596**	**119,426**	**10.45**	**10.03**
State Total	**132**	**$20,556,263**	**3,104,042**	**$6.62**	**434.25**
Outstate	**122**	**19,307,667**	**2,984,616**	**6.47**	**424.22**

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

N:\CSAH\Books\Spring 2006\Spec 2215 usage 2005.xls

ALL BITUMINOUS

REVISED 06/02/06

Rural & Urban Projects let during 2005

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	31 (3 Urban) (28 Rural)	$9,798,194	323,145	$30.32	104.24
2	27 (5 Urban) (22 Rural)	7,901,192	307,078	25.73	112.38
3	31 (5 Urban) (26 Rural)	8,911,787	318,871	27.95	92.18
4	39 (4 Urban) (35 Rural)	9,556,288	363,744	26.27	115.30
6	28 (6 Urban) (22 Rural)	9,789,960	320,130	30.58	75.53
7	58 (5 Urban) (53 Rural)	15,654,205	542,343	28.86	160.74
8	49 (7 Urban) (42 Rural)	13,987,922	519,273	26.94	164.79
Metro	33 (14 Urban) (19 Rural)	13,032,946	356,551	36.55	34.27
State Total	**296 (49 Urban) (247 Rural)**	**$88,632,494**	**3,051,135**	**$29.05**	**859.42**
Outstate	263 (35 Urban) (228 Rural)	75,599,548	2,694,584	28.06	825.15

Urban Projects let during 2005

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	3	$201,308	4,732	$42.54	0.93
2	5	447,848	13,275	33.74	1.73
3	5	659,277	18,080	36.46	2.06
4	4	811,333	20,830	38.95	2.26
6	6	1,045,883	22,897	45.68	4.27
7	5	433,555	13,593	31.90	1.36
8	7	928,555	27,698	33.52	3.36
Metro	14	8,097,768	216,453	37.41	13.60
State Total	**49**	**$12,625,527**	**337,558**	**$37.40**	**29.56**
Outstate	35	4,527,759	121,105	37.39	15.96

Rural Projects let during 2005

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	28	$9,596,886	318,413	$30.14	103.31
2	22	7,453,344	293,803	25.37	110.65
3	26	8,252,510	300,791	27.44	90.13
4	35	8,744,955	342,914	25.50	113.03
6	22	8,744,077	297,233	29.42	71.26
7	53	15,220,650	528,750	28.79	159.38
8	42	13,059,367	491,575	26.57	161.43
Metro	19	4,935,178	140,098	35.23	20.67
State Total	**247**	**$76,006,967**	**2,713,577**	**$28.01**	**829.86**
Outstate	228	71,071,789	2,573,479	27.62	809.18

N:\CSAH\Books\Spring 2006\All Bituminous usage 2005 - Revised.xls

CSAH Miscellaneous Unit Price Report

JUNE, 2006

Construction Item	2005 CSAH Needs Study Average	Prices Recommended For 2006 By Mn\DOT or Average 2005 Construction Prices	2006 CSAH Unit Price Recommended by CSAH Subcommittee
Other Urban Design			
Storm Sewer - Complete/Mi.	$265,776	$268,035	$268,035
Storm Sewer - Partial/Mi.	85,099	86,121	86,121
Curb & Gutter Const./Lin.Ft.	9.31	9.77	9.77
Bridges			
0-149 Ft.Long/Sq.Ft.	$90.00	$97.00	$97.00
150 Ft. & Longer/Sq.Ft.	86.00	108.00	108.00
Widening/Sq.Ft.	150.00	**	150.00
RR over Hwy - 1 Track/Lin.ft.	14,000	N/A	18,200
Each Add.Track/Lin.ft.	4,000	N/A	5,200
Railroad Protection			
Signs	$1,400	1400*	1400*
Signals	150,000	150,000	150,000
Signals & Gates	225,000	175,000 - 225,000	225,000

** WILL USE RECONDITIONING COST AS REPORTED

* $1,000 Per Signs & 1/2 Paint Cost

N:\CSAH\Books\Spring 2006\2006 Misc UNIT PRIC.xls

Minnesota Department of Transportation

Memo

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

MAR 28 2006

Date: March 24, 2006

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

From: Mike Leuer MSL
State Aid Hydraulic Specialist

Phone: (651) 747-2167

Subject: State Aid Storm Sewer
Construction Costs for 2005

We have completed our analysis of storm sewer construction costs incurred for 2005 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $268,035 for new construction, and
- Approximately $86,121 for adjustment of existing systems

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices from approximately 93 plans for 2005.

CC: Andrea Hendrickson (file)

Minnesota Department of Transportation

Memo

Office of Freight & Commercial Vehicle Operations
Railroad Administration Section
Mail Stop 420
1110 Centre Pointe Curve
Mendota Heights, MN 55120-4798

Office Tel: 651/406-4798
Fax: 651/406-4811

April 11, 2006

To: Marshall Johnson
Needs Unit – State Aid

From: Susan H. Aylesworth
Director, Rail Administration Section

Subject: Projected Railroad Grade Crossing Improvements – Cost for 2006

We have projected 2006 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals (single track, low speed, average price)*	$150,000.00
Signals & Gates (multiple track, high/low speed, average price)*	$175,000 - $225,000.00
Signs (advance warning signs and crossbucks)	$1,000 per crossing
Pavement Markings (tape)	$5,500 per crossing
Pavement Markings (paint)	$ 750 per crossing
Crossing Surface (concrete, complete reconstruction)	$1,000 per track ft.

*Signal costs include sensors to predict the motion of train or predictors which can also gauge the speed of the approaching train and adjust the timing of the activation of signals.

Our recommendation is that roadway projects be designed to carry any improvements through the crossing area – thereby avoiding the crossing acting as a transition zone between two different roadway sections or widths. We also recommend a review of all passive warning devices including advance warning signs and pavement markings – to ensure compliance with the MUTCD and OFCVO procedures.

2005 Bridge Construction Projects

JUNE, 2006

After compiling the information received from the State Aid Bridge Office, these are the average costs arrived at for 2005. In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

N:\CSAH\Books\Spring 2006\Bridge Projects 2006.xls

Bridges Let In Calendar Year 2005

JUNE, 2006

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER		LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
94112	SAP	034-604-017	40.00	1,360	$168,613	124
4523	SAP	004-599-046	62.29	1,984	258,381	130
58548	SAP	058-654-004	66.00	2,580	208,304	81
84527	SP	084-602-006	66.00	2,332	268,411	115
32563	SAP	032-629-036	68.30	2,652	247,327	93
40523	SAP	040-603-023	69.25	2,691	265,600	99
78517	SAP	078-598-027	70.00	2,193	166,825	76
59533	SAP	059-609-003	73.25	3,760	316,609	84
66541	SAP	066-631-005	73.50	3,478	305,845	88
66542	SAP	066-631-003	73.50	3,478	255,786	74
27638	SAP	027-623-003	73.86	5,045	869,275	172
67551	SP	097-597-004	74.50	2,856	209,718	73
29527	SAP	029-599-006	74.67	2,240	249,475	111
67552	SAP	067-620-011	75.42	2,966	227,030	77
19556	SAP	019-599-029	77.50	2,730	257,740	94
43549	SAP	043-599-028	80.25	2,480	254,572	103
28531	SP	028-598-008	81.67	3,212	209,142	65
64574	SAP	064-607-037	85.58	4,051	256,985	63
27A94	SP	141-155-015	86.00	5,848	568,270	97
85550	SAP	085-599-048	90.77	3,185	306,193	96
22600	SAP	022-606-015	92.25	6,624	1,263,070	191
40520	SAP	040-615-013	92.40	3,588	306,861	86
24542	SAP	101-111-009	93.67	5,473	573,059	105
60554	SAP	060-599-218	93.75	2,937	327,854	112
7583	SAP	007-648-002	94.00	4,888	513,224	105
64575	SAP	064-641-002	94.58	3,720	270,196	73
45567	SP	045-634-007	95.50	3,840	300,761	78
55578	SAP	055-599-080	100.50	3,551	302,527	85
55577	SP	055-598-054	105.75	3,736	318,158	85
14543	SAP	014-599-021	107.54	3,370	298,904	89
31554	SAP	031-599-012	107.92	3,382	386,999	114
60555	SAP	060-599-217	111.92	3,506	365,516	104
28534	SP	028-604-025	112.54	4,427	357,080	81
76539	SAP	076-599-043	112.80	3,984	278,159	70
55580	SAP	055-599-084	113.00	3,955	306,520	78
44511	SP	044-610-014	116.00	5,027	322,092	64
28535	SP	028-624-003	119.90	4,718	416,235	88
7580	SAP	007-633-011	120.92	5,240	759,772	145
69633	SAP	069-598-029	121.59	4,296	333,062	78
7582	SAP	007-599-039	132.50	4,620	310,980	67
85548	SAP	085-599-051	134.08	4,154	565,681	136
56535	SP	056-599-053	142.75	6,019	451,734	75
TOTAL				**156,176**	**$15,198,545.00**	**$97**

BRIDGES LET IN CALENDAR YEAR 2005

BRIDGE LENGTH 150 FEET & OVER

NEW BRIDGE NUMBER	PROJECT NUMBER		LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
45569	SP	045-619-003	153.04	4,795	$589,658	123
85555	SP	176-125-006	159.48	14,406	1,846,846	128
31552	SP	031-663-017	162.04	11,073	1,055,754	95
38530	SP	092-090-021	175.00	2,100	255,050	121
43546	SP	043-615-010	279.00	18,601	1,153,064	62
2570	SAP	114-127-003	292.00	22,407	2,189,459	98
8548	SP	008-610-024	351.38	15,235	1,381,574	91
27B23	SP	027-701-010	380.00	27,740	5,032,018	181
14539	SP	014-622-006	954.70	62,928	6,231,518	99
27641	SP	027-716-003	1,070.00	75,970	4,374,806	58
5534	SP	191-115-002	1,298.21	122,440	16,691,310	136
TOTAL				**377,695**	**$40,801,057**	**$108**

BRIDGES LET IN CALENDAR YEAR 2005

Railroad Bridges

NEW BRIDGE NUMBER	PROJECT NUMBER	Number of Tracks	Bridge Cost	Cost Per Lin. Ft.	Bridge Length
TOTAL			**$0**	**$0**	**0**

N\CSAH\BOOKS\SPRING 2005\Bridge Projects 2006

Needs Adjustments for Variances Granted on CSAHs

JUNE, 2006

Pursuant to Minnesota Statutes, Chapter 162.07, subdivision 2: "any variance granted… shall be reflected in the estimated costs in determining needs."

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 2006 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. The guidelines are a part of the Screening Board resolutions.

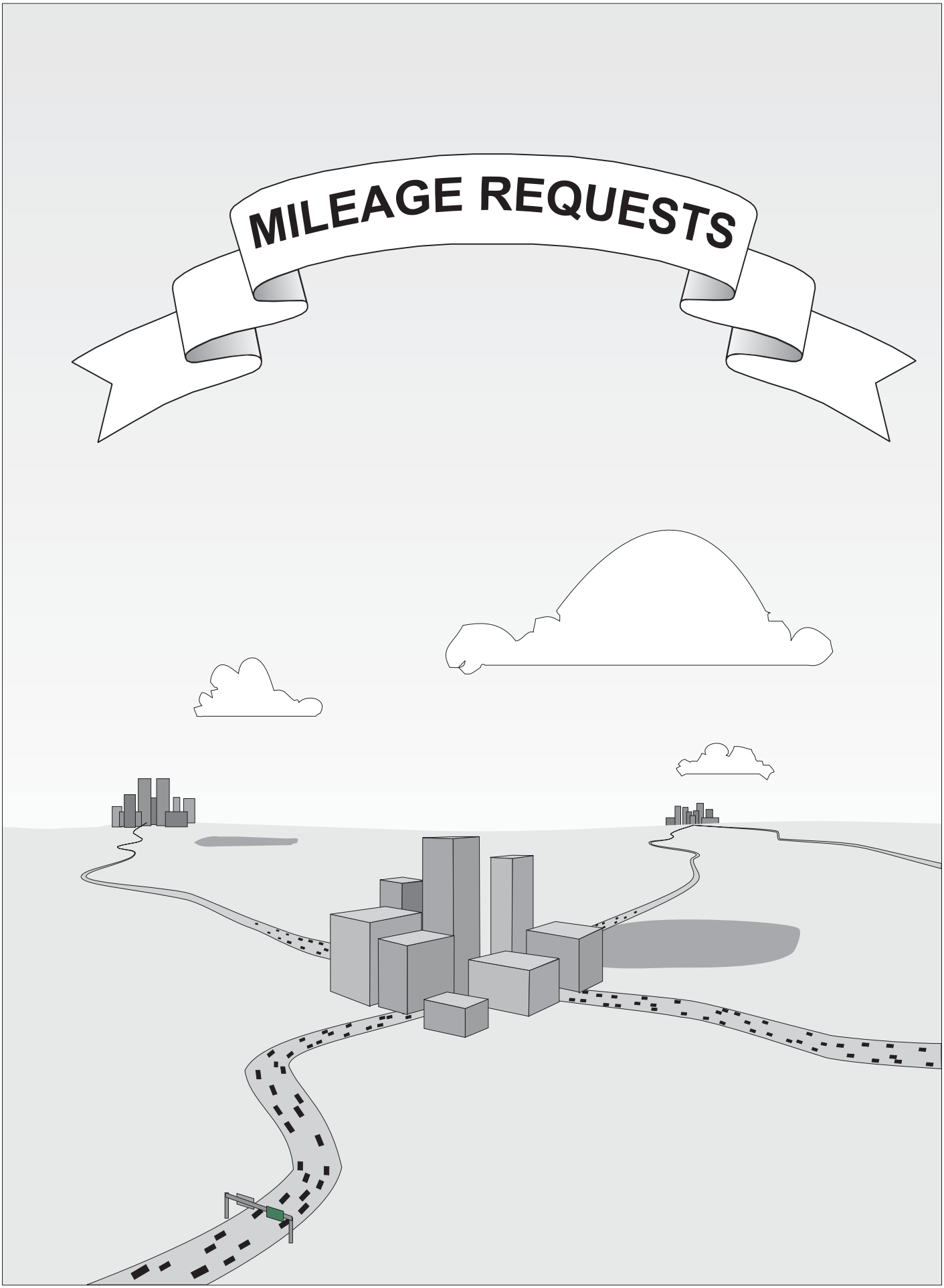
County	Project	Variance From	Recommended 2006 Needs Adjustments	Approx. 2007 Apport. Loss*
Hennepin	27-603-31	Roadbed Width	$1,439,710	$26,505
Marshall	45-634-07	Bridge Width	$158,400	$2,916
Watonwan	83-658-05	Design Speed	$52,800	$972
Total			$1,650,910	$30,393

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

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

N:\CSAH\Books\Spring 2006\Variances 2006.xls

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

JUNE, 2006

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

Portion of Minnesota Rules For State Aid Operations

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

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

(A) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;

(B) connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and

(C) provides an integrated and coordinated highway system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

History of CSAH Additional Mileage Requests

JUNE, 2006

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	Total Miles To Date	County
Carlton	3.62															3.62	Carlton
Cook	3.60															3.60	Cook
Itasca																0.00	Itasca
Koochiching	9.27 [1]			0.12												9.39	Koochiching
Lake	4.82 [1]	0.56				10.31				7.30						22.99	Lake
Pine	9.25															9.25	Pine
St. Louis	19.14 [1]									7.60						26.74	St. Louis
District 1 Totals	**49.70**	**0.56**	**0.00**	**0.12**	**0.00**	**10.31**	**0.00**	**0.00**	**0.00**	**14.90**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**75.59**	**District 1 Totals**
Beltrami	7.53 [1]	0.16				2.10 [2]										9.79	Beltrami
Clearwater	0.30 [1]	1.00														1.30	Clearwater
Hubbard	1.85	0.26	0.06													2.17	Hubbard
Kittson	6.60 [1]															6.60	Kittson
Lake of 'Woods	0.89					7.65										8.54	Lake of 'Woods
Marshall	15.00 [1]	1.00														16.00	Marshall
Norman	1.31															1.31	Norman
Pennington	0.84															0.84	Pennington
Polk	4.00	1.55	0.67													6.22	Polk
Red Lake		0.50														0.50	Red Lake
Roseau	6.80															6.80	Roseau
District 2 Totals	**45.12**	**4.47**	**0.73**	**0.00**	**0.00**	**2.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**60.07**	**District 2 Totals**
Aitkin	6.10		0.60			7.12 [2]										13.82	Aitkin
Benton	3.18 [1]															3.18	Benton
Cass	7.90					2.80 [2]										10.70	Cass
Crow Wing	13.00 [1]															13.00	Crow Wing
Isanti	1.80															1.80	Isanti
Kanabec																0.00	Kanabec
Mille Lacs		0.74														0.74	Mille Lacs
Morrison						9.70 [2]										9.70	Morrison
Sherburne	5.42												26.68			32.10	Sherburne
Stearns	0.78		3.90		0.25						29.24					34.17	Stearns
Todd	1.90 [1]															1.90	Todd
Wadena																0.00	Wadena
Wright	0.45		1.38													1.83	Wright
District 3 Totals	**40.53**	**0.74**	**5.88**	**0.00**	**0.25**	**19.62**	**0.00**	**0.00**	**0.00**	**0.00**	**29.24**	**0.00**	**26.68**	**0.00**	**0.00**	**122.94**	**District 3 Totals**

N:\CSAH\Books\Spring 2006\MILEAGE HISTORY 2006.XLS

History of CSAH Additional Mileage Requests

JUNE, 2006

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	Total Miles To Date	County
Becker	10.07															10.07	Becker
Big Stone	1.40	0.16														1.56	Big Stone
Clay	2.00	0.10														2.10	Clay
Douglas	10.65 [1]															10.65	Douglas
Grant	5.42															5.42	Grant
Mahnomen	1.42															1.42	Mahnomen
Otter Tail			0.36													0.36	Otter Tail
Pope	3.63	1.20														4.83	Pope
Stevens	1.00															1.00	Stevens
Swift	0.78		0.24													1.02	Swift
Traverse	0.20	0.56		1.60												2.36	Traverse
Wilkin						0.11										0.11	Wilkin
District 4 Totals	**36.57**	**2.02**	**0.60**	**1.60**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**40.90**	**District 4 Totals**
Anoka	2.04				10.42	24.99								22.13		59.58	Anoka
Carver	2.49	0.48		0.08						11.70						14.75	Carver
Hennepin	4.50	0.24	0.85													5.59	Hennepin
Scott	12.09 [1]	5.15	0.12		3.50	38.12										58.98	Scott
District 5 Totals	**21.12**	**5.87**	**0.97**	**0.08**	**13.92**	**63.11**	**0.00**	**0.00**	**0.00**	**11.70**	**0.00**	**0.00**	**0.00**	**22.13**	**0.00**	**138.90**	**District 5 Totals**
Dodge				0.11												0.11	Dodge
Fillmore	1.12		1.10													2.22	Fillmore
Freeborn	0.95	0.65														1.60	Freeborn
Goodhue		0.08														0.08	Goodhue
Houston		0.12														0.12	Houston
Mower	13.11 [1]		0.09													13.20	Mower
Olmsted	15.32 [1]															15.32	Olmsted
Rice	1.70															1.70	Rice
Steele	1.55															1.55	Steele
Wabasha	0.43 [1]	0.30														0.73	Wabasha
Winona	7.40 [1]															7.40	Winona
District 6 Totals	**41.58**	**1.15**	**1.19**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**44.03**	**District 6 Totals**

History of CSAH Additional Mileage Requests

JUNE, 2006

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	Total Miles To Date	County
Blue Earth	15.29 [1]		0.25				3.46									19.00	Blue Earth
Brown	7.44	0.13														7.57	Brown
Cottonwood	5.17	1.30														6.47	Cottonwood
Faribault	0.37	1.20	0.09													1.66	Faribault
Jackson	0.10															0.10	Jackson
Le Sueur	2.70	0.83		0.02												3.55	Le Sueur
Martin	1.52															1.52	Martin
Nicollet				0.60								0.54				1.14	Nicollet
Nobles	13.71	0.23			0.12											14.06	Nobles
Rock	0.50		0.54													1.04	Rock
Sibley	1.50															1.50	Sibley
Waseca	4.53	0.14		0.05												4.72	Waseca
Watonwan		0.04	0.68	0.19												0.91	Watonwan
District 7 Totals	**52.83**	**3.87**	**1.56**	**0.86**	**0.12**	**0.00**	**3.46**	**0.00**	**0.00**	**0.00**	**0.00**	**0.54**	**0.00**	**0.00**	**0.00**	**63.24**	**District 7 Totals**
Chippewa	15.00				0.05											15.05	Chippewa
Kandiyohi	0.44															0.44	Kandiyohi
Lac Qui Parle	1.93															1.93	Lac Qui Parle
Lincoln	6.55 [1]															6.55	Lincoln
Lyon	2.00				1.50											3.50	Lyon
Mc Leod	0.09	0.50			0.32											0.91	Mc Leod
Meeker	0.80	0.50														1.30	Meeker
Murray	3.52	1.10														4.62	Murray
Pipestone	0.50															0.50	Pipestone
Redwood	3.41		0.13													3.54	Redwood
Renville																0.00	Renville
Yellow Medicine		1.39														1.39	Yellow Medicine
District 8 Totals	**34.24**	**3.49**	**0.13**	**0.00**	**1.87**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**39.73**	**District 8 Totals**
Chisago	3.24				2.20											5.44	Chisago
Dakota	1.65 [1]	2.47		2.26			35.63									42.01	Dakota
Ramsey	10.12 [1]	0.61		1.13												11.86	Ramsey
Washington	2.33 [1]	0.40	0.33	1.33	8.05	18.52										30.96	Washington
District 9 Totals	**17.34**	**3.48**	**0.33**	**4.72**	**10.25**	**18.52**	**35.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**90.27**	**District 9 Totals**
Totals	**339.03**	**25.65**	**11.39**	**7.49**	**26.41**	**117.60**	**39.09**	**0.00**	**0.00**	**26.60**	**29.24**	**0.54**	**26.68**	**22.13**	**0.00**	**675.67**	**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.

N:\CSAH\Books\Spring 2006\MILEAGE HISTORY 2006.XLS

Banked CSAH Mileage

JUNE, 2006

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

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

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before May 1, 2006 is included.

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

County	Banked Mileage Available	Year Made Available
Morrison	0.25	2001
Nicollet	0.52	1999, 2005
Nobles	0.07	1997
Norman	0.91	1997 & 2002
Olmsted	0.92	1997, 1998 & 2004
Otter Tail	0.06	1998
Pennington	0.35	1995
Pine	0.66	2001
Pipestone	0.10	1996
Pope	0.42	2002
Ramsey	2.04	2004, 2006
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.47	1992, 96, 97 & 99
Rice	0.65	2000
Rock	1.10	1993
Roseau	0.30	1991
St. Louis	1.16	1996, 2005
Scott	0.82	2001
Sibley	0.01	1995
Stearns	0.90	1997, 2001, 2005
Steele	0.90	1999
Stevens	1.78	1998 & 2001
Todd	0.78	1999, 2000, 2005
Wabasha	1.51	93,98,2002 & 2003
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Watonwan	1.04	2003, 2006
Wright	2.93	1997, 2001, 2002, 2006
Yellow Medicine	0.78	1993, 1995 & 2001
Total Banked Mileage	**60.97**	

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

N:\CSAH\Books\Spring 2006\BANKED 06.xls

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

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 4-11-06

TO: Manager, State Aid Needs Unit Diane Gould

FROM: Kelvin Howieson, District State Aid Engineer

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

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles
Available 0.57
+ Revoked 16.95
- Requested 58.66
= Balance -41.14

Comments: * This request needs mileage subcommittee final review and recommendations before full approval.

RECOMMENDED APPROVAL OR DENIAL: Kelvin Howieson 4/11/06
District State Aid Engineer Date

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

APPROVAL OR DENIAL: _____ _____
State Aid Engineer Date

WRIGHT COUNTY DEPARTMENT OF HIGHWAYS

Wright County Public Works Building
1901 Highway 25 North
Buffalo, Minnesota 55313

Jct. T.H. 25 and C.R. 138
Telephone: (763) 682-7383
FAX: (763) 682-7313

WAYNE A. FINGALSON, P.E.
Highway Engineer
(763) 682-7388

VIRGIL G. HAWKINS, P.E.
Assistant Highway Engineer
(763) 682-7387

RICHARD E. MARQUETTE
Right of Way Agent
(763) 682-7386

March 23, 2006

APR - 3 2006
STATE AID DIVISION

Mr. Kelvin Howieson, P.E.
Mn/DOT District State Aid Engineer
7694 Industrial Park Road
Baxter, MN 56425

Re: COUNTY STATE AID HIGHWAY MILEAGE REQUEST

Dear Mr. Howieson:

This letter is a formal request from Wright County to add 43.77 miles of County State Aid Highway to our current system.

Our request is based on a total review of the Wright County Transportation System. We adopted our first comprehensive transportation plan in 1994. This plan was developed to provide a better understanding of transportation and growth issues that the county was experiencing and is anticipated to experience over the next 20 plus years. Since 1994, Wright County has seen significantly more growth than was projected by the state demographer. In fact, in six years (year 2000), Wright County surpassed the 2015 population projections that were projected in the 1994 plan. This unexpected growth has led to significant increases in traffic and transportation issues. Due to all of the transportation issues and concerns at both the state and local levels, Wright County initiated a supplemental study in 2005 to further define the long-term transportation system for the county. Both the 1994 plan and the recently completed Transportation Plan Supplement were completed by SRF Consulting Group, Inc. Their work has provided us with a proposed system plan with updated functional classification designations and jurisdictional components. We feel that this request is consistent with the goals established in the development of our system plan. These goals will be described in our formal application materials, sent under separate cover.

We feel that the proposed routes to be added to our County State Aid Highway System are excellent candidates. We will explain how these routes meet the criteria listed in the State Aid Rules Chapter 8820.0700.

If you have questions regarding our request, please feel free to contact me at 763-682-7388 or via e-mail @ wayne.fingalson@co.wright.mn.us.

Sincerely,

Wayne A. Fingalson

Wayne Fingalson
Wright County Engineer

cc: Diane Gould, Mn/DOT SALT CSAH Needs Unit Manager

Report of the CSAH Mileage Subcommittee
For Wright County
April 24, 2006

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

Others Attending: Wayne Fingalson, Wright County
Virgil Hawkins, Wright County
Richard Marquette, Wright County
Kelvin Howieson, Dist. 3 DSAE
Diane Gould, CSAH Needs Manager
Mark Channer, CSAH Needs

Request review: Addition of 44.04 miles in Wright County

Additional Miles Requested	58.66
Removals (includes 0.27 Banked Miles)	14.62
Total Mileage Request	44.04

The CSAH Mileage Subcommittee and others in attendance met at the Wright County Highway Public Works Office on April 25th at 8:30 to tour the mileage request submitted by Wright County with the meeting concluding at 5:45 pm. The meeting began with a detailed review of the request by Wayne Fingalson followed by a tour of all of highway segments included in the mileage request. Following the tour, the Mileage Subcommittee discussed the request at length and prepared our draft recommendations for the Screening Board consideration.

General Discussion:

- In those instances where Municipal State Aid cities have placed an MSAS designation on a segment of CR that is to be designated as a CSAH, the cities must revoke the MSAS designation before the CR segment can be designated a CSAH. The segment cannot concurrently carry both the MSAS and CSAH Designations.

- Committee recognized the detail transportation plan developed for Wright County in 1994 and 2005.

- Concern regarding the substantial amount of parallel north-south CSAH routes.

- It was noted that the percentages of Wright County roadways fall very close to the statewide averages.

Detailed Recommendations:

B. CR 107 – CSAH 7 to CSAH 12.
6.00 Miles
Minor Collector, Proposed Major Collector.
This is part of the only straight east-west route south of CSAH 35.
Road would fit the CSAH system in the future but recommend denial due to the non-existent segment to the east (portion of segment N).
Recommend Denial

C. CR 107 – CSAH 6 to CSAH 7.
1.00 Miles
Minor Collector, Proposed Major Collector.
This is also part of the only straight east-west route south of CSAH 35.
Road would fit the CSAH system in the future but recommend denial due to the non-existent segment to the east (portion of segment N).
Recommend Denial

D. CR 110 – CSAH 30 to US 12.
2.99 Miles
Minor Collector, Proposed Minor Collector.
Route is 1 mile from parallel TH 25.
Recommend Denial

E. CR 111 – CSAH 39 to CSAH 75.
4.20 Miles
Minor Collector, Proposed Major Collector.
The north connection is not desirable for a CSAH route.
Recommend Denial

F. CR 115 – TH 25 to TH 55.
5.20 Miles
Minor Collector, Proposed Major Collector.
Route carries a higher ADT between TH25 and TH55, spacing fits CSAH system.
Recommend Approval

G. CR 117 (Monticello MSAS Route) – CSAH 34 to School Blvd.
8.60 Miles
Minor Collector, Proposed Major Collector/Minor Arterial.
This is a north-south corridor that connects Monticello to east-central Wright County. Route fits CSAH system but committee felt there are other existing CSAH's that could be redesignated to this route.
Recommend Denial

H. CR 116 – TH 55 to CSAH 33.
2.20 Miles
Minor Collector, Proposed Major Collector.
This route would serve and a reliever to TH 25.
Route is very close to TH 55. Traffic pattern seems to lean toward CSAH 23 rather than this route.
Recommend Denial

L. Farmington Avenue NE – CSAH 33 to CSAH 34.
1.70 Miles
Minor Collector, Proposed Major Collector.
This is a north-south corridor that connects Monticello to east-central Wright County.
Route fits CSAH system but committee felt there are other existing CSAH's that could be redesignated to this route.
Recommend Denial

M. 40th Street SW – CSAH 5 to CSAH 6.
2.00 Miles
Minor Collector, Proposed Major Collector.
This is part of the only straight east-west route south of CSAH 35.
Road would fit the CSAH system in the future but recommend denial due to the non-existent segment to the east (portion of segment N).
Recommend Denial

N. 40th Street SE (Township Road) – CSAH 12 to TH 45.
2.10 Miles
Minor Collector, Proposed Major Collector.
This is part of the only straight east-west route south of CSAH 35. In conjunction with B, C, F and M, it acts as a parallel reliever to US 12.
Road would fit the CSAH system in the future but recommend denial due to the partial non-existent segment.
Recommend Denial

O. 50th Street NE – CSAH 18 to Naber Avenue NE.
1.48 Miles (0.50 Miles Currently MSAS)
Local Road, Proposed Minor Arterial.
This route in conjunction with T, would provide a connection to Hennepin County via a bridge currently under construction and crossing the Crow River.
Recommend Approval (Contingent upon MSAS Revocation)

P. 70th Street NE – CSAH 37 to CSAH 19.
3.00 Miles
Local Road, Proposed Minor Arterial.
This partially non-existing route would provide a continuous east-west route that would provide better uniform spacing to support future land use.
Recommend Approval (Contingent upon revocation of DR – 4.10 Miles)

Q. 70th Street NE – Kadler Avenue NE to CSAH 19.
1.00 Miles
Local Road, Proposed Minor Arterial.
In conjunction with P, would provide a continuous east-west route that would provide better uniform spacing to support future land use.
Recommend Approval (Contingent upon revocation of DR – 4.10 Miles)

R. Nashua Avenue NE – CSAH 39 to 70th Street NE.
2.5 Miles
Local Road, Proposed Minor Arterial.
This route, currently on the MSAS system, seems to fit CSAH system, but due to non-existent interchange recommend denial.
Recommend Denial

S. Naber Avenue NE – 70th Street NE to 50th Street NE.
2.00 Miles
Local Road, Proposed Minor Arterial.
This route, currently on the MSAS system, seems to fit CSAH system, but due to non-existent interchange recommend denial.
Recommend Denial

T. Naber Avenue NE – 50th Street NE to TH 241.
0.85 Miles
Major Collector, proposed Minor Arterial.
This route, currently on the MSAS system, fits CSAH system with CSAH 18 and segment O and provides a connection to Hennepin County via a new bridge crossing currently under construction.
Recommend Approval (Contingent upon MSAS Revocation)

U. Kadler Avenue NE – Mississippi River to 70th Street NE. .
3.46 Miles
Local Road, Proposed Minor Arterial.
Would provide a connection to Sherburne County via a future bridge crossing and (in conjunction with V) would provide connection to Hennepin County via a future bridge Crossing. Subcommittee recommends approval only if the portion that extends from CSAH 39 to the Mississippi River (0.98 Miles) is not included.
Recommend *Conditional* Approval - 2.48 Miles and also contingent upon revocation of BR – 8.75 Miles and ER – 1.50 Miles

V. Kadler Avenue NE Intersection with Jaber Avenue NE – CSAH 33 to 70th Street NE.
7.80 Miles
Local Road, Proposed Minor Arterial.
In conjunction with V, would provide connection to Hennepin County via a future bridge Crossing.
Recommend Approval (Contingent upon revocation of BR – 8.75 Miles and ER – 1.50 Miles)

X. CSAH 35 – West Jct. CSAH 35 to CSAH 19.

0.58 Miles

Minor Arterial, Proposed Minor Arterial.

This east-west route, currently on the MSAS system, is future one-way pair (non-existing) would provide continuity through the city of St. Michael.

Recommend Approval (Contingent on portions of MSAS Revocation.)

COMMITTEE RECOMMENDATION:

The Mileage Subcommittee does recommend approval of **22.39** miles of the Wright County request. However, Wright County must first use their **0.27** mile of banked mileage and must revoke the specified **14.35** miles. We are hereby recommending **7.77** miles.

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

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

MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: April 4, 2006

TO: Manager, State Aid Needs Unit - Diane Gould

FROM: Steven Kirsch, District State Aid Engineer

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

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

C.S.A.H. CRITERIA

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

M.S.A.S. CRITERIA

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

M.S.A.S. Miles	
Available	0.90
+ Revoked	14.97
- Requested	22.13
= Balance	- 6.26

Comments:

RECOMMENDED APPROVAL OR ~~DENIAL~~: Steven Kirsch — District State Aid Engineer — Date 4/4/06

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

APPROVAL OR DENIAL: _____ State Aid Engineer — Date

APR 11 2006
STATE AID DIVISION

STEELE COUNTY
OWATONNA, MN 55060
(507) 444-7670
Fax: (507) 444-7684

HIGHWAY DEPARTMENT
County Admin. Annex
635 Florence Ave.
Owatonna, MN 55060

March 27th, 2006

Steve Kirsch, State Aid Engineer
District 6
Minnesota Department of Transportation
2900 48th Street N.W.
Rochester, MN 55901-5848

MAR 28 2006

RE: Steele County's County State Aid Highway Mileage Request as Revised

Dear Steve:

Steele County is submitting a request to add 6.26 miles of County State Aid Highway (CSAH) to our current system. The Steele County Transportation Plan is indicating the need for a different CSAH system in the County. Steele County is making administrative changes that will address much of the new CSAH's needed in the County to better serve the traveling public. In addition, the recent Owatonna area beltline study, which was a partnership with Mn/DOT, City of Owatonna and Steele County, has strongly demonstrated a need for a beltline system around Owatonna. To further complicate matters, Mn/DOT is moving TH 14 to a new alignment 3 miles south of the existing TH 14. The result of all these studies and initiatives is that Steele County needs additional mileage to meet the Steele County Transportation Plan goals and provide for a beltline system around the City of Owatonna.

Steele County strongly feels the proposed routes on the Owatonna Beltline System should be added to the CSAH System. Attached are supporting documentation, maps and summaries that show how these routes meet the criteria listed in the State Aid Rules Chapter 8820.07.

Please call me with any questions at (507) 456-7472 (cell phone) or (507) 444-7671 or via e-mail at: gary.bruggeman@co.steele.mn.us.

Sincerely,

Gary Bruggeman

Gary E. Bruggeman, P.E.
Steele County Engineer

Cc: Diane Gould, Mn/DOT State Aid for Local Transportation Manager

"AN EQUAL OPPORTUNITY EMPLOYER"
50% Recycled-10% Post Consumer Waste

Report of the CSAH Mileage Subcommittee for Steele County

April 25, 2006

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

Others Attending: Gary Bruggeman, Steele County
Steve Kirsch, Dist. 6 DSAE
Diane Gould, CSAH Needs Manager
Kim DeLaRosa, CSAH Needs

Request review: Addition of 6.58 miles in Steele County

Additional Miles Requested	7.85
Removals (includes 1.27 Banked Miles)	1.27
Total Mileage Request	6.58

The CSAH Mileage Subcommittee and others in attendance met at the Steele County Highway Public Works Office on April 25th at 10:30 to tour the mileage request submitted by Steele County with the meeting concluding at 3:30 pm. The meeting began with an overview of the request by Gary Bruggeman followed by a tour of all of highway segments included in the mileage request. Following the tour, the Mileage Subcommittee discussed the request and prepared our draft recommendations for the Screening Board consideration.

General Discussion:

- In those instances where Municipal State Aid cities have placed an MSAS designation on a segment of CR that is to be designated as a CSAH, the cities must revoke the MSAS designation before the CR segment can be designated a CSAH. The segment cannot concurrently carry both the MSAS and CSAH Designations.

- Committee recognized the detail transportation plan developed for Steele County in 2004-2005.

- It was noted that the percentages of Steele County CSAH roadways exceeded the statewide average and the percentage of Steele County County roadways was below the statewide average.

- The committee noted that there are a considerable amount of Trunk Highway Turnbacks in Steele County.

Detailed Recommendations:

1. **CR 99 – CSAH 1 to CSAH 45.**
   Length: 1.30 Miles
   This segment of road would fit the CSAH system and provide continuity to CSAH 45.
   Understanding there is 1.27 miles in the bank we recommend approval of a net 0.03 miles.
   Recommend Conditional Approval (Contingent upon using 1.27 banked miles)

2. **North Beltline Extension (CSAH 34) - CSAH 8 to CSAH 43.**
   Length: 2.01 Miles
   This segment of road is approximately 0.5 miles from an adjacent CSAH.
   There are several other CSAH's in close proximity as well.
   Recommend Denial

3. **South Beltline Extension (CSAH 18) - CSAH 45 to CSAH 43.**
   Length: 4.0 Miles
   This segment of road is approximately 0.5 miles from US 14.
   The tentative build date is 20 years out.
   There is an adjacent CSAH 1 mile south.
   Recommend Denial

4. **East Beltline Extension (CSAH 43) – US 14 to CSAH 18.**
   Length: 0.54 Miles
   This segment of road is part of the south beltline piece.
   The tentative build date is 20 years out.
   Does not provide continuity unless south beltline is approved.
   Recommend Denial

COMMITTEE RECOMMENDATION:

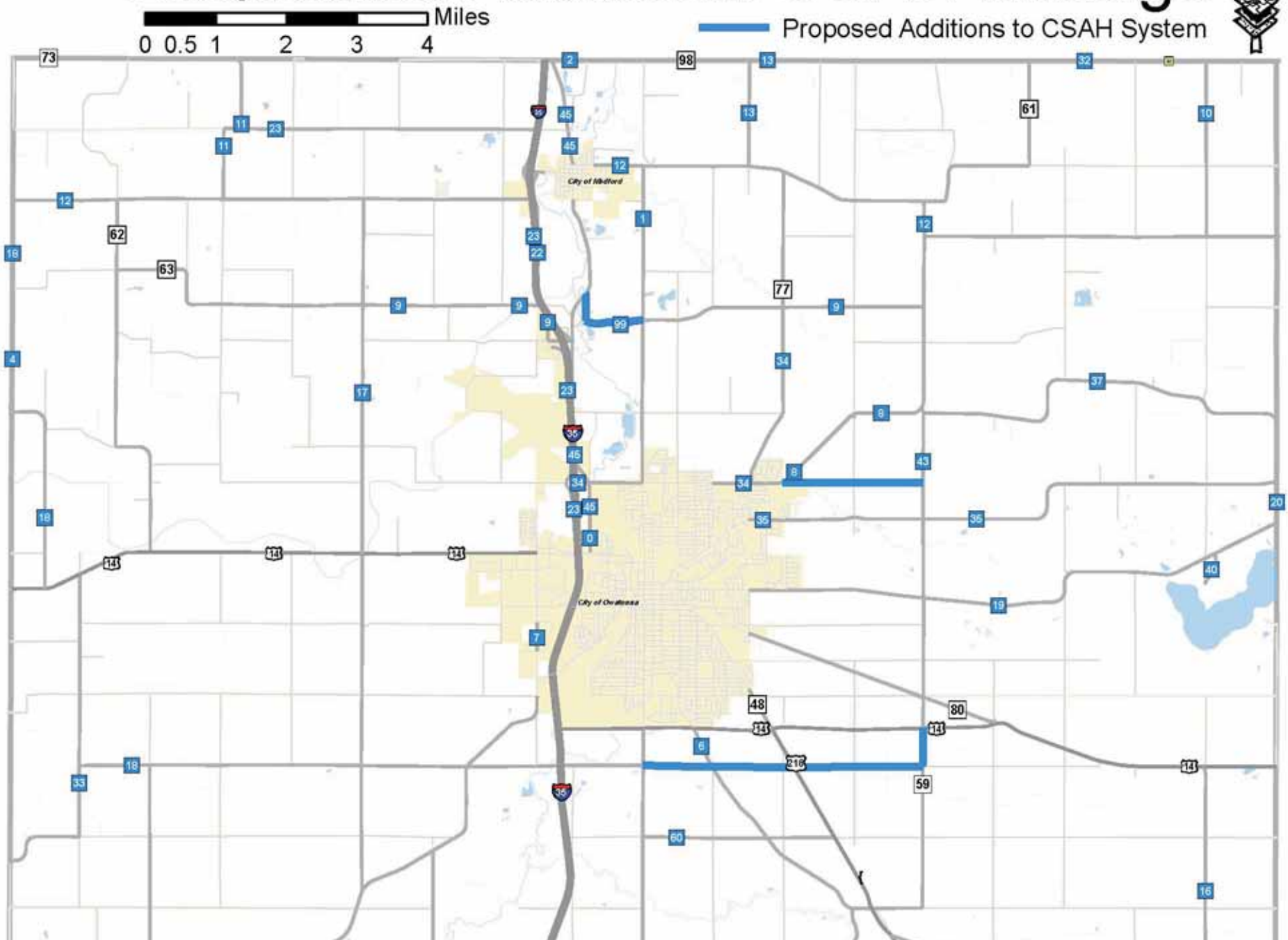
The Mileage Subcommittee does recommend approval of **1.30** miles of the Steele County request. However, Steele County must first use their **1.27** mile of banked mileage. We are hereby recommending **0.03** miles.

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

May 1, 2006

Steele County has decided to withdraw their mileage request at this time. They will restudy their system and will come back with a request at a later time.

Steele County
Requested Additional CSAH Mileage



Historical Documentation for the
Anoka County C.S.A.H. Mileage Request
JUNE, 2006

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

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

This designation is left to be completed:

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

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

N:\CSAH\Books\Spring 2006\County Mileage Request 2006 - All.xls

Historical Documentation for the
Carver County CSAH Mileage Request

JUNE, 2006

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

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

These designation are left to be completed:

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

N:\CSAH\Books\Spring 2006\County Mileage Request 2006 - All.xls

Historical Documentation for the
Dakota County CSAH Mileage Request

JUNE, 2006

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1998	Beginning Balance	0.00	283.78	283.78
06/1998	Banked Mileage	(8.19)	283.78	275.59
08/1999	Revoked CSAH 9	(1.31)	275.59	274.28
09/1999	Designate CSAH 38, 46, 62, 85, & 91	31.00	274.28	305.28
03/2000	Designate CSAH 11	3.40	305.28	308.68
06/2002	Designate CSAH 28 - Eagan Portion, 30 & 43	9.07	308.68	317.75

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

AND

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

Historical Documentation for the
Lake County CSAH Mileage Request

JUNE, 2006

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

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

This designation is left to be completed:

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

Historical Documentation for the
St. Louis County CSAH Mileage Request

JUNE, 2006

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

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

These designations are left to be completed:

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

N:\CSAH\Books\Spring 2006\County Mileage Request 2006 - All.xls

Historical Documentation for the
Washington County CSAH Mileage Request

JUNE, 2006

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

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

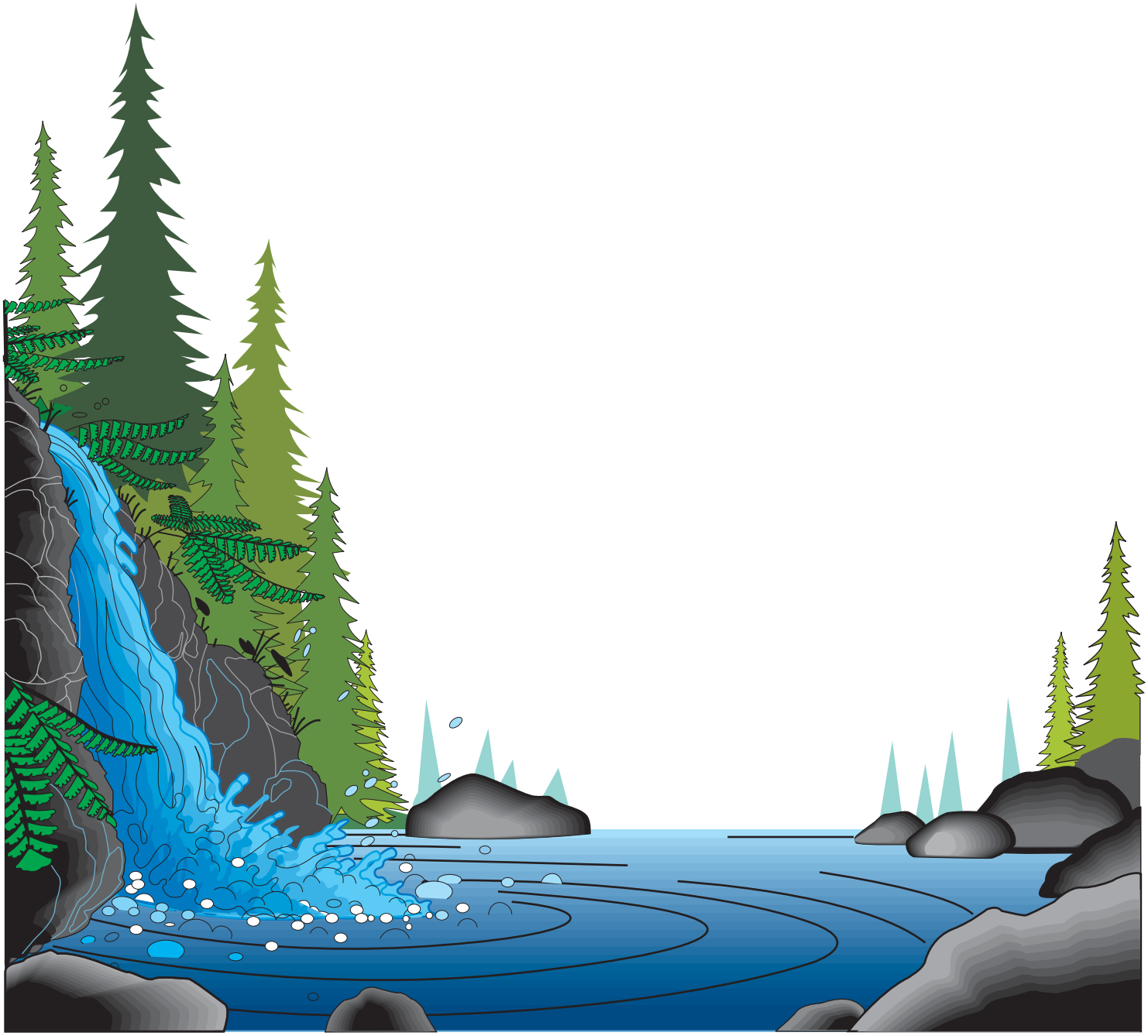
The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0.20), CSAH 22 (-4.41), CSAH 23 (-1.04), CSAH 28 (-0.62), and CSAH 34 (-1.23).

AND

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

N:\CSAH\Books\Spring 2006\County Mileage Request 2006 - All.xls

STATE PARK ROAD ACCOUNT



State Park Road Account

JUNE, 2006

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

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

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

N:\CSAH\Books\Spring 2006\PARKROAD 2006.doc

Kittson County Highway Department
401 2nd Street SW
Hallock, MN 56728
Phone: (218) 843-2686
Fax: (218) 843-2488

November 8, 2005

John Strohkirch
Management Resources, DNR Parks & Rec.
500 Lafayette Road
St. Paul, MN 55155-4039

re: State Park Road Account for Kittson County CSAH 7
(Project # SAP 35-607-20)

Dear John,

In 2006 Kittson County has plans to reconstruct a segment of CSAH 7 between the junction of CSAH 20 & CSAH 14 near Halma, MN. This segment of CSAH 7 is adjacent to the DNR "Devils Playground" Wildlife Management Area.

Currently, the total estimate for this project is around $1,020,000 (see itemized table below). The work will include grading and aggregate surfacing in 2006 and aggregate base and bituminous surfacing in 2007. Kittson County would like to request your approval of $350,000 from the State Park Road Account for 2006 as per Statute 162.06.

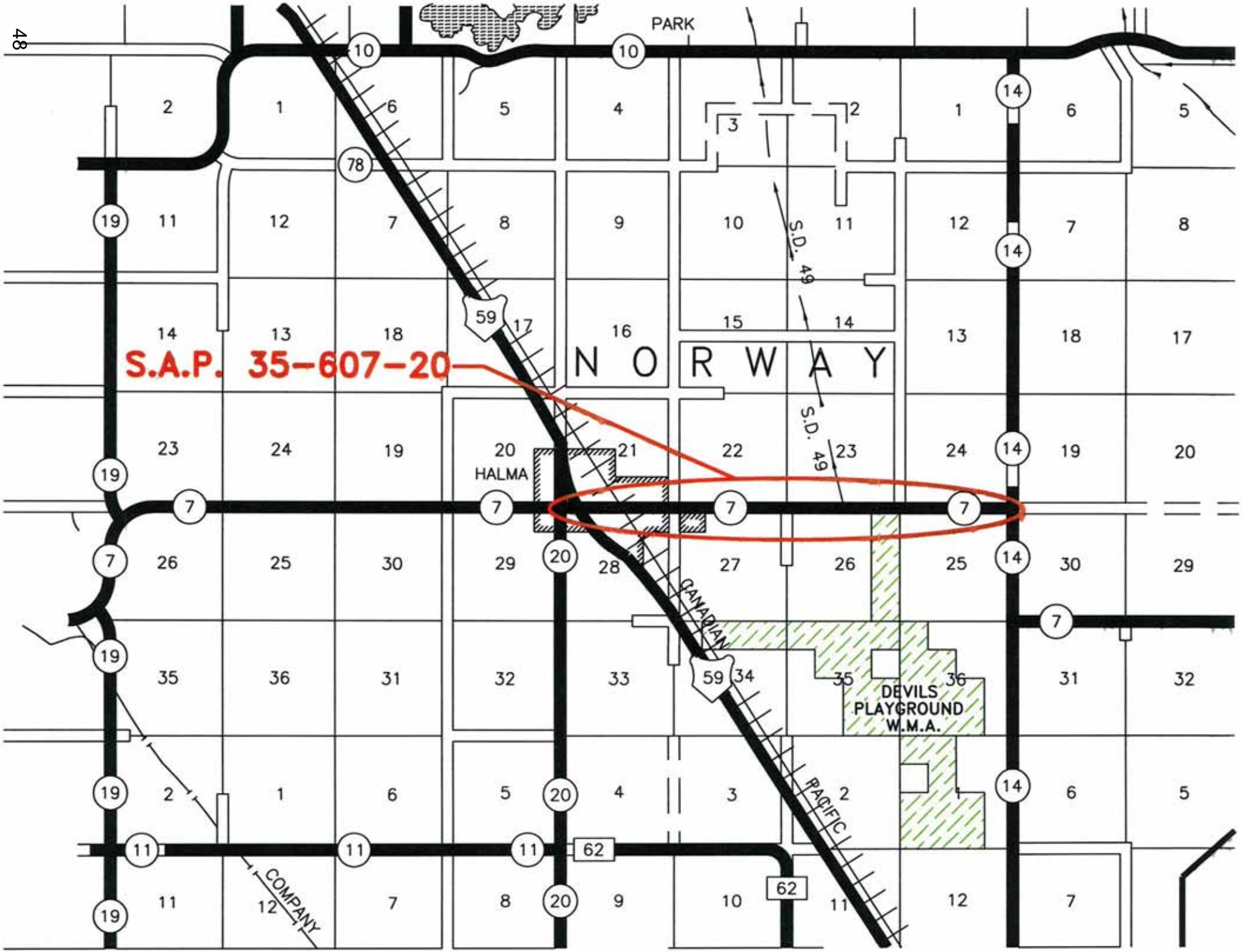
Grading & Agg. Surfacing:	4.0 mi. @ $90,000	=	$360,000
Aggregate Base:	4.0 mi. @ $80,000	=	$320,000
Bituminous Surfacing:	4.0 mi. @ $85,000	=	$340,000
	Estimated Grand Total	=	$1,020,000

Attached is a map showing the location of the proposed project. Please feel free to call me if you have any questions.

Sincerely,

Kelly Bengtson
Kittson County Engineer

cc: K. Hunter – Asst. Eng.
L. Tasa – DSAE
J. Bouvette – Bd. Chair
file


S.A.P. 35-607-20
NORWAY
PARK
HALMA
S.D. 49
S.D. 49
CANADIAN
PACIFIC
COMPANY
DEVILS PLAYGROUND W.M.A.
10
78
59
7
20
11
62
19
14

Historical Review of 2004 State Park Road Account

June, 2006

2004 Allotment $2,708,776

2004 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated	
Beltrami	10/03	04-619-05	CSAH	CSAH 19; access to Lake Bemidji State Park	road improvements	$305,500	
Douglas		21-600-15	Twp	South Park Drive; access to Lake Carlos State Park	road improvements	150,000	*
Houston	06/02	28-601-09	CSAH	CSAH 1; access to Beaver Creek Valley State Park	road improvements	50,000	*
Koochiching		36-600-08	Twp	Unorganized Twp Rd 392 (Vidas Access); access to Rainey River	road improvements	23,915	*
Meeker		47-600-05	Twp	Kingston Twp Road 0.5 mi. access to Lake Francis Landing	bit surface	14,144	*
Meeker		47-600-06	City	746th Ave in Collinwood; access to Collinwood Lake	street improvements	1,460	*
Otter Tail		56-600-21	Twp	Maplewood Township Roads; access to Maplewood State Park	road improvements	520,000	
Otter Tail		56-600-22	Twp	Little McDonald Drive; access to Little McDonald Lake	road Improvements	77,230	
Pine		58-600-08	Twp	Dago Lake Road; access to General Andrews State Forest	road improvements	450,000	
St Louis		69-600-29	Co Rd	Co Rd 238 (Abbott Rd); access to Island Lake	road improvements	28,000	
St Louis		69-600-34	City	St Louis Ave in Duluth; access to the St. Louis River	street improvements	33,530	
St Louis	06/02	69-661-14	CSAH	CSAH 61; construct bridge over McQuade Rd, access to Lake Superior	road improvements	281,751	*
Scott		70-600-07	Twp	St Lawrence Twp Rd 57; access to Minnesota Valley State Recreation Area	road improvements	200,000	*
Watonwan		83-600-01	City	James Lake Park Access Road in St James; access to St. James Lake	road improvements	30,892	
					June Total =	**$2,166,422**	
				PROJECTS ADDED AFTER JUNE 2004			
Anoka		02-600-13	Twp	Hornsby St in Columbus Township; access to Clear Lake	road improvements	15,900	
Waseca	10/04	81-604-21 81-613-05	CSAH	CSAH 4 & 13; access to Clear Lake	road improvements	65,000	
					TOTAL:	**$2,247,322**	

* Supplement to a previous allocation

N:\CSAH\Books\Spring 2006\2006 history state park rd acc.xls

Historical Review of 2005 State Park Road Account

June, 2006

2005 Allotment $2,709,838

2005 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Anoka		02-600-14	Co. Rd.	Twin Lakes County Park access road to East Twin Lake	road improvements	$50,000
Beltrami	10/03	04-619-06	CSAH	CSAH 19; access to Lake Bemidji State Park	road improvements	$1,200,000 *
Crow Wing		18-600-27	Twp	Cullen Channel Lane: access to Middle Cullen Lake	road improvements	$65,000
Goodhue		25-600-04	Twp	Sunset Trail; access to Doer Memorial Hardwood Forest & Cannon Riv	road improvements	$180,000
Goodhue	06/02	25-628-03	CSAH	CSAH 28;Access to Frontenac State Park	road Improvements	$17,683 *
Itasca		31-600-08	Co.Rd.	Co.Rd 527; access to South Sturgeon Lake	road improvements	$150,000
McLeod		43-600-02	Co. Rd.	CO. Rd; Pipenburg Co. Park, access to Belle Lake	road improvements	$55,000
Otter Tail		56-600-23	Twp	Beaver Dam Twp Rd; access to Star Lake	road improvements	$101,000
Scott		70-600-09	Twp	Twp 57; access to Mn Valley State Recreation Area	road improvements	$225,000 *
Sherburne		71-600-03	Twp	233rd Ave Orrock Twp: access to Sand Dunes State Forest	road improvements	$300,000
Wright		86-600-05	Twp	Armitage Ave Silver Ck Twp; access to Eagle Lake	road improvements	$100,000
					TOTAL:	**$2,443,683**
				PROJECTS ADDED AFTER JUNE 2005		
Becker		03-600-09		Wolf Lake Twp Road 0.7 mi access to Wolf Lake	road Improvements	$46,118
Big Stone		06-600-02		Mallard Point Township Road; access to Big Stone Lake	road Improvements	$130,378 *
Douglas		21-600-10	Twp	CR 108; Access To Little Cchippewa Lake	road Improvements	$256,883
Douglas		21-600-14	Twp	Sandy Beach Road;access to Lake Miltona	road Improvements	$30,000 *
Goodhue	06/02	25-628-03	CSAH	CSAH 28:Access to Frontenac State Park	road Improvements	$780 *
Isanti		30-600-04	Twp	277th Ave; access to Blue Lake	road Improvements	$78,000 *
Steele		74-640-	CSAH	CSAH 40; Rice Lake State Park	road Improvements	$100,000
					TOTAL:	**$3,085,842**

* Supplement to a previous allocation

N:\CSAH\Books\Spring 2006\2006 history state park rd acc.xls

Historical Review of 2006 State Park Road Account

June, 2006

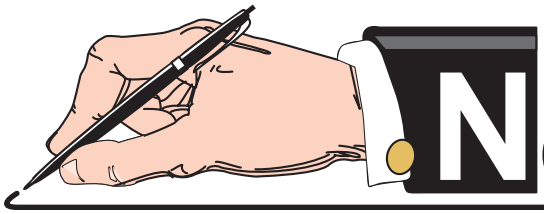
2006 Allotment $2,693,118

2006 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Kittson		35-607-020	CSAH	Between CSAH 20 & CSAH 14 to Devil's Playground Wildlife Management Area	Reconstruction	$350,000
Pine		58-600-007	City	Doc Street, city of Willow River; access to Willow River Forestry Campground	Road Improvements	$25,000 *
Wright		86-600-05	Twp	Armitage Ave Silver Ck Twp; access to Eagle Lake	Road Improvements	$221,601 *
Goodhue		25-600-004	Co Rd	Sunset Trail in Cannon Falls	Road Improvements	$180,000
Big Stone		06-600-xxx	Co Rd	Co Rd 80; Hwy 12 to Artichoke Lake	Road Improvements	$320,000
						$1,096,601

PROJECTS ADDED AFTER JUNE 2006

* Supplement to a previous allocation



NOTES and COMMENTS

REFERENCE MATERIAL

Hardship Transfers

June, 2006

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

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

Hardship Transfers		
CY 1997		
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	
CY 2001		
Pennington	$296,000	#24 & #27 County Road System
	$296,000	
CY 2003		
Traverse	$268,915	Disastrous fire destroying
	$268,915	Wheaton Hwy shop
CY 2004		
Kittson	$100,000	wet weather, poor drying &
	$100,000	heavy comm truck damage
CY 2005		
Kittson	$125,000	Heavy rain 7/3/2005 weekend
Otter Tail	500,000	High water, CSAH 12 & 10
	$625,000	
Total	**$4,539,915**	

N:\CSAH\Books\Spring 2006\Hardship Transfers October 2005.xls

Maintenance Facilities

June, 2006

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

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

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

Maintenance Facilities

	CY 2000	
Carver	$343,632.04	Public Work Bldg
Mahnomen	422,867.00	Maintenance Facility
Pine	363,848.03	Sandstone Bldg Addition
	$1,130,347.07	
	CY 2001	
Carver	$500,000.00	Public Work Bldg
Nobles	500,000.00	Maintenance Facility
	$1,000,000.00	
	CY 2002	
Carver	$168,398.26	Public Work Bldg
Dodge	115,216.86	Access to maintenance facility
Hennepin	260,000.00	Salt/Sand storage facility-Orono
	$543,615.12	
	CY 2003	
Cottonwood	$90,458.55	Salt shed
	$90,458.55	
	CY 2004	
Carlton	$550,000.00	Maintenance Facility
	$550,000.00	
	CY 2005	
Dodge	$160,000.00	Maintenance Facility
Morrison	1,134,368.89	Public Works Bldg
Swift	417,102.00	Admin office & Outshops
	$1,134,368.89	
	CY 2006	
Hubbard	$280,000.00	Maintenance Facility
	$280,000.00	
Total to Date	**8,363,033.94**	

Approved projects without payment requests

Cottonwood	$200,000.00	Windom addition

* - 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.

Local Road Research Board Program for Calendar Year 2006

JUNE, 2006

3/27/2006

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

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

Footnotes from Page 1 & 2:
*Projects co-funded from other sources

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

2006 SUMMARY:

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

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

2006 Funds Available for Programming	**$177,521**
(Total Available - Total Need)	

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 19 & 20, 2005
RUTTGER'S BAY LAKE LODGE NEAR DEERWOOD

Chairman, Steve Kubista, Chippewa County Engineer called the meeting to order at 2:30 p.m., October 19, 2005.

ATTENDANCE

Roll call of members:

Chuck Schmit, Cook	District 1
Kelly Bengtson, Kittson	District 2
Mitch Anderson, Stearns	District 3
Larry Haukos, Traverse	District 4
Bill Malin, Chisago	Metro East
Roger Gustafson, Carver	Metro West
Dennis Luebbe, Rice	District 6
Wayne Stevens, Brown	District 7
Steve Kubista, Chippewa/Lac Qui Parle	District 8
Don Theisen, Washington	Urban
Doug Fisher, Anoka	Urban
Mark Krebsbach, Dakota	Urban
Jim Grube, Hennepin	Urban
Ken Haider, Ramsey	Urban
Marcus Hall, St. Louis	Urban

Chairman, Steve Kubista asked for a motion to approve the June 1 & 2, 2005 Screening Board Minutes held at Breezy Point Resort. Motion by Jim Grube and seconded by Kelly Bengtson, motion passed unanimously.

Chairman Steve Kubista had the secretary recognized the following alternates and other engineers in attendance:

Dave Christy, Itasca	District 1	
Dan Sauve, Clearwater	District 2	(absent)
John Welle, Aitkin	District 3	
Brad Wentz, Becker	District 4	
Mitch Rasmussen, Scott	Metro	
John Grindeland, Fillmore	District 6	
John McDonald, Faribault	District 7	(absent)
Randy Groves, Murray	District 8	

Chairman Steve Kubista asked the secretary to recognize the General Subcommittee: Chairman, Dave Rholl, Winona County, Doug Fischer, Anoka County and Brian Giese, Stevens County. This will be Dave's last meeting and will be replaced by Doug as the new Chairman and Steve will appoint someone from down south to replace Dave.

The Mileage Subcommittee was introduced, Chairman, Rick West, Otter Tail County, John Brunkhorst, McLeod County and Jim Grube, Hennepin County.

Roll call of MnDOT personnel:

Julie Skallman	State Aid Engineer Division Director
Rick Kjonaas	Deputy State Aid Engineer
Patti Simmons	State Aid Programs Engineer
Diane Gould	Manager, County State Aid Needs Unit
Mark Channer	CSAH Needs Effective June 1
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Bob Kotaska	Assistant District 4 State Aid Engineer
Steven Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Mark Gieseke	Metro District State Aid Engineer
Mike Kowski	Metro District State Aid
Jim Koivisto	Project Delivery Engineer

Others in attendance were:

Dave Halbersma, Pipestone
Doug Grindall, Koochiching
Nathan Richman, Waseca
Lyndon Robjent, Anoka
Dave Enblom, Cass
Tracey Von Bargen, Houston
Gary Bruggeman, Steele
Wayne Sandberg, Washington

REVIEW OF SCREENING BOARD REPORT

Chairman, Steve Kubista asked Diane Gould to review the Screening Board book. Diane commented that Dick Larson retired the end of September from Mille Lacs, County. Diane reviewed the report which she had previously done out in all the Districts. Chairman, Steve Kubista suggested that any action taken on the report should wait until Thursday, October 20, 2005.

A) General Information and Basic Needs Data - Pages 1-6, is general information showing the CSAH Mileage, Needs and Apportionment from 1958 through 2006, Diane stated that 82% of the system is paved and only 26% of those miles are adequate with the remaining 74% being deficient. The new Figure A chart handed out at the District meetings changes the Adjusted 25-year Construction Needs to $9.5 billion and for each $1,000 in adjusted money needs goes from $18.77 to $18.80 on page 3. And a comparison of the Basic 2004 to the Basic 2005 25-Year Construction Needs which is broken down into four sections: 1)

Normal Update which reflects the changes in needs because of construction accomplishments, system revisions, needs reinstatement; anything that happened on your system in calendar year 2004, which shows a 1.3% increase state wide; 2) effect of the eleven counties traffic updates counted in 2004, which increased the needs study by $1,204,904; 3) effect of the unit price update which were unit prices approved at the spring meeting, the effect is a 3.6% increase to the needs; 4) effect of the 2005 Structure and RR updates with an increase of $49,535,787, the total overall change with all the updates was 5.6% increase State wide.

B) Needs Adjustment - Pages 7-11, the resolution states 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, which was 5.2%. There were 15 counties restricted to 0.2% based on the approved resolution and Carver County was restricted to 25.2%. There were no comments or questions.

B1) Grading Cost Comparisons - Pages 12-22, Rural Design Grading Construction costs; Pages 24-34, Urban Design Grading Construction Cost. This compares grading construction costs on projects that were let from 1984 to 2003 for rural projects and 1987 to 2003 for urban projects to the needs cost on those same sections of road that are in the needs study. The second part uses that comparison to adjust the remaining complete grading needs in your needs study, so the results in the last column of all the charts is actually what your county is receiving in needs for complete rural design and for complete urban design grading. Note the book shows 2004 figures and before the 2006 allocation is completed, the new 2005 figures will be distributed for your approval.

B2) Construction Fund Balance "Needs" Deductions - Pages 36-39, this is based on your construction fund balance, the adjustments shown are as of September 1, 2005. The resolution was changed a number of years ago to use the balance as of December 31 each year for the following year's actual allocation. Don Theisen handed out a proposal to revise this resolution to change: not including the current year's regular account … to "**last two years** regular account" (see attachment) due to increased construction cost. This item will be discussed on Thursday.

B3) Bond Account Adjustments and Transportation Revolving Loan Fund - Pages 40-41, bond amount applied to project minus the principal paid to date is how the Bond Account adjustment is made. No comments or questions.

B4) Special Resurfacing Projects - Pages 42-44, this is where a county uses construction money to overlay or recondition segments of road still drawing complete needs in the needs study. This is a ten-year adjustment. There were no questions or comments.

B5) After the Fact Bridge Deck Rehabilitation Needs - Page 45, this is only eligible on adequate structures in the needs study.

B6) After the Fact Mn/DOT Bridge Needs - Page 46, an improvement to a trunk highway bridge carrying a CSAH route, which is earned for 35 years.

B7) After the Fact Right of Way Needs - Pages 48-49, these are items that are not in your needs study. They had received information from 37 counties in 2004. To get these needs you have to report these items to your DSAE by July 1 each year. If you miss a year or forget just send it in and it will be taken care of the year it was submitted.

B8) After the Fact Miscellaneous Needs - Pages 50-51, Traffic Signals, Lighting, Retaining Walls, Sidewalk, Wetland Mitigation, RR-Xing Surfacing, and Concrete Paving items earn needs for 25 years.

B9) Needs Adjustments for Variances Granted on CSAHs - Page 52, this is where a county asks for a variance to the rules and the adjustment is the difference between what you've been drawing in needs and what the variance allows you to build, these were approved at the June Screening Board meeting. No comments or questions.

B10) Credit for Local Effort Needs Adjustment - Pages 54-55, this is similar to After the Fact Needs but quite different. It's an adjustment for local dollars that are used on State Aid projects that reduce needs and has to be reported to your DSAE by July 1. No comments or questions.

B11) Non Existing CSAH Needs Adjustment - Pages 56-57, this is where there are designated CSAH's that do not exist and have been on the system longer than the resolution allows. The needs are subtracted but mileage is still counted. Correction on page 57 Blue Earth's CSAH 12 is part of transportation plan so it should be removed. No comments or questions.

B12) Mill Levy Deductions - Pages 58-60, 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, which is an annual deduction. No comments or questions.

C) Tentative 2006 CSAH Money Needs Apportionment - Page 62 and revised Figure A or the handed out blue sheet, this is a development of a tentative 2006 CSAH Money Needs Apportionment. (All the information is based on last year's dollars so we can make a comparison.) No comments.

Diane commented page 63 through 65 is a copy of the letter to the Lieutenant Governor & Transportation Commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used for apportioning to the counties the 2006 Apportionment Sum. (The letter states that any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2006.) Pages 66 through 68 shows a tentative 2006 CSAH Apportionment by the four factors, equalization (10%), motor vehicle registration (10%), lane miles (30%) and money needs (50%), based on all the figures in this book. Pages 70-72 & (blue sheet), shows a Comparison of the Actual 2005 to the Tentative 2006 CSAH Apportionment.

D) CSAH Mileage requests pages 74 through 77, a list of criteria for State Aid Designation is included. Also shown is a history of previous mileage requests which were approved at previous screening board meetings. Banked mileage is shown on page 78. This is where a county has made a change in their system and they end up with less mileage then they

started with, so this becomes banked mileage until they want to use it sometime in the future. Diane advised not to leave it there too long because it does not draw needs or mileage apportionment.

Mileage request from Anoka County is on pages 79 and starting on page 81 the minutes of the CSAH Mileage Subcommittee. Rick West was asked for his comments as the chair of the Mileage Subcommittee. He stated the minutes were a reflection of a very long day reviewing Anoka County's request and complimented Doug and his staff for their participation.

Doug Fischer presented a power point presentation to the group showing his reasons for proposed changes to his system. Anoka County is requesting a total of 50.21 additional miles, however after review by the Mileage Subcommittee they recommended only 22.13 additional miles. Doug commented that he did accept the recommendation of the mileage subcommittee and he may be back some day to discuss the remaining miles that were denied. There were no comments or questions.

Pages 85 through 89 shows a recap of Carver, Dakota, Lake, St. Louis, and Washington County's recent mileage requests. These have not been totally completed as they are completed they are removed from the book.

E) State Park Road Account, pages 92 to 99, shows a Historical review of projects and one project request from Steele County. They are requesting funding for improvements to 0.5 miles of CSAH 40 located inside Rice Lake State Park for the amount of $ 100,000.

F) Traffic Project Factors, pages 102 & 103, shows those counties counted in 2004 and the CSAH 20-Year Traffic Projection Factors state wide. No comments or questions.

F1) Advancement of CSAH Construction Funds from the General CSAH Construction Account page 104. This is a report on the advancing process that has been on going since 1995. Rick Kjonaas commented that of the $ 40 million requested only about $ 13 million has been advanced. Next year's money will be handled as previously.

F2) Hardship Transfers are shown on page 105 and Maintenance Facilities information is shown on pages 106 to 108.

G) Minutes of the June 1 & 2, 2005 Screening Board, pages 109 through 115.

H) Current list of the resolutions of the Screening Board, pages 116 through 127. The current County Engineers and addresses are shown on pages 129 to 135.

Chairman, Steve Kubista asked if Julie or Rick had any comments for the group. They would like to wait until tomorrow. Steve commented that the Research Account resolution should be approved Thursday, it reads: "Be it resolved that an amount of $ 1,793,009 (not to exceed ½ of 1% of the 2005 CSAH Apportionment sum of $ 358,601,844) shall be set aside from the 2006 Apportionment Fund and be credited to the research account."

Chairman, Steve Kubista asked for a motion to recess the meeting until 8:30 a.m. on Thursday

morning, motion by Marcus Hall second by Larry Haukos, motion carried.

Chairman, Steve Kubista reconvened the meeting at 8:30 a.m. Thursday, October 20, 2005.

The first item Steve brought up was Washington County's request to change the wording in the Fund Balance Needs Deduction from **current year** to last two years of regular account construction apportionment… District 6 was in favor of the change, District 2 asked Diane if there may be a problem with this change. Her comment was that there would be fewer deductions based on the change. Don Theisen made a motion to accept the proposed resolution to change the language to read "last two years of regular account construction apportionment", Marcus Hall seconded the motion, motion passed with one nay vote. Steve commented that this will be changed this year and adjustments will be made December 31, 2005.

ACTION ON SCREENING BOOK

Chairman, Steve Kubista asked for a motion to accept the book as reviewed and discussed Wednesday and approve the letter to the Lieutenant Governor/Commissioner of Transportation, Jim Grube made a motion to accept, seconded by Bill Malin. Motion passed unanimously.

Brad Wentz took Larry Haukos place representing District 4, (Larry Haukos showed up later).

Chairman, Steve Kubista asked for discussion on the Anoka County mileage request. Steve explained that the voting ballot was to approve the Mileage Subcommittee's recommendation of 22.13 miles be added to their system. Doug Fischer was present for questions and thanked the Mileage Committee for their evaluation and he was comfortable with their decision, but felt he might be back in the future for the other segments. Rick West commented the committee was comfortable with their recommendation. The ballots were counted and the vote was unanimous to approve the 22.13 miles.

Chairman, Steve Kubista asked if there were any questions concerning the State Park Road Account request from Steele County for improvements to 0.5 miles of CSAH 40 located in Rice Lake State Park for $ 100,000. Motion to accept the request by Jim Grube, seconded by Mitch Anderson. Motion passed unanimously.

Resolution for the research account, Chairman, Steve Kubista stated the resolution: "Be it resolved that an amount of $1,793,009 (not to exceed ½ of 1% of the 2005 CSAH Apportionment sum of $358,601,844) shall be set aside from the 2006 Apportionment Fund and be credited to the research account." Motion by Marcus Hall and seconded by Bill Malin, the motion passed unanimously.

Chairman, Steve Kubista commented on the Mission Study presented Wednesday, they are asking for the approval of the draft document for Credit for Local Effort user guide (which spells out those items eligible). District 7 would like consideration be given to doubling the credit presently being given for use of local dollars. Steve asked if they would like the General Subcommittee to review this, but first Steve asked the group to approve the draft as presented. District 6 commented they approve the draft, Marcus Hall made a motion to approve the draft document for Credit for Local

Effort User Guide, Doug Fischer seconded the motion, motion carried unanimously.

Chairman, Steve Kubista asked if the group wanted to send District 7's idea to the General Subcommittee, Steve took Wayne's idea as a motion and Mark Krebsbach asked a question and Steve took that as a second to the motion, motion passed. Diane asked what do you want to see back as a report, are you looking for the end result of effect, they need some direction. Doug Fischer is on the General Subcommittee and after some discussion felt he knew what they need to look at. The General Subcommittee was also directed to review a list of examples or items that could or should be considered for additional After the Fact Needs, motion was made by Marcus Hall and seconded by Mark Krebsbach, motion carried.

Chairman, Steve Kubista thanked Rick West for his work on the Mileage Subcommittee and appointed John Brunkhorst to take his place as chairman, and Steve will appoint someone from the Northern counties to replace Rick.

Chairman, Steve Kubista informed the group that Dave Rholl, Chairman of the General Subcommittee will be retiring sometime next spring, so Steve appointed Doug Fischer as Chairman of the General Subcommittee for 2006 and he will be looking for a replacement for the Southern counties to replace Dave.

Chairman, Steve Kubista thanked the outgoing district representatives from District 2, Kelly Bengtson, District 4, Larry Haukos, District 8, Steve Kubista and Metro East, Bill Malin.

Julie Skallman had no additional comments for the group.

Chairman, Steve Kubista announced the Spring Screening Board meeting will meet May 31 & June 1, 2006 at Arrowwood Resort near Alexandria.

Chairman, Steve Kubista asked for any other discussion to come before the Screening Board, hearing no comments, the meeting was adjourned by a motion by Doug Fischer, seconded by Dennis Luebbe, motion carried unanimously.

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

Minutes of the CSAH General Subcommittee Meeting

April 12, 2006

The meeting was started at 10:00 a.m. April 12, 2006 at the Transportation Building, Room 521, St. Paul, Minnesota.

Members Present:	Doug Fischer, Chairman	Anoka County
	Brian Giese	Stevens County
	Anita Benson	Lyon County
Others in attendance:	Diane Gould	State Aid, Mn/DOT
	Mark Channer	State Aid, Mn/DOT
	Kim DeLaRosa	State Aid, Mn/DOT
	Rick Kjonaas	State Aid, Mn/DOT

The General Subcommittee met to recommend unit prices for the Spring Screening Board meeting and make a recommendation as to how to proceed with Credit for Local Effort and certain After-the-Fact needs as directed by the Fall 2005 Screening Board.

Unit Prices

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

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

The gravel base unit price map was reviewed. The map shows the 2005 Needs Study gravel base price on the top, number of 2001-2005 gravel base projects, miles, tons (in 1,000's), the five year average unit price, and the 2005 inflated gravel base price on the bottom for each county.

Only two of the county's inflated gravel base prices decreased this year; Koochiching and Clay. Five counties have gravel base prices greater than $10.00. It was noted that the large increase in prices this year is due the larger than usual inflation factors. Clay County is the only county using the deep strength conversion. The process was discussed and the decision was to continue "as is" but maybe increase the oil percentage for the superpave spec.

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

The 2006 gravel base Needs Study Unit Price cost for the outstate counties at $6.69, metro $10.02 and average state combined price of $7.03.

For Rural Design:

Outstate Bituminous/ton	$25.72 -$6.69(GB)= GB + $19.03
Gravel Surf 2118/ton	$7.09 - $7.03(GB) = GB + $0.06
Gravel Shldr 2221/ton	$8.36 - $7.03(GB) = GB + $1.33

For Urban Design:

Outstate Bituminous/ton	$37.39-$6.69(GB)= GB + $30.70

Metro (Rural & Urban):

Bituminous/ton	$37.41-$10.02(GB)= GB +$27.39

Anita asked that rural vs. urban projects be defined. That definition stating that if more than 25% of the project length has curb and gutter, it is considered urban.

The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Mn/DOT recommended $268,035/mile for complete storm sewer construction and $86,121/mile for partial storm sewer systems. The Subcommittee recommends using these prices for the 2006 CSAH Needs Study.

The approved cost for curb and gutter is $9.77/linear foot. This cost was received from the MSAS Needs Unit because of the high volume of C & G used on the MSAS system. The Subcommittee recommends using this price for the 2006 CSAH Needs Study.

The 2004 average bridge costs were compiled based on 2005 project information received from the State Aid Bridge Office on SAP and SP bridges. In addition to the normal bridge materials and construction costs; prorated mobilization, bridge removal and riprap costs are included if these items are part of the contract. Traffic control, field office, and field lab costs **are not included**. The average unit prices for 2005 bridge construction were:

$97/sq. ft. for 0 – 149 ft. long bridges
$108/sq. ft. for 150 ft. and over bridges

There were 3 bridge projects over 500 feet and the Subcommittee felt that was not enough representation to split the costs over 500 foot. Anita suggested using a five year average to soften the effect that the large odd ball projects have on skewing the costs, as happened with bridges over 150 feet. This effect raised the unit price of bridges over 150 feet to a higher unit price than the bridges under 150 feet for the first time.

Bridge widening will remain at the $150 sq/ft because there is no data to support a change. There is only six bridges receiving widening needs at this time and currently four of them are eligible for complete needs.

There were no RR/Hwy bridges constructed in 2005. Thus the subcommittee recommends adjusting the cost by 30% to keep up with inflation. The last time prices changed was in 2002. The sub-committee recommends $18,200/linear foot price for a 1 track bridge and $5,200/linear foot for each additional track. These prices were calculated by increasing the current prices by 30% (6% per year X 5 Years)

Mn/DOT's Railroad Administration section projected a cost of $1,000 per crossing for signs and $750 per crossing for pavement markings. The General Subcommittee recommended continuing using a unit price of $1,400 for signs. Railroad Administration recommended $150,000 per signal system and $150,000 to $225,000 per signal and gate system. The General Subcommittee recommends $150,000 per signal and a price of $225,000 per signal and gate system.

Credit for Local Effort

The general sub-committee was asked by the Screening Board to review the request made by District 7 to double the credit presently being given. The General Subcommittee discussed this item previously on a March 29, 2006 conference call and again at the April 12th meeting. Upon a closer examination for the current process (see attachment), the recommendation from the sub-committee is to leave it the way it is. In most cases, needs received using credit for local effort is greater than the needs received on a deficient roadway segment. The state aid system and the credit for local effort needs adjustment were not intended to fully replace local dollars spent on the CSAH system which is consistent with the findings of the Mission Study.

The general sub-committee has recommended some language changes to the User Guide Book.

Doug prepared an example to use for reporting Credit for Local Effort.

After-the-Fact Needs

As part of the follow-up to the Mission Study, the subcommittee reviewed certain construction items for recommendation for inclusion in after-the-fact needs. The subcommittee felt that only major construction cost items should be included. Also, the subcommittee reviewed whether certain construction items could be accounted for more properly in other areas, such as grading or paving costs.

Doug felt that there should be an adjustment for medians, turn lanes, traffic control and signage. Diane said that turn lanes are already being counted in the grading cost comparison. Traffic control and signing could be included there also. Because of the way medians are specified as 4" walks they may be included with "Miscellaneous After the Fact" as sidewalk after the fact.

The subcommittee recommends that State Aid incorporate all traffic control and detour items in the grading cost comparison. This would "even out" the grading costs for those that make traffic control "incidental" to mobilization or other grading costs and those that choose to bid this item separately.

The subcommittee further recommends that medians that are paid as 4" concrete walk be allowed as an after-the-fact need.

Meeting adjourned at 1:00 p.m.

N:\CSAH\Books\Spring 2006\Gen Subcom minutes 4-12-06.DOC

Credit for Local Effort vs Needs

General Subcommittee Review Item

4/12/2006

SINGLE Credit for Local Effort

Project No. (2005 unless otherwise noted)	Credit for Local Effort Adjustment	+	Actual 2005 Rusurfacing Needs	+	After the Fact Misc. & R/W Needs Adjustment	=	Adjustments Plus Resurfacing Needs	-	Complete Needs Removed	=	Net Gain or Loss in Needs (With ATF)	Net Gain or Loss in Needs (W/O ATF)	Actual $'s Received in 20 Years*	$'s Received if there was NO Construction**
02-617-05 (2001)	$1,563,484		$198,571		$2,339,447		$4,101,502		-$1,626,465		$2,475,037	$135,590	$1,510,173	$748,581
15-604-08	$283,863		$26,830		$2,355		$313,048		-$121,778		$191,270	$188,915	$115,264	$56,048
19-609-12 (2003)	$209,820		$26,926		$43,655		$280,401		-$192,856		$87,545	$43,890	$103,244	$88,762
21-606-06	$868,400		$267,222		$82,633		$1,218,255		-$903,125		$315,130	$232,497	$448,561	$415,663
40-626-41	$600,544		$23,682		$0		$624,226		-$350,559		$273,667	$273,667	$229,840	$161,345
52-605-44	$646,222				$15,268									
52-605-46	$1,052,185				$27,994									
	$1,698,407		$181,721		$43,262		$1,923,390		-$1,357,923		$565,467	$522,205	$708,192	$624,984
55-601-14	$2,226,496		$194,458		$0		$2,420,954		-$3,176,321		-$755,367	-$755,367	$891,395	$1,461,902
87-633-07 (2003)	$316,400		$57,468		$27,455		$401,323		-$119,347		$281,976	$254,521	$147,767	$54,929

DOUBLED Credit for Local Effort

Project No. (2005 unless otherwise noted)	Credit for Local Effort Adjustment (DOUBLED)	+	Actual 2005 Rusurfacing Needs	+	After the Fact Misc. & R/W Needs Adjustment	=	Adjustments Plus Resurfacing Needs	-	Complete Needs Removed	=	Net Gain or Loss in Needs (With ATF)	Net Gain or Loss in Needs (W/O ATF)	Actual $'s Received in 20 Years*	$'s Received if there was NO Construction**
02-617-05 (2001)	$3,126,968		$198,571		$2,339,447		$5,664,986		-$1,626,465		$4,038,521	$1,699,074	$2,085,848	$748,581
15-604-08	$567,726		$26,830		$2,355		$596,911		-$121,778		$475,133	$472,778	$219,783	$56,048
19-609-12 (2003)	$419,640		$26,926		$43,655		$490,221		-$192,856		$297,365	$253,710	$180,499	$88,762
21-606-06	$1,736,800		$267,222		$82,633		$2,086,655		-$903,125		$1,183,530	$1,100,897	$768,306	$415,663
40-626-41	$1,201,088		$23,682		$0		$1,224,770		-$350,559		$874,211	$874,211	$450,960	$161,345
52-605-44	$1,292,444				$15,268									
52-605-46	$2,104,370				$27,994									
	$3,396,814		$181,721		$43,262		$3,621,797		-$1,357,923		$2,263,874	$2,220,612	$1,333,546	$624,984
55-601-14	$4,452,992		$194,458		$0		$4,647,450		-$3,176,321		$1,471,129	$1,471,129	$1,711,191	$1,461,902
87-633-07 (2003)	$632,800		$57,468		$27,455		$717,723		-$119,347		$598,376	$570,921	$264,266	$54,929

* Based on $18.41 Per $1,000 in Needs for 20 Years

** Based on $18.41 Per $1,000 in Needs for 25 Years

N:\CSAH\Books\Spring 2006\Credit for Local Effort vs Needs 4-12-06.xls

Requesting Credit for Local Effort

Requesting "Credit for Local Effort" on your State Aid Requests is very similar to processing a State Aid Payment Request and uses the same Report of State Aid Contract Form.

Eligibility

To claim "Credit for Local Effort", the following criteria must be met:

1) Your plan must be State Aid Approved.
2) Your project must reduce your needs.
3) You cannot claim Federal, State, or Municipal State Aid as your local effort

Reporting Credit for Local Effort

To claim "Credit for Local Effort", the following must be submitted to the DSAE:

1) Cover letter requesting credit for local effort
    a) Indicate project number
    b) Indicate dollar amount
2) State Aid payment request indicating your credit for local effort.
3) Abstract of bids or final indicating eligible items which reduce needs.
4) CSAH needs segments effected by the local effort construction.

Claiming Right of Way and Project Development Costs

You can still claim State Aid Funds for your Product Development and Right of Way acquisition Costs. Please consult with your District State Aid Engineer for the documents required to claim these costs.

After the Fact Needs

Even though you are claiming credit for local effort, you are still eligible to claim "After the Fact right of way and miscellaneous needs. Again, consult with your DSAE if you are unsure how to document this request.

Credit

for

Local

Effort

Example

STATE AID PAYMENT REQUEST

County/City Becker **Report: Initial** X **Partial** ___ **Final** ___ **Project #** 03 / 654 / 001

Let Date: 4-25-2005 **Award Date:** 4-26-2005 **Constr. Completed Date:** ___

Local Proj. ID (opt) ___ **Bond Co.** American Institute of Arch **Contractor:** Lakes Paving, Inc.

Project Funding: Funding below is for this project number only. Costs for projects or agreements tied to this project should not be included on this request. A separate State Aid Payment Request must be submitted for each project number. Final reports must include a final estimate detailing quantity, unit price and extension splits for each project number.

Contract Costs (this SAP only)	Total Obligated Costs	% Requested	Amount Requested	Less Previous Payments	Pay at this time
			Optional fields for County/Municipal Use		
FUND					
Municipal (MSAS > 5000)			$ -		$ -
Regular (CSAH)	$ 404,234.47	95%	$ 384,022.75		$ 384,022.75
Municipal (CSAH < 5000)			$ -		$ -
Town Bridge			$ -		$ -
Turnback			$ -		$ -
State Park			$ -		$ -
Disaster			$ -		$ -
Other ___ specify			$ -		$ -
State Aid Bonds	Amt applied to bond				
Federal					
Local					
Credit for Local Effort (attach abstract detailing items)	$500,000.00				
BrBnd/Misc Appr Acct# ___ Total Grant Amount ___	Certified to Date		$ -		$ -
Sub-Total	$ 904,234.47		$ 384,022.75	$ -	$ 384,022.75

Other Costs FUND	*Description	Total Oblig/Incurred	% Requested	Amount Requested	Less Previous Payments	Pay at this time
Reg (CSAH)	ROW	$ 125,727.00	100%	$ 125,727.00		$ 125,727.00
Reg (CSAH)	Eng	$ 1,760.00	100%	$ 1,760.00		$ 1,760.00
				$ -		$ -
	TOTAL	$ 1,031,721.47		$ 511,509.75	$ -	$ 511,509.75

Remarks:

*Description: Right-of-Way (ROW), Project Development (PD)-25% Max, Maintenance Facility, Force Account (FA), etc. Force Account includes work not performed by contractor such as work by city, county, or Mn/DOT forces, R/R or utility work, or agency furnished materials.

I hereby certify that engineering costs requested above do not exceed actual costs, wage rates specified in the project contract equal or exceed the minimum hourly rates required for work on state funded construction projects as determined by the MN Dept of Labor and Industry, inspection on the state-aid funded portions of this project were performed by personnel certified in accordance with state-aid directives, the work required by this contract was completed in accordance with and pursuant to the terms of this contract, payment and performance bonds for the full amount of the contract have been provided with aggregate liability of the bond(s) to twice the full amount of the contract.

Approved by: County/City Engineer — Date 5/3/05

**Approved by: District State Aid Engineer — Date 5/5/05

**DSAE Approval is not required for Maintenance Facilities

BECKER HIGHWAY DEPT. COUNTY

Becker County Highway Department
200 East State Street
DETROIT LAKES, MINNESOTA 56501-3128
Office 218-847-4463 Shop 218-847-7516
FAX 218-846-2360

BRADLEY C. WENTZ, P.E.
County Engineer

BRIAN SHEPARD
Construction Manager

JOHN OKESON
Maintenance Superintendent

KIM KILDAL
Accountant

January 23, 2006

Diane Gould
395 John Ireland Blvd MS 500
St Paul, MN 55155-1899

RE: Credit for Local Effort

Dear Diane:

We applied for credit for local effort on SAP 03-654-01 let this spring. The funding was designated on the initial pay request and now the money has been expended. I am submitting to you a copy of the original Abstract of Bids with the eligible items hi-lighted. Also attached is a copy of the last partial payment, again with the eligible items hi-lighted to show money expended to date and the corresponding "Needs Sheet".

Please contact our office if there is additional information that is required or if there are any questions.

Sincerely,

Brad Wentz, P.E.
Becker County Engineer

RECEIVED
JAN 27 2006

BECKER COUNTY HIGHWAY DEPARTMENT
SAP 03-654-01
ABSTRACT OF BIDS

				Engineer's Estimate		Lakes Paving, Inc. d/b/a/ Sherbrooke Asphalt PO Box 515, DL, MN 56501		Tri-City Paving, Inc. PO Box 326 Little Falls, MN 56345		Central Specialties, Inc. 6328 County Road 87 SW Alexandria, MN 56308	
	Item	Unit	Quantity	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
2101.511	Clearing and Grubbing	Lump	1	$ 10,000.00	$ 10,000.00	$ 13,000.00	$ 13,000.00	$ 10,000.00	$ 10,000.00	$ 40,000.00	$ 40,000.00
2104.501	Remove Pipe Culverts	Lin Ft	1,164	$ 6.00	$ 6,984.00	$ 6.00	$ 6,984.00	$ 5.00	$ 5,820.00	$ 6.00	$ 6,984.00
2104.501	Remove Fence	Lin Ft	8,385	$ 1.00	$ 8,385.00	$ 1.00	$ 8,385.00	$ 3.50	$ 29,347.50	$ 1.00	$ 8,385.00
2104.505	Remove Bituminous Pavement	Sq Yd	38,072	$ 1.00	$ 38,072.00	$ 0.86	$ 32,741.92	$ 1.00	$ 38,072.00	$ 0.65	$ 24,746.80
2104.509	Remove Pipe Apron	Each	4	$ 30.00	$ 120.00	$ 30.00	$ 120.00	$ 50.00	$ 200.00	$ 50.00	$ 200.00
2105.501	Common Excavation	Cu Yd	110,454	$ 1.50	$ 165,681.00	$ 1.36	$ 150,217.44	$ 1.50	$ 165,681.00	$ 2.27	$ 250,730.58
2105.523	Common Borrow (CV)	Cu Yd	2,551	$ 3.00	$ 7,653.00	$ 8.00	$ 20,408.00	$ 5.00	$ 12,755.00	$ 4.00	$ 10,204.00
2105.525	Topsoil Borrow (LV)	Cu Yd	2,252	$ 10.00	$ 22,520.00	$ 10.00	$ 22,520.00	$ 8.00	$ 18,016.00	$ 10.50	$ 23,646.00
2123.509	Dozer	Hour	20	$ 100.00	$ 2,000.00	$ 110.00	$ 2,200.00	$ 100.00	$ 2,000.00	$ 140.00	$ 2,800.00
2131.502	Calcium Chloride Solution	Gallon	11,500	$ 1.00	$ 11,500.00	$ 0.577	$ 6,635.50	$ 0.85	$ 9,775.00	$ 0.85	$ 9,775.00
2211.501	Aggregate Base Class 5 Mod.	Ton	32500	$ 6.00	$ 195,000.00	$ 5.25	$ 170,625.00	$ 6.00	$ 195,000.00	$ 5.01	$ 162,825.00
2221.501	Aggregate Shouldering Class 5 Mod.	Ton	700	$ 7.00	$ 4,900.00	$ 8.25	$ 5,775.00	$ 9.00	$ 6,300.00	$ 10.50	$ 7,350.00
2350.501	Type LV 3 Wearing Course Mixture (B)	Ton	5,600	$ 24.00	$ 134,400.00	$ 25.56	$ 143,136.00	$ 28.00	$ 156,800.00	$ 27.50	$ 154,000.00
2350.502	Type LV 3 Non Wearing Course Mixture (	Ton	7,300	$ 24.00	$ 175,200.00	$ 24.07	$ 175,711.00	$ 24.00	$ 175,200.00	$ 27.50	$ 200,750.00
2357.502	Bituminous Material For Tack Coat	Gallon	3,070	$ 1.00	$ 3,070.00	$ 1.25	$ 3,837.50	$ 1.00	$ 3,070.00	$ 0.01	$ 30.70
2501.511	15" CS Pipe Culvert	Lin Ft	2,926	$ 9.00	$ 26,334.00	$ 9.00	$ 26,334.00	$ 16.50	$ 48,279.00	$ 12.00	$ 35,112.00
2501.511	24" RC Pipe Culvert	Lin Ft	594	$ 27.00	$ 16,038.00	$ 25.00	$ 14,850.00	$ 43.00	$ 25,542.00	$ 32.00	$ 19,008.00
2501.515	24" RC Pipe Apron	Each	16	$ 500.00	$ 8,000.00	$ 480.00	$ 7,680.00	$ 445.00	$ 7,120.00	$ 403.00	$ 6,448.00
2501.567	15" GS Safety Apron	Each	136	$ 85.00	$ 11,560.00	$ 75.00	$ 10,200.00	$ 90.00	$ 12,240.00	$ 100.00	$ 13,600.00
2531.501	Concrete Curb & Gutter Design D418	Lin Ft	1,035	$ 10.00	$ 10,350.00	$ 12.45	$ 12,885.75	$ 12.80	$ 13,248.00	$ 9.85	$ 10,194.75
2531.507	6" Concrete Driveway Pavement	Sq Yd	57	$ 52.00	$ 2,964.00	$ 42.00	$ 2,394.00	$ 40.00	$ 2,280.00	$ 28.50	$ 1,624.50
2540.602	Install Mail Box Support	Each	54	$ 25.00	$ 1,350.00	$ 40.00	$ 2,160.00	$ 115.00	$ 6,210.00	$ 40.00	$ 2,160.00
2563.601	Traffic Control	Lump	1	$ 5,000.00	$ 5,000.00	$ 5,560.00	$ 5,560.00	$ 15,000.00	$ 15,000.00	$ 5,560.00	$ 5,560.00
2564.603	4" Solid Line White-Paint	Lin Ft	30,690	$ 0.10	$ 3,069.00	$ 0.073	$ 2,240.37	$ 0.073	$ 2,240.37	$ 0.073	$ 2,240.37
2564.603	4" Solid Line Yellow-Paint	Lin Ft	6,500	$ 0.10	$ 650.00	$ 0.051	$ 331.50	$ 0.051	$ 331.50	$ 0.051	$ 331.50
2564.603	4" Double Solid Line Yellow-Paint	Lin Ft	7,700	$ 0.10	$ 770.00	$ 0.008	$ 61.60	$ 0.008	$ 61.60	$ 0.008	$ 61.60
2564.603	4" Broken Line Yellow-Paint	Lin Ft	7,645	$ 0.10	$ 764.50	$ 0.102	$ 779.79	$ 0.102	$ 779.79	$ 0.102	$ 779.79
2573.502	Silt Fence, Type Machine Sliced	Lin Ft	1,850	$ 3.00	$ 5,550.00	$ 1.00	$ 1,850.00	$ 1.00	$ 1,850.00	$ 1.55	$ 2,867.50
2573.603	Biroll	Lin Ft	1,648	$ 5.00	$ 8,240.00	$ 1.00	$ 1,648.00	$ 1.00	$ 1,648.00	$ 1.60	$ 2,636.80
2575.501	Seeding	Acre	15.3	$ 60.00	$ 918.00	$ 50.00	$ 765.00	$ 50.00	$ 765.00	$ 100.00	$ 1,530.00
2575.511	Mulch Material Type I	Ton	16.2	$ 50.00	$ 810.00	$ 40.00	$ 648.00	$ 40.00	$ 648.00	$ 145.00	$ 2,349.00
2575.519	Disk Anchoring	Acre	8.1	$ 50.00	$ 405.00	$ 50.00	$ 405.00	$ 50.00	$ 405.00	$ 100.00	$ 810.00
2575.523	Erosion Control Blankets Category 2	Sq Yd	16,133	$ 2.00	$ 32,266.00	$ 0.50	$ 8,066.50	$ 0.50	$ 8,066.50	$ 0.98	$ 15,810.34
2575.608	Seed Mixture 270	Pound	864	$ 3.00	$ 2,592.00	$ 1.00	$ 864.00	$ 1.00	$ 864.00	$ 1.90	$ 1,641.60
2575.608	Seed Mixture 280	Pound	405	$ 3.00	$ 1,215.00	$ 1.00	$ 405.00	$ 1.00	$ 405.00	$ 1.70	$ 688.50
2575.609	Hydraulic Soil Stabilizer Type 8	Ton	12.6	$ 4,000.00	$ 50,400.00	$ 3,250.00	$ 40,950.00	$ 3,250.00	$ 40,950.00	$ 1,950.00	$ 24,570.00
2580.501	Temporary Lane Marking	Lin Ft	2,456	$ 0.50	$ 1,228.00	$ 0.35	$ 859.60	$ 0.50	$ 1,228.00	$ 0.38	$ 933.28
					$ 975,958.50		$ 904,234.47		$ 1,018,198.26		$ 1,053,384.61

Bid Letting Date 4-25-2005

IDENTIFICATION
ROAD SEGMENT: 03-654-010
TERMINI: TH NO. 10 TO SCHRUPPS DRWY

PHASE: YEAR-END FINAL
LOCATION: RURAL

DATE OF LATEST COMPUTATION RUN: 12/06/2005
DISTRICT: 4

CLASSIFICATION - MINOR SYSTEM: NONE
FUNCTIONAL CLASSIFICATION: MINOR COLLECTOR

STRUCTURE CAPACITY: 7 TON

DESCRIPTION - GRADED TO 26 FT IN 1900
RURAL DESIGN LENGTH 1.9 MILES
NO EXISTING STORM SEWER
TERRAIN IS ROLLING

SURFACED IN 1976 WITH 21 FT OF MIXED BITUMINOUS
2 LANES NOT DIVIDED
NO SETS OF TRAFFIC SIGNALS
SUBGRADE-FACTOR = 75 %

0 PARKING LANES
RIGHT OF WAY WIDTH = 66 FT

CONDITION - DEFICIENT IN CROSS SEC, DES SPEED & STRUCT

TRAFFIC - 2004 TRAFFIC 2100 ADT

PROJECTION FACTOR 1.4

PROJECTED TRAFFIC 2940 ADT

PROPOSED DATA - 10 TON RURAL DESIGN
RIGHT OF WAY WIDTH = 120 FT

24 FT SURFACE WIDTH

36 FT ROADBED WIDTH

SPECIAL MESSAGES - YEAR OF LATEST STATE-AID FUND EXPENDITURES - 1900

CONSTRUCTION ITEMS	QUANTITY	UNIT PRICE	ESTIMATED NEEDS COST	SURFACE CONSTRUCTED WITH LOCAL APPORTIONMENT COST
ITEMS FOR COMPLETE GRADING				
GRADING	1.90 MILES	59,940.00	113,886	113,886
GRADING ITEMS TOTAL			113,886	113,886
COMPLETE BASE				
BASE BASE # 2211 SPEC CLASS 5	37,820 TONS	4.72	178,510	178,510
BITUMINOUS BASE # 2350 SPEC CLASS	5,162 TONS	23.10	119,242	119,242
BASE ITEMS TOTAL			297,752	297,752
ITEMS FOR INITIAL SURFACE				
BITUMINOUS # 2350	4,423 TONS	23.10	102,171	102,171
SURFACE ITEMS TOTAL			102,171	102,171
ITEMS FOR COMPLETE SHOULDER				
GRAVEL # 2221	5,580 TONS	5.44	30,355	30,355
SHOULDER ITEMS TOTAL			30,355	30,355

The State Aid Program Mission Study

Issue #5 After-the-Fact Needs Items

Issue #5 addresses topic E (see attached list of topics and survey results).

September 2005 — BOD approves the Work Plan.

October 2005 — Advisory Committee to present to the Screening Board the concept of including additional items for eligibility as after-the-fact needs. These would be items that are typically not related to standards issues (lanes, shoulders, pavement type), and are not uniformly distributed across the state-aid system. The request would be for the Screening Board to refer these issues to a subcommittee for investigation:

1. Determine types of costs that are not already included in the needs study (grading cost study) that are unique to construction in certain areas, and so are not evenly distributed across all county projects. Some examples might include:
    - Traffic control, traffic staging, and detours
    - Paved medians
    - Storm water ponds (in the grading cost study?)
    - Agricultural drain tile relocation/restoration
    - Overhead signs and sign bridges
    - Pedestrian bridges and tunnels
    - Guardrail
    - Rumble Strips
    - Striping – latex vs. epoxy vs. tape
    - Auxiliary lanes or turn lanes
2. Determine if there is an inequity and which costs are significant enough to report. Develop recommendations and guidance on any additional after-the-fact needs items.

November-May — Opportunity for discussion of after-the-fact needs issues at District meetings.

May 2006 — Needs subcommittee reports recommendations to the Spring Screening Board and acts on recommendations.

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED:

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

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

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

Screening Board Vice-chairman - June 1968

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

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

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

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

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

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

Guidelines For Advancement of County State Aid Construction Funds From The General CSAH Construction Account - October, 1995 (Latest Rev. October, 2002)

1) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year plus any repayment due from the previous years advancing and $40 million. Advanced funding will be granted on a first come-first served basis.

1a) In order to allow for some flexibility in the advancement limits previously stated, the $40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.

2) Total advances to the Regular Account shall be limited to the counties last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.

3) Total advances to the Municipal Account shall be limited to the counties last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.

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

5) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that Counties construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come - first served is established by payment requests and/or by the process describe in (5).

6) Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:

   a) the amount requested is within the amount authorized by the County Board Resolution,
   b) the amount requested is consistent with the other provisions of this guideline, and
   c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.

   Upon receiving the approved Request to Reserve Advanced Funding, the County Engineer knows that funds have been reserved for the project.

NEEDS ADJUSTMENTS

Deficiency Adjustment - Oct. 1961 (Rev. June 1965)

That any money needs adjustment made to any county within the deficiency classification pursuant to Minnesota Statutes Chapter 162.07, Subdivision 4, shall be deemed to have such money needs adjustment confined to the rural needs only, and that such adjustment shall be made prior to computing the Municipal Account allocation.

Minimum Apportionment - Oct. 1961 (Latest Rev. Dec. 1966)

That any county whose total apportionment percentage falls below .586782, which is the minimum percentage permitted for Red Lake, Mahnomen and Big Stone Counties, shall have its money needs adjusted so that its total apportionment factor shall at least equal the minimum percentage factor.

Fund to Townships - April 1964 (Rev. June 1965)

That this Screening Board recommend to the Commissioner of Transportation, that he equalize the status of any county allocating County State Aid Highway Funds to the township by deducting the township's total annual allocation from the gross money needs of the county for a period of twenty-five years.

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

That a separate annual adjustment shall be made in total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.181, or has accepted a TRLF loan Pursuant to Minnesota Statutes, Section 162.06 for use on State Aid projects, except bituminous or concrete resurfacing projects, concrete joint repair projects, reconditioning projects or maintenance facility construction projects. That this adjustment, which covers the amortization period, which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

County State Aid Construction Fund Balances - May 1975 (Latest Rev. October 2005)

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

Needs Credit for Local Effort - Oct. 1989 (Latest Rev. October, 1997)

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

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of twenty years beginning with the first apportionment year after the documentation has been submitted.

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

Grading Cost Adjustment - Oct. 1968 (Latest Rev. June, 1988)

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

Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. June 2003)

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

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

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

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

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

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

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

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

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

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

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

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

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

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

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 and 1990 Federal census, is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said former MSAS's shall not create eligible mileage for State Aid Designation on other roads in the county, but may be considered for State Aid designation within that municipality.

That, whereas, the county engineers are sending in many requests for additional mileage to the CSAH system up to the date of the Screening Board meetings, and whereas this creates a burden on the State Aid Staff to prepare the proper data for the Screening Board, be it resolved that the requests for the spring meeting must be in the State Aid Office by April 1 of each year, and the requests for the fall meeting must be in the State Aid Office by August 1 of each year. Requests received after these dates shall carry over to the next meeting.

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

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

TRAFFIC

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

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

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

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

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

Minimum Requirements - Oct. 1963 (Rev. June 2003)

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

ROAD NEEDS

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

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

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

Soil classifications established using a U.S. Soil Conservation Service Soil Map must have supporting verification using standard testing procedures; such as soil borings or other approved testing methods. A minimum of ten percent of the mileage requested to be changed must be tested at the rate of ten tests per mile. The mileage to be tested and the method to be used shall be approved by the District State Aid Engineer. Soil classifications established by using standard testing procedures, such as soil borings or other approved testing methods shall have one hundred percent of the mileage requested to be changed tested at the rate of ten tests per mile.

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

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

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

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

That all roads be divided into proper segments and the highest estimated ADT, consistent with adjoining segments, be used in determining the design geometrics for needs study purposes. Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface types or geometrics.

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

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

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

Rural Design Grade Widening - June 1980

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For needs purposes, projects covered by this resolution shall be defined as those projects which have been funded at least partially with money from the CSAH Construction Account and are considered deficient (i.e. segments drawing needs for more than additional surfacing) in the CSAH Needs Study in the year after the project is let.

Items Not Eligible For Apportionment Needs - Oct. 1961 (Latest Rev. June 1985)

That Adjustment of Utilities, Miscellaneous Construction, or Maintenance Costs shall not be considered a part of the Study of Apportionment Needs of the County State Aid Highway System.

Loops and Ramps - May 1966

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.

AFTER THE FACT NEEDS

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

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

Right of Way - June 1984 (Latest Rev. June 2000)

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

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

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

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

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

VARIANCES

Variance Subcommittee - June 1984

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

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

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

1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.

2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.

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

3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.

   a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.

   b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.

   c) In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.

4) Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.

5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical need calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

6) On resurfacing projects, the needs deduction for bridge width variances shall be the difference between theoretical needs based on the width of the bridge which could be left in place and the width of the bridge actually left in place. This difference shall be computed to cover a ten year period and will be applied cumulatively in a one year deduction.

Exception: If the county, by resolution, indicates that the structure will be constructed within 5 years, no deduction will be made.

7) There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.

8) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.

9) Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.

N:\CSAH\Books\Apport 2006\resolution 2006.doc

County Engineers

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

18 Duane A Blanck
D 3 Crow Wing County Engineer
611 Oak Street
Brainerd, MN 56401
Main: (218) 824-1110
FAX: (218) 824-1111

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

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

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

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

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

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

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

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

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

28 Vacant
D 6 Houston County Engineer
1124 E Washington St
Caledonia, MN 55921
Main: (507) 725-3925
FAX: (507) 725-5417

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

85 Vacant
D 6 Winona County Engineer
5300 Highway 61 West
Winona, MN 55987-1398
Main: (507) 457-8840
FAX: (507) 454-3699

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

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