# 2009 COUNTY SCREENING BOARD DATA

**Beltrami County**
**CSAH 19**
**2008 Project of the Year**

## JUNE 2009

# 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.

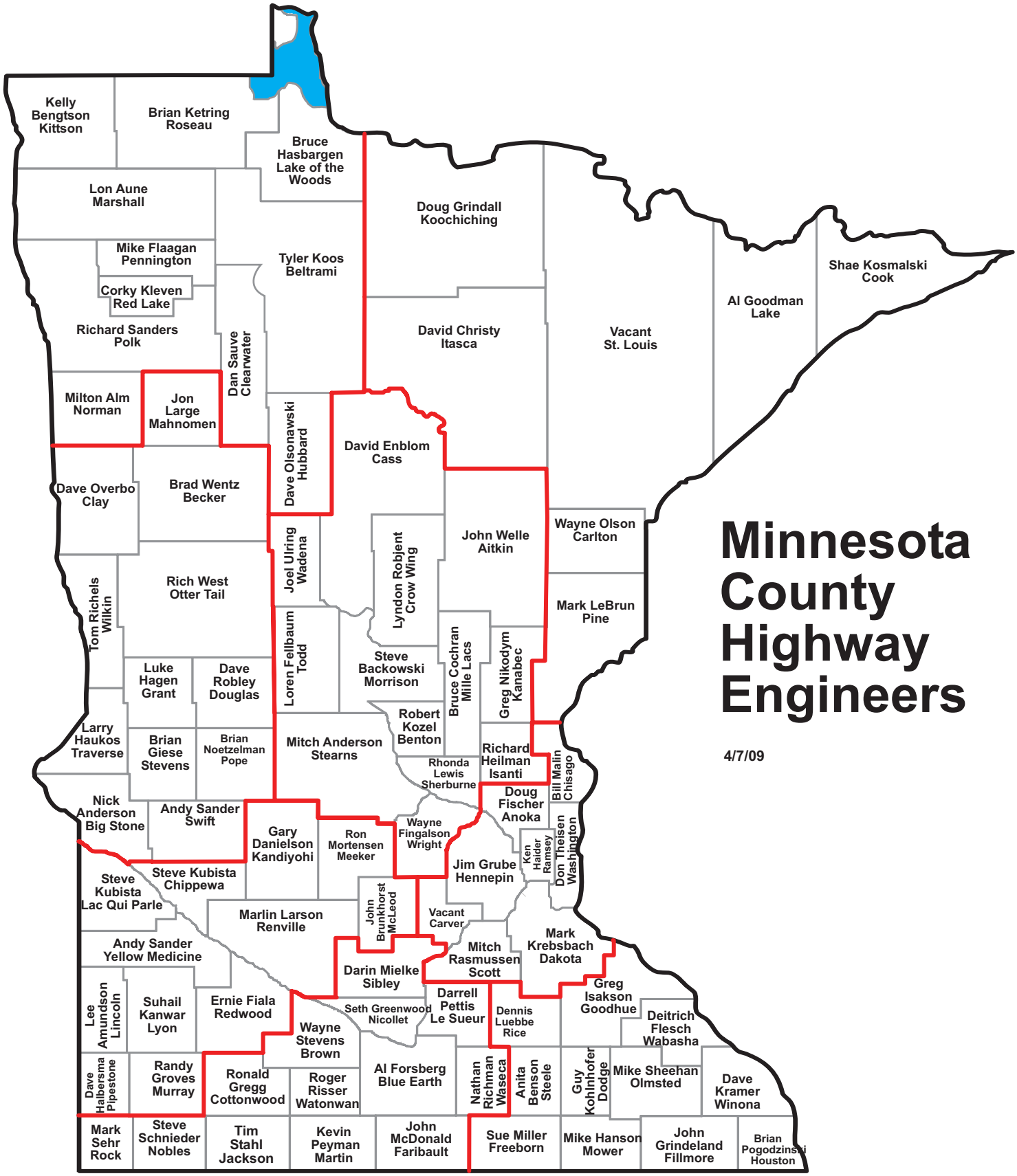
The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

*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.

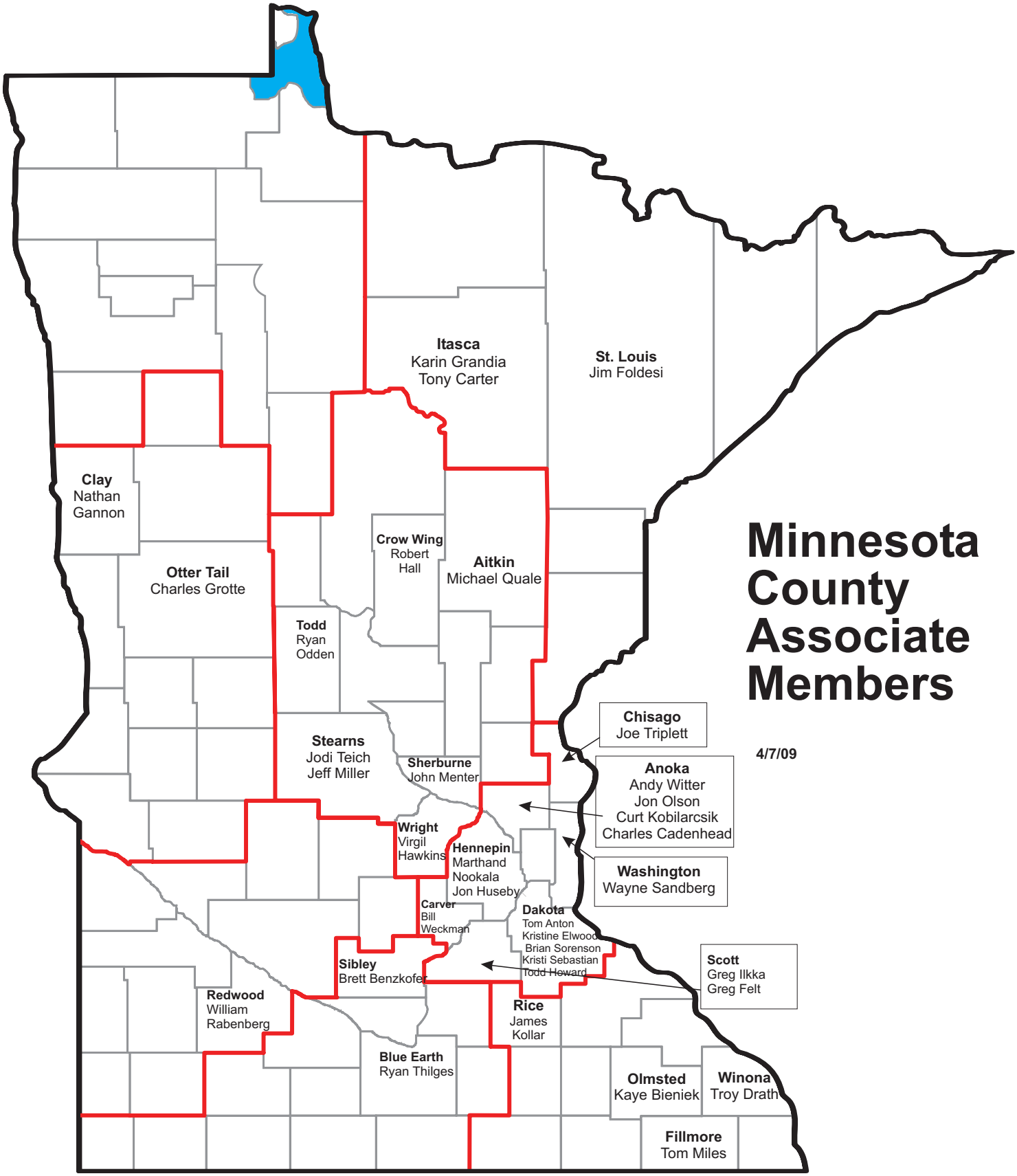
# Minnesota County Highway Engineers

4/7/09



# Minnesota County Associate Members

4/7/09



# 2009 COUNTY SCREENING BOARD

| | | | |
|---|---|---|---|
| Mark LeBrun | (09-10) | Pine County | District 1 |
| Bruce Hasbargen | (08-09) | Lake of the Woods County | District 2 |
| Bob Kozel | (09-10) | Benton County | District 3 |
| Brian Noetzelman | (08-09) | Pope County | District 4 |
| Mitch Rasmussen | (06-09) | Scott County | Metro |
| Bill Malin | (08-11) | Chisago County | Metro |
| Guy Kohlnhofer | (08-09) | Dodge County | District 6 |
| Tim Stahl | (09-10) | Jackson County | District 7 |
| John Brunkhorst | (08-09) | McLeod County | District 8 |
| Doug Fischer | Permanent | Anoka County | Urban |
| Mark Krebsbach | Permanent | Dakota County | Urban |
| Jim Grube | Permanent | Hennepin County | Urban |
| Ken Haider | Permanent | Ramsey County | Urban |
| Jim Foldesi | Permanent | St. Louis County | Urban |
| Don Theisen | Permanent | Washington County | Urban |
| John Welle, Secretary | | Aitkin County | |

# 2009 SCREENING BOARD ALTERNATES

| | | |
|---|---|---|
| Shae Kosmalski | Cook County | District 1 |
| Mike Flaagan | Pennington County | District 2 |
| Rhonda Lewis | Sherburne County | District 3 |
| Brian Giese | Stevens County | District 4 |
| Vacant | Carver County | Metro |
| Dietrich Flesch | Wabasha County | District 6 |
| Kevin Peyman | Martin County | District 7 |
| Ron Mortenson | Meeker County | District 8 |

# 2009 CSAH GENERAL SUBCOMMITTEE

| | | |
|---|---|---|
| Anita Benson | June 2009 | Steele County |
| Mitch Rasmussen | June 2010 | Scott County |
| Al Goodman | June 2011 | Lake County |

# 2009 CSAH MILEAGE SUBCOMMITTEE

| | | |
|---|---|---|
| Guy Kohlnhofer | October 2009 | Dodge, County |
| Bill Malin | October 2010 | Chisago County |
| Dave Enblom | October 2011 | Cass County |

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# Introduction

**June 2009**

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2009 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 2003 construction projects and added the 2008 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 2004 through 2008, are the basic source of information for compiling the data used for computing the recommended 2009 unit prices. As directed by the 1986 Screening Board, urban design projects have been included in the five-year average unit price study. Each county was asked to submit their gravel base costs for 2008 projects.

Minutes of the General Subcommittee meetings held April 23, 2009 are included in the "Reference Material" section of this report. Anita Benson, Steele County, Chairman, along with Al Goodman, Lake County and Mitch Rasmussen, Scott County will attend the Screening Board meeting to review and explain the recommendations of the group.

# Gravel Base Inflation Factor Study

**June 2009**

**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 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**

| Year | Quantity | Cost | Annual Average | Inflation Factor | |
|---|---|---|---|---|---|
| 2004 | 3,742,756 | $22,689,144 | $6.06 | $7.37/$6.06= | 1.22 |
| 2005 | 3,779,041 | $26,102,765 | $6.91 | $7.37/$6.91= | 1.07 |
| 2006 | 3,213,456 | $24,987,514 | $7.78 | $7.37/$7.78= | 0.95 |
| 2007 | 3,051,526 | $23,744,054 | $7.78 | $7.37/$7.78= | 0.95 |
| 2008 | 2,512,906 | $18,530,588 | $7.37 | | |

**In order to reflect current prices in the 2004-2008 five-year average unit price study, each county's gravel base cost was multiplied by the appropriate factor.**

N:\CSAH\Books\Spring 2009\Inflation Gravel Factors Spring 2009.xls

# Procedure for Inflating Gravel Base Unit Prices

**June 2009**

01-May-09

| NO. | COUNTY | 2004 COSTS | INFLATED 2004 COSTS (X 1.22) | 2005 COSTS | INFLATED 2005 COSTS (X 1.07) | 2006 COSTS | INFLATED 2006 COSTS (X 0.95) | 2007 COSTS | INFLATED 2007 COSTS (X 0.95) | 2008 COSTS | TOTAL 2004-2008 INFLATED COSTS | TOTAL 2004-2008 QUANTITY | 2004-2008 INFLATED GRAVEL BASE UNIT PRICE | COUNTY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | Carlton | $0 | $0 | $135,813 | $145,320 | $334,999 | $318,249 | $0 | $0 | $0 | 463,569 | 58,793 | $7.88 | Carlton |
| 16 | Cook | 51,056 | 62,288 | 186,120 | 199,148 | 0 | 0 | 351,520 | 333,944 | 0 | 595,380 | 54,167 | 10.99 | Cook |
| 31 | Itasca | 944,830 | 1,152,693 | 719,055 | 769,389 | 245,448 | 233,176 | 77,484 | 73,610 | 549,115 | 2,777,983 | 368,245 | 7.54 | Itasca |
| 36 | Koochiching | 59,850 | 73,017 | 921,644 | 986,159 | 0 | 0 | 139,000 | 132,050 | 416,555 | 1,607,781 | 205,738 | 7.81 | Koochiching |
| 38 | Lake | 273,918 | 334,180 | 382,742 | 409,534 | 0 | 0 | 1,418,585 | 1,347,656 | 637,064 | 2,728,434 | 456,514 | 5.98 | Lake |
| 58 | Pine | 156,585 | 191,034 | 124,973 | 133,721 | 242,707 | 230,572 | 244,734 | 232,497 | 170,239 | 958,063 | 128,433 | 7.46 | Pine |
| 69 | St. Louis | 1,592,475 | 1,942,820 | 233,768 | 250,132 | 459,832 | 436,840 | 157,717 | 149,831 | 633,039 | 3,412,662 | 513,820 | 6.64 | St. Louis |
| | **District 1 Totals** | **3,078,714** | **3,756,032** | **2,704,115** | **2,893,403** | **1,282,986** | **1,218,837** | **2,389,040** | **2,269,588** | **2,406,012** | **12,543,872** | **1,785,710** | **7.02** | **District 1 Totals** |
| 4 | Beltrami | 120,185 | 146,626 | 546,574 | 584,834 | 514,672 | 488,938 | 539,700 | 512,715 | 685,790 | 2,418,903 | 350,376 | 6.90 | Beltrami |
| 15 | Clearwater | 342,585 | 417,954 | 23,600 | 25,252 | 193,600 | 183,920 | 332,325 | 315,709 | 303,563 | 1,246,398 | 253,075 | 4.93 | Clearwater |
| 29 | Hubbard | 55,250 | 67,405 | 404,522 | 432,839 | 294,233 | 279,521 | 651,107 | 618,552 | 0 | 1,398,317 | 250,025 | 5.59 | Hubbard |
| 35 | Kittson | 228,871 | 279,223 | 763,198 | 816,622 | 0 | 0 | 225,437 | 214,165 | 26,048 | 1,336,058 | 184,782 | 7.23 | Kittson |
| 39 | Lake of the Woods | 180,158 | 219,793 | 70,470 | 75,403 | 76,197 | 72,387 | 0 | 0 | 0 | 367,583 | 57,674 | 6.37 | Lake of the Woods |
| 45 | Marshall | 0 | 0 | 579,720 | 620,300 | 304,723 | 289,487 | 730,516 | 693,990 | 220,835 | 1,824,612 | 327,446 | 5.57 | Marshall |
| 54 | Norman | 492,092 | 600,352 | 278,176 | 297,648 | 426,828 | 405,487 | 65,593 | 62,313 | 0 | 1,365,800 | 191,693 | 7.12 | Norman |
| 57 | Pennington | 0 | 0 | 438,256 | 468,934 | 1,050,994 | 998,444 | 392,605 | 372,975 | 227,669 | 2,068,022 | 294,191 | 7.03 | Pennington |
| 60 | Polk | 469,451 | 572,730 | 666,580 | 713,241 | 837,900 | 796,005 | 152,822 | 145,181 | 825,495 | 3,052,652 | 466,456 | 6.54 | Polk |
| 63 | Red Lake | 293,120 | 357,606 | 131,250 | 140,438 | 0 | 0 | 0 | 0 | 0 | 498,044 | 89,000 | 5.60 | Red Lake |
| 68 | Roseau | 193,171 | 235,669 | 385,990 | 413,009 | 498,674 | 473,740 | 127,088 | 120,734 | 0 | 1,243,152 | 169,095 | 7.35 | Roseau |
| | **District 2 Totals** | **2,374,883** | **2,897,358** | **4,288,336** | **4,588,520** | **4,197,821** | **3,987,929** | **3,217,193** | **3,056,334** | **2,289,400** | **16,819,541** | **2,633,813** | **6.39** | **District 2 Totals** |
| 1 | Aitkin | 492,294 | 600,599 | 0 | 0 | 357,704 | 339,819 | 110,367 | 104,849 | 202,830 | 1,248,097 | 158,092 | 7.89 | Aitkin |
| 5 | Benton | 373,283 | 455,405 | 696,573 | 745,333 | 119,024 | 113,073 | 38,909 | 36,964 | 688,556 | 2,039,331 | 243,166 | 8.39 | Benton |
| 11 | Cass | 814,237 | 993,369 | 25,724 | 27,525 | 214,237 | 203,525 | 471,167 | 447,609 | 96,969 | 1,768,997 | 232,878 | 7.60 | Cass |
| 18 | Crow Wing | 311,025 | 379,451 | 5,694 | 6,093 | 18,144 | 17,237 | 0 | 0 | 356,973 | 759,754 | 98,028 | 7.75 | Crow Wing |
| 30 | Isanti | 161,855 | 197,463 | 71,981 | 77,020 | 478,907 | 454,962 | 0 | 0 | 238,871 | 968,316 | 131,059 | 7.39 | Isanti |
| 33 | Kanabec | 305,799 | 373,075 | 295,440 | 316,121 | 154,261 | 146,548 | 333,657 | 316,974 | 620,959 | 1,773,677 | 293,053 | 6.05 | Kanabec |
| 48 | Mille Lacs | 140,136 | 170,966 | 0 | 0 | 259,685 | 246,701 | 58,927 | 55,981 | 278,345 | 751,993 | 114,181 | 6.59 | Mille Lacs |
| 49 | Morrison | 304,850 | 371,917 | 340,021 | 363,822 | 4,806 | 4,566 | 50,798 | 48,258 | 298,813 | 1,087,376 | 178,076 | 6.11 | Morrison |
| 71 | Sherburne | 0 | 0 | 345,653 | 369,849 | 420,165 | 399,157 | 773,949 | 735,252 | 464,102 | 1,968,360 | 227,214 | 8.66 | Sherburne |
| 73 | Stearns | 629,299 | 767,745 | 330,348 | 353,472 | 254,510 | 241,785 | 205,505 | 195,230 | 0 | 1,558,232 | 178,442 | 8.73 | Stearns |
| 77 | Todd | 156,623 | 191,080 | 30,240 | 32,357 | 146,688 | 139,354 | 191,400 | 181,830 | 0 | 544,621 | 91,988 | 5.92 | Todd |
| 80 | Wadena | 0 | 0 | 61,690 | 66,008 | 0 | 0 | 255,997 | 243,197 | 156,531 | 465,736 | 82,289 | 5.66 | Wadena |
| 86 | Wright | 389,780 | 475,532 | 593,270 | 634,799 | 0 | 0 | 189,279 | 179,815 | 640,735 | 1,930,881 | 200,391 | 9.64 | Wright |
| | **District 3 Totals** | **4,079,181** | **4,976,602** | **2,796,634** | **2,992,399** | **2,428,131** | **2,306,727** | **2,679,955** | **2,545,959** | **4,043,684** | **16,865,371** | **2,228,857** | **7.57** | **District 3 Totals** |
| 3 | Becker | 306,680 | 374,150 | 180,645 | 193,290 | 938,444 | 891,522 | 280,276 | 266,262 | 132,124 | 1,857,348 | 308,890 | 6.01 | Becker |
| 6 | Big Stone | 296,329 | 361,521 | 30,600 | 32,742 | 24,528 | 23,302 | 0 | 0 | 51,042 | 468,607 | 66,707 | 7.02 | Big Stone |
| 14 | Clay | 367,293 | 448,097 | 838,492 | 897,186 | 0 | 0 | 0 | 0 | 122,400 | 1,467,683 | 245,951 | 5.97 | Clay |
| 21 | Douglas | 208,339 | 254,174 | 104,436 | 111,747 | 15,705 | 14,920 | 0 | 0 | 233,559 | 614,400 | 120,605 | 5.09 | Douglas |
| 26 | Grant | 120,576 | 147,103 | 0 | 0 | 363,860 | 345,667 | 58,259 | 55,346 | 84,151 | 632,267 | 118,218 | 5.35 | Grant |
| 44 | Mahnomen | 225,500 | 275,110 | 201,327 | 215,420 | 49,591 | 47,111 | 0 | 0 | 0 | 537,641 | 84,258 | 6.38 | Mahnomen |
| 56 | Otter Tail | 15,000 | 18,300 | 848,805 | 908,221 | 994,551 | 944,823 | 378,426 | 359,505 | 300,133 | 2,530,982 | 433,100 | 5.84 | Otter Tail |
| 61 | Pope | 102,404 | 124,933 | 318,481 | 340,775 | 248,775 | 236,336 | 293,952 | 279,254 | 104,500 | 1,085,798 | 213,370 | 5.09 | Pope |
| 75 | Stevens | 315,746 | 385,210 | 879,471 | 941,034 | 0 | 0 | 0 | 0 | 0 | 1,326,244 | 282,449 | 4.70 | Stevens |
| 76 | Swift | 25,026 | 30,532 | 0 | 0 | 0 | 0 | 589,840 | 560,348 | 0 | 590,880 | 62,870 | 9.40 | Swift |
| 78 | Traverse | 34,401 | 41,969 | 179,172 | 191,714 | 0 | 0 | 0 | 0 | 189,240 | 422,923 | 54,448 | 7.77 | Traverse |
| 84 | Wilkin | 0 | 0 | 718,364 | 768,649 | 0 | 0 | 716,429 | 680,608 | 0 | 1,449,257 | 149,320 | 9.71 | Wilkin |
| | **District 4 Totals** | **2,017,294** | **2,461,099** | **4,299,793** | **4,600,778** | **2,635,454** | **2,503,681** | **2,317,182** | **2,201,323** | **1,217,149** | **12,984,030** | **2,140,186** | **6.07** | **District 4 Totals** |

# Procedure for Inflating Gravel Base Unit Prices

**June 2009**

01-May-09

| NO. | COUNTY | 2004 COSTS | INFLATED 2004 COSTS (X 1.22) | 2005 COSTS | INFLATED 2005 COSTS (X 1.07) | 2006 COSTS | INFLATED 2006 COSTS (X 0.95) | 2007 COSTS | INFLATED 2007 COSTS (X 0.95) | 2008 COSTS | TOTAL 2004-2008 INFLATED COSTS | TOTAL 2004-2008 QUANTITY | 2004-2008 INFLATED GRAVEL BASE UNIT PRICE | COUNTY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | Anoka | 551,858 | 673,267 | 147,924 | 158,279 | 672,145 | 638,538 | 3,107,228 | 2,951,867 | 225,906 | 4,647,857 | 555,714 | 8.36 | Anoka |
| 10 | Carver | 29,422 | 35,895 | 1,642 | 1,757 | 2,365,330 | 2,247,064 | 0 | 0 | 740,163 | 3,024,879 | 309,467 | 9.77 | Carver |
| 27 | Hennepin | 617,616 | 753,492 | 1,250,914 | 1,338,478 | 2,218,812 | 2,107,871 | 298,143 | 283,236 | 553,995 | 5,037,072 | 441,558 | 11.41 | Hennepin |
| 70 | Scott | 1,038,174 | 1,266,572 | 806,007 | 862,427 | 1,259,719 | 1,196,733 | 1,256,426 | 1,193,605 | 0 | 4,519,337 | 550,967 | 8.20 | Scott |
| | **District 5 Totals** | **2,237,070** | **2,729,226** | **2,206,487** | **2,360,941** | **6,516,006** | **6,190,206** | **4,661,797** | **4,428,708** | **1,520,064** | **17,229,145** | **1,857,706** | **9.27** | **District 5 Totals** |
| 20 | Dodge | $571,699 | 697,473 | $182,287 | 195,047 | $329,945 | 313,448 | $436,546 | 414,719 | $0 | 1,620,687 | 156,545 | $10.35 | Dodge |
| 23 | Fillmore | 0 | 0 | 341,647 | 365,562 | 555,346 | 527,579 | 0 | 0 | 235,358 | 1,128,499 | 132,246 | 8.53 | Fillmore |
| 24 | Freeborn | 274,955 | 335,445 | 247,408 | 264,727 | 120,360 | 114,342 | 36,465 | 34,642 | 30,163 | 779,319 | 116,240 | 6.70 | Freeborn |
| 25 | Goodhue | 326,473 | 398,297 | 317,244 | 339,451 | 382,549 | 363,422 | 254,149 | 241,442 | 0 | 1,342,612 | 178,896 | 7.50 | Goodhue |
| 28 | Houston | 243,303 | 296,830 | 136,305 | 145,846 | 0 | 0 | 65,521 | 62,245 | 0 | 504,921 | 54,007 | 9.35 | Houston |
| 50 | Mower | 231,504 | 282,435 | 268,956 | 287,783 | 1,074,039 | 1,020,337 | 320,217 | 304,206 | 199,700 | 2,094,461 | 253,708 | 8.26 | Mower |
| 55 | Olmsted | 477,015 | 581,958 | 0 | 0 | 162,762 | 154,624 | 278,880 | 264,936 | 0 | 1,001,518 | 104,722 | 9.56 | Olmsted |
| 66 | Rice | 365,458 | 445,859 | 193,119 | 206,637 | 51,686 | 49,102 | 80,595 | 76,565 | 194,403 | 972,566 | 131,172 | 7.41 | Rice |
| 74 | Steele | 207,706 | 253,401 | 18,291 | 19,571 | 142,538 | 135,411 | 0 | 0 | 0 | 408,383 | 38,089 | 10.72 | Steele |
| 79 | Wabasha | 127,529 | 155,585 | 0 | 0 | 26,078 | 24,774 | 174,455 | 165,732 | 57,056 | 403,147 | 56,335 | 7.16 | Wabasha |
| 85 | Winona | 215,550 | 262,971 | 508,745 | 544,357 | 300,190 | 285,181 | 293,029 | 278,378 | 0 | 1,370,887 | 124,419 | 11.02 | Winona |
| | **District 6 Totals** | **3,041,192** | **3,710,254** | **2,214,002** | **2,368,981** | **3,145,493** | **2,988,220** | **1,939,857** | **1,842,865** | **716,680** | **11,627,000** | **1,346,379** | **8.64** | **District 6 Totals** |
| 7 | Blue Earth | 307,875 | 375,608 | 327,344 | 350,258 | 352,268 | 334,655 | 110,512 | 104,986 | 124,945 | 1,290,452 | 159,579 | 8.09 | Blue Earth |
| 8 | Brown | 75,136 | 91,666 | 59,415 | 63,574 | 270,388 | 256,869 | 59,200 | 56,240 | 0 | 468,349 | 81,204 | 5.77 | Brown |
| 17 | Cottonwood | 148,292 | 180,916 | 23,632 | 25,286 | 154,797 | 147,057 | 0 | 0 | 0 | 353,259 | 76,291 | 4.63 | Cottonwood |
| 22 | Faribault | 163,092 | 198,972 | 0 | 0 | 520,334 | 494,317 | 707,705 | 672,320 | 237,349 | 1,602,958 | 154,157 | 10.40 | Faribault |
| 32 | Jackson | 231,649 | 282,612 | 156,802 | 167,778 | 379,873 | 360,879 | 94,838 | 90,096 | 138,062 | 1,039,427 | 116,144 | 8.95 | Jackson |
| 40 | Le Sueur | 261,771 | 319,361 | 370,882 | 396,844 | 0 | 0 | 97,100 | 92,245 | 89,100 | 897,550 | 96,559 | 9.30 | Le Sueur |
| 46 | Martin | 194,250 | 236,985 | 0 | 0 | 0 | 0 | 402,123 | 382,017 | 0 | 619,002 | 65,065 | 9.51 | Martin |
| 52 | Nicollet | 167,360 | 204,179 | 87,500 | 93,625 | 236,044 | 224,242 | 31,014 | 29,463 | 0 | 551,509 | 60,052 | 9.18 | Nicollet |
| 53 | Nobles | 0 | 0 | 197,550 | 211,379 | 0 | 0 | 203,775 | 193,586 | 0 | 404,965 | 59,990 | 6.75 | Nobles |
| 67 | Rock | 0 | 0 | 43,470 | 46,513 | 296,664 | 281,831 | 0 | 0 | 0 | 328,344 | 43,293 | 7.58 | Rock |
| 72 | Sibley | 0 | 0 | 72,155 | 77,206 | 0 | 0 | 0 | 0 | 49,020 | 126,226 | 23,827 | 5.30 | Sibley |
| 81 | Waseca | 0 | 0 | 0 | 0 | 0 | 0 | 446,402 | 424,082 | 0 | 424,082 | 49,200 | 9.07 | Waseca |
| 83 | Watonwan | 32,672 | 39,860 | 127,935 | 136,890 | 272,630 | 258,999 | 0 | 0 | 0 | 435,749 | 37,560 | 11.60 | Watonwan |
| | **District 7 Totals** | **1,582,097** | **1,930,159** | **1,466,685** | **1,569,353** | **2,482,998** | **2,358,849** | **2,152,669** | **2,045,035** | **638,476** | **8,541,872** | **1,022,921** | **8.35** | **District 7 Totals** |
| 12 | Chippewa | 0 | 0 | 110,216 | 117,931 | 0 | 0 | 0 | 0 | 436,996 | 554,927 | 66,867 | 8.30 | Chippewa |
| 34 | Kandiyohi | 192,536 | 234,894 | 1,213,840 | 1,298,809 | 669,590 | 636,111 | 411,973 | 391,374 | 314,020 | 2,875,208 | 416,514 | 6.90 | Kandiyohi |
| 37 | Lac qui Parle | 59,732 | 72,873 | 71,732 | 76,753 | 6,600 | 6,270 | 0 | 0 | 0 | 155,896 | 17,279 | 9.02 | Lac Qui Parle |
| 41 | Lincoln | 251,712 | 307,089 | 41,688 | 44,606 | 366,727 | 348,391 | 0 | 0 | 0 | 700,086 | 112,095 | 6.25 | Lincoln |
| 42 | Lyon | 311,645 | 380,207 | 137,144 | 146,744 | 0 | 0 | 38,080 | 36,176 | 756,400 | 1,319,527 | 194,524 | 6.78 | Lyon |
| 43 | Mc Leod | 102,202 | 124,686 | 36,120 | 38,648 | 173,574 | 164,895 | 488,171 | 463,762 | 363,646 | 1,155,637 | 160,039 | 7.22 | Mc Leod |
| 47 | Meeker | 223,330 | 272,463 | 223,970 | 239,648 | 299,647 | 284,665 | 141,600 | 134,520 | 0 | 931,296 | 184,617 | 5.04 | Meeker |
| 51 | Murray | 428,133 | 522,322 | 0 | 0 | 0 | 0 | 0 | 0 | 295,784 | 818,106 | 108,410 | 7.55 | Murray |
| 59 | Pipestone | 494,956 | 603,846 | 459,900 | 492,093 | 0 | 0 | 256,705 | 243,870 | 41,220 | 1,381,029 | 235,422 | 5.87 | Pipestone |
| 64 | Redwood | 13,466 | 16,429 | 558,126 | 597,195 | 0 | 0 | 0 | 0 | 497,090 | 1,110,714 | 162,186 | 6.85 | Redwood |
| 65 | Renville | 375,564 | 458,188 | 1,240,474 | 1,327,307 | 479,500 | 455,525 | 0 | 0 | 732,291 | 2,973,311 | 431,223 | 6.90 | Renville |
| 87 | Yellow Medicine | 318,750 | 388,875 | 604,669 | 646,996 | 0 | 0 | 1,031,993 | 980,393 | 212,100 | 2,228,364 | 287,292 | 7.76 | Yellow Medicine |
| | **District 8 Totals** | **2,772,026** | **3,381,872** | **4,697,879** | **5,026,730** | **1,995,638** | **1,895,857** | **2,368,522** | **2,250,095** | **3,649,547** | **16,204,101** | **2,376,468** | **6.82** | **District 8 Totals** |
| 13 | Chisago | 906,399 | 1,105,807 | 655,225 | 701,091 | 252,583 | 239,954 | 414,359 | 393,641 | 473,467 | 2,913,960 | 333,040 | 8.75 | Chisago |
| 19 | Dakota | 145,638 | 177,678 | 616,406 | 659,554 | 50,405 | 47,885 | 863,059 | 819,906 | 772,446 | 2,477,469 | 360,847 | 6.87 | Dakota |
| 62 | Ramsey | 449,252 | 548,087 | 95,857 | 102,567 | 0 | 0 | 47,111 | 44,755 | 236,264 | 931,673 | 77,393 | 12.04 | Ramsey |
| 82 | Washington | 5,400 | 6,588 | 61,347 | 65,641 | 0 | 0 | 693,310 | 658,645 | 567,399 | 1,298,273 | 136,365 | 9.52 | Washington |
| | **District 9 Totals** | **1,506,689** | **1,838,160** | **1,428,835** | **1,528,853** | **302,988** | **287,839** | **2,017,839** | **1,916,947** | **2,049,576** | **7,621,375** | **907,645** | **8.40** | **District 9 Totals** |
| | **STATE TOTALS** | **$22,689,144** | **$27,680,758** | **$26,102,765** | **$27,929,958** | **$24,987,515** | **$23,738,145** | **$23,744,054** | **$22,556,854** | **18,530,588** | **$120,436,302** | **16,299,685** | **$7.39** | **STATE TOTALS** |



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

June 2009

Revised

| District 6 | TONS (1,000) | | INFLATED UNIT PRICE | | | |
|---|---|---|---|---|---|---|
| STEELE | 38 | X | 10.72 | = | 407.36 | |
| Surrounding | 12 | X | 9.14 | = | 109.68 | |
| | 50 | | | | 517.04 | = $10.34 |

| Surrounding Counties - | Inflated Cost | | Quantity | | |
|---|---|---|---|---|---|
| Rice | $972,566 | - | 131,172 | | |
| Goodhue | 1,342,612 | - | 178,896 | | |
| Dodge | 1,620,687 | - | 156,545 | | |
| Mower | 2,094,461 | - | 162,498 | | |
| Freeborn | 779,319 | - | 116,240 | | |
| | $6,809,645 | | 745,351 | = | $9.14 |

| District 7 | TONS (1,000) | | INFLATED UNIT PRICE | | | |
|---|---|---|---|---|---|---|
| ROCK | 43 | X | 7.58 | = | 325.94 | |
| Surrounding | 7 | X | 6.45 | = | 45.15 | |
| | 50 | | | | 371.09 | = $7.42 |

| Surrounding Counties - | Inflated Cost | | Quantity | | |
|---|---|---|---|---|---|
| Pipestone | $1,381,029 | - | 235,422 | | |
| Murray | 818,106 | - | 108,410 | | |
| Nobles | 404,965 | - | 59,990 | | |
| | $2,604,100 | | 403,822 | = | $6.45 |

| District 7 | TONS (1,000) | | INFLATED UNIT PRICE | | | |
|---|---|---|---|---|---|---|
| SIBLEY | 24 | X | 5.30 | = | 127.20 | |
| Surrounding | 26 | X | 8.16 | = | 212.16 | |
| | 50 | | | | 339.36 | = $6.79 |

| Surrounding Counties - | Inflated Cost | | Quantity | | |
|---|---|---|---|---|---|
| LeSueur | $897,550 | - | 96,559 | | |
| Nicollet | 551,509 | - | 60,052 | | |
| McLeod | 1,155,637 | - | 160,039 | | |
| Carver | 3,024,879 | - | 309,467 | | |
| Scott | 4,519,337 | - | 550,967 | | |
| Renville | 2,973,311 | - | 431,223 | | |
| | $13,122,223 | | 1,608,307 | = | $8.16 |

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

June 2009

Revised

| District 7 | TONS (1,000) | | INFLATED UNIT PRICE | | | |
|---|---|---|---|---|---|---|
| **WASECA** | 49 | X | 9.07 | = | 444.43 | |
| Surrounding | 1 | X | 8.43 | = | 8.43 | |
| | 50 | | | | 452.86 | = $9.06 |

| Surrounding Counties - | Inflated Cost | | Quantity | | |
|---|---|---|---|---|---|
| Faribault | $1,602,958 | - | 154,157 | | |
| Freeborn | 779,319 | - | 116,240 | | |
| Le Sueur | 897,550 | - | 96,559 | | |
| Rice | 972,566 | - | 131,172 | | |
| Blue Earth | 1,290,452 | - | 159,579 | | |
| | $5,542,845 | | 657,707 | = | $8.43 |

| District 7 | TONS (1,000) | | INFLATED UNIT PRICE | | | |
|---|---|---|---|---|---|---|
| **WATONWAN** | 38 | X | 11.60 | = | 440.80 | |
| Surrounding | 12 | X | 7.57 | = | 90.84 | |
| | 50 | | | | 531.64 | = $10.63 |

| Surrounding Counties - | Inflated Cost | | Quantity | | |
|---|---|---|---|---|---|
| Jackson | $1,039,427 | - | 116,144 | | |
| Cottonwood | 353,259 | - | 76,291 | | |
| Brown | 468,349 | - | 81,204 | | |
| Blue Earth | 1,290,452 | - | 159,579 | | |
| Martin | 619,002 | - | 65,065 | | |
| | $3,770,489 | | 498,283 | = | $7.57 |

| District 8 | TONS (1,000) | | INFLATED UNIT PRICE | | | |
|---|---|---|---|---|---|---|
| **LAC QUI PARLE** | 17 | X | 9.02 | = | 153.34 | |
| Surrounding | 33 | X | 7.73 | = | 255.09 | |
| | 50 | | | | 408.43 | = $8.17 |

| Surrounding Counties - | Inflated Cost | | Quantity | | |
|---|---|---|---|---|---|
| Big Stone | $468,607 | - | 66,707 | | |
| Chippewa | $554,927 | | 66,867 | | |
| Yellow Medicine | 2,228,364 | - | 287,292 | | |
| | $3,251,898 | | 420,866 | = | $7.73 |

# 2008 CSAH Gravel Base Unit Price Data

**June 2009**

**The map indicates each county's 2008 CSAH needs study gravel base unit price, the gravel base data in the 2004-2008 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2009. 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 2009 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 are shown on the previous pages.**

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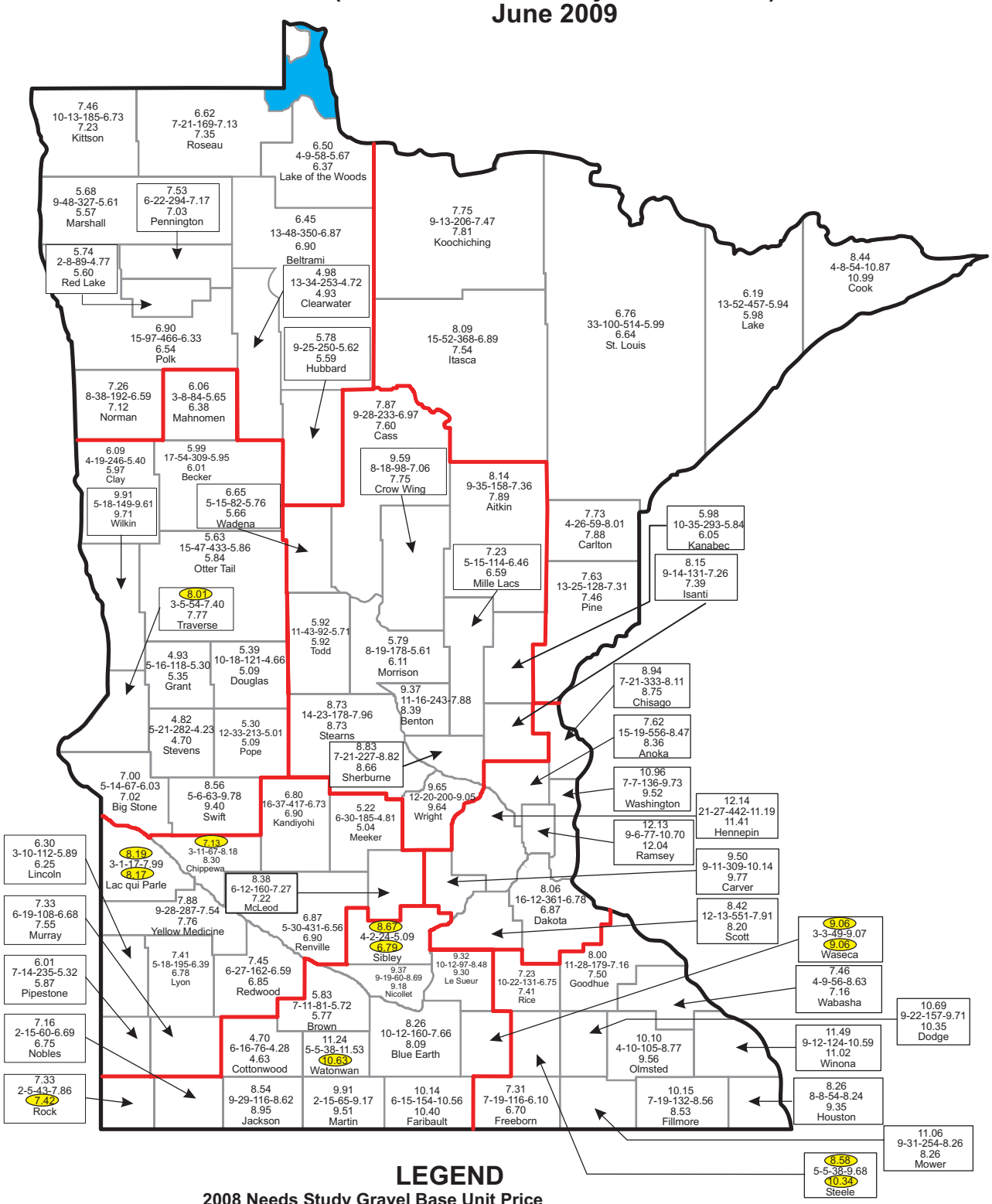
# 2004-2008 CSAH Gravel Base Unit Price Data
## (Rural and Urban Projects Included)
## June 2009




## LEGEND

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

**2008 Needs Study Gravel Base Unit Price**
**# '04 to '08 Gravel Base Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price**
**2009 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.**

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# GRAVEL BASE

## Rural & Urban Projects let during 2008

| DISTRICT | NO. PROJECTS | TOTAL COST | TOTAL QUANTITY (Ton) | UNIT PRICE | MILES |
|---|---|---|---|---|---|
| 1 | 14 (3 Urban) (11 Rural) | $2,406,012 | 359,865 | $6.69 | 38.76 |
| 2 | 14 (4 Urban) (10 Rural) | 2,289,400 | 350,098 | 6.54 | 39.01 |
| 3 | 20 (4 Urban) (16 Rural) | 4,043,684 | 535,845 | 7.55 | 54.34 |
| 4 | 12 (0 Urban) (12 Rural) | 1,217,149 | 190,761 | 6.38 | 49.08 |
| 6 | 7 (2 Urban) (5 Rural) | 716,680 | 93,407 | 7.67 | 18.32 |
| 7 | 7 (3 Urban) (4 Rural) | 638,476 | 68,820 | 9.28 | 8.75 |
| 8 | 15 (4 Urban) (11 Rural) | 3,649,547 | 486,882 | 7.50 | 46.16 |
| **Metro** | **15 (11 Urban) (4 Rural)** | **3,569,640** | **427,228** | **8.36** | **21.60** |
| **State Total** | **104 (29 Urban) (75 Rural)** | **$18,530,588** | **2,512,906** | **$7.37** | **276.01** |
| **Outstate** | **89 (19 Urban) (71 Rural)** | **14,960,948** | **2,085,678** | **7.17** | **254.41** |

## Urban* Projects let during 2008

| DISTRICT | NO. PROJECTS | TOTAL COST | TOTAL QUANTITY (Ton) | UNIT PRICE | MILES |
|---|---|---|---|---|---|
| 1 | 3 | $170,102 | 20,031 | $8.49 | 1.31 |
| 2 | 4 | 508,132 | 75,346 | 6.74 | 5.78 |
| 3 | 4 | 469,748 | 52,536 | 8.94 | 3.35 |
| 4 | 0 | 0 | 0 | 0.00 | 0.00 |
| 6 | 2 | 194,403 | 20,626 | 9.43 | 1.38 |
| 7 | 3 | 411,314 | 47,029 | 8.75 | 2.20 |
| 8 | 4 | 272,658 | 27,171 | 10.03 | 2.64 |
| **Metro** | **11** | **2,816,172** | **333,805** | **8.44** | **15.49** |
| **State Total** | **31** | **$4,842,529** | **576,544** | **$8.40** | **32.15** |
| **Outstate** | **20** | **2,026,357** | **242,739** | **8.35** | **16.66** |

## Rural Projects let during 2008

| DISTRICT | NO. PROJECTS | TOTAL COST | TOTAL QUANTITY (Ton) | UNIT PRICE | MILES |
|---|---|---|---|---|---|
| 1 | 11 | $2,235,910 | 339,834 | $6.58 | 37.45 |
| 2 | 10 | 1,781,268 | 274,752 | 6.48 | 33.23 |
| 3 | 16 | 3,573,936 | 483,309 | 7.39 | 50.99 |
| 4 | 12 | 1,217,149 | 190,761 | 6.38 | 49.08 |
| 6 | 5 | 522,277 | 72,781 | 7.18 | 16.94 |
| 7 | 4 | 227,162 | 21,791 | 10.42 | 6.55 |
| 8 | 11 | 3,376,889 | 459,711 | 7.35 | 43.52 |
| **Metro** | **4** | **753,468** | **93,423** | **8.07** | **6.11** |
| **State Total** | **73** | **$13,688,059** | **1,936,362** | **$7.07** | **243.86** |
| **Outstate** | **69** | **12,934,591** | **1,842,939** | **7.02** | **237.75** |

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

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# Bituminous Inflation Factor Study

**June 2009**

**Revised**

**As requested by the Needs Task Force and District 8 the General Subcommittee took a look at using a five year individual, inflated bituminous price instead of the increment method. They recommend using the bituminous prices on the following pages.**

**The individual bituminous process is treated the same as the gravel base price for each county.**

**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 chart below.**

| Bituminous | | | | | |
|---|---|---|---|---|---|
| Year | Quantity | Cost | Annual Average | Inflation Factor | |
| 2004 | 3,789,014 | $97,748,497 | $25.80 | $46.73/$25.80= | 1.81 |
| 2005 | 3,227,908 | $93,512,582 | $28.97 | $46.73/$28.97= | 1.61 |
| 2006 | 2,522,176 | $96,175,030 | $38.13 | $46.73/$38.13= | 1.23 |
| 2007 | 2,783,200 | $110,718,049 | $39.78 | $46.73/$39.78= | 1.17 |
| 2008 | 2,557,736 | $119,518,933 | $46.73 | | |

**In order to reflect current prices in the 2004-2008 five-year average unit price study, each county's bituminous cost was multiplied by the appropriate factor.**

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# Procedure for Inflating Bituminous Prices

**June 2009**

Revised

16-Jun-09

| NO. | COUNTY | 2004 COSTS | INFLATED 2004 COSTS (X 1.81 ) | 2005 COSTS | INFLATED 2005 COSTS (X 1.61 ) | 2006 COSTS | INFLATED 2006 COSTS (X 1.23) | 2007 COSTS | INFLATED 2007 COSTS (X 1.17) | 2008 COSTS | TOTAL 2004-20078 INFLATED COSTS | TOTAL 2004-2008 QUANTITY | 2004-2008 INFLATED BITUMINOUS PRICE | COUNTY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | Carlton | $0 | $0 | $1,799,102 | $2,896,554 | $0 | $0 | $2,030,643 | $2,375,852 | $494,206 | 5,766,612 | 137,791 | $41.85 | Carlton |
| 16 | Cook | 233,893 | 423,346 | 775,595 | 1,248,708 | 258,583 | 318,057 | 253,800 | 296,946 | 0 | 2,287,057 | 38,657 | 59.16 | Cook |
| 31 | Itasca | 503,120 | 910,647 | 1,891,681 | 3,045,606 | 3,529,312 | 4,341,054 | 2,633,858 | 3,081,614 | 2,886,400 | 14,265,321 | 314,695 | 45.33 | Itasca |
| 36 | Koochiching | 1,107,395 | 2,004,385 | 64,492 | 103,832 | 0 | 0 | 1,267,985 | 1,483,542 | 48,250 | 3,640,009 | 76,104 | 47.83 | Koochiching |
| 38 | Lake | 1,890,638 | 3,422,055 | 1,305,276 | 2,101,494 | 0 | 0 | 56,014 | 65,536 | 2,916,956 | 8,506,041 | 176,164 | 48.28 | Lake |
| 58 | Pine | 3,166,443 | 5,731,262 | 2,046,709 | 3,295,201 | 629,100 | 773,793 | 667,729 | 781,243 | 2,729,299 | 13,310,798 | 302,483 | 44.01 | Pine |
| 69 | St. Louis | 8,272,505 | 14,973,234 | 1,798,061 | 2,894,878 | 4,659,282 | 5,730,917 | 705,414 | 825,334 | 4,198,805 | 28,623,168 | 628,287 | 45.56 | St. Louis |
| | **District 1 Totals** | **15,173,994** | **27,464,929** | **9,680,916** | **15,586,273** | **9,076,277** | **11,163,821** | **7,615,443** | **8,910,067** | **13,273,916** | **76,399,006** | **1,674,181** | **45.63** | **District 1 Totals** |
| 4 | Beltrami | 778,252 | 1,408,636 | 1,723,521 | 2,774,869 | 1,650,281 | 2,029,846 | 1,677,815 | 1,963,044 | 1,239,759 | 9,416,154 | 209,542 | 44.94 | Beltrami |
| 15 | Clearwater | 1,059,725 | 1,918,102 | 1,387,347 | 2,233,629 | 706,645 | 869,173 | 643,710 | 753,141 | 687,413 | 6,461,458 | 161,825 | 39.93 | Clearwater |
| 29 | Hubbard | 568,219 | 1,028,476 | 777,300 | 1,251,453 | 508,805 | 625,830 | 1,009,560 | 1,181,185 | 0 | 4,086,944 | 92,695 | 44.09 | Hubbard |
| 35 | Kittson | 553,095 | 1,001,102 | 122,753 | 197,632 | 1,600,315 | 1,968,387 | 141,363 | 165,395 | 1,185,131 | 4,517,647 | 97,927 | 46.13 | Kittson |
| 39 | Lake of the Woods | 1,068,986 | 1,934,865 | 101,937 | 164,119 | 1,313,646 | 1,615,785 | 1,108,577 | 1,297,035 | 1,061,304 | 6,073,108 | 134,074 | 45.30 | Lake of the Woods |
| 45 | Marshall | 1,168,538 | 2,115,054 | 168,710 | 271,623 | 629,450 | 774,224 | 1,184,245 | 1,385,567 | 1,810,603 | 6,357,071 | 142,016 | 44.76 | Marshall |
| 54 | Norman | 1,034,557 | 1,872,548 | 0 | 0 | 1,653,339 | 2,033,607 | 635,123 | 743,094 | 1,744,070 | 6,393,319 | 152,799 | 41.84 | Norman |
| 57 | Pennington | 1,364,871 | 2,470,417 | 467,876 | 753,280 | 952,577 | 1,171,670 | 618,976 | 724,202 | 387,512 | 5,507,081 | 129,805 | 42.43 | Pennington |
| 60 | Polk | 4,261,601 | 7,713,498 | 4,131,801 | 6,652,200 | 75,242 | 92,548 | 1,299,554 | 1,520,478 | 3,588,232 | 19,566,956 | 442,223 | 44.25 | Polk |
| 63 | Red Lake | 433,906 | 785,370 | 1,108,700 | 1,785,007 | 827,554 | 1,017,891 | 610,305 | 714,057 | 1,043,861 | 5,346,186 | 133,678 | 39.99 | Red Lake |
| 68 | Roseau | 1,104,524 | 1,999,188 | 908,817 | 1,463,195 | 0 | 0 | 2,551,374 | 2,985,108 | 842,636 | 7,290,127 | 153,427 | 47.52 | Roseau |
| | **District 2 Totals** | **13,396,274** | **24,247,256** | **10,898,762** | **17,547,007** | **9,917,854** | **12,198,961** | **11,480,602** | **13,432,306** | **13,590,521** | **81,016,051** | **1,850,011** | **43.79** | **District 2 Totals** |
| 1 | Aitkin | 1,293,037 | 2,340,397 | 0 | 0 | 1,469,174 | 1,807,084 | 807,181 | 944,402 | 2,574,775 | 7,666,658 | 165,313 | 46.38 | Aitkin |
| 5 | Benton | 565,305 | 1,023,202 | 861,064 | 1,386,313 | 325,582 | 400,466 | 415,292 | 485,892 | 1,437,401 | 4,733,274 | 90,467 | 52.32 | Benton |
| 11 | Cass | 1,618,696 | 2,929,840 | 54,518 | 87,774 | 0 | 0 | 1,248,651 | 1,460,922 | 511,146 | 4,989,682 | 106,609 | 46.80 | Cass |
| 18 | Crow Wing | 2,026,417 | 3,667,815 | 690,603 | 1,111,871 | 679,730 | 836,068 | 1,432,474 | 1,675,995 | 1,890,637 | 9,182,386 | 202,856 | 45.27 | Crow Wing |
| 30 | Isanti | 492,035 | 890,583 | 339,192 | 546,099 | 775,470 | 953,828 | 1,114,639 | 1,304,128 | 736,430 | 4,431,068 | 93,730 | 47.27 | Isanti |
| 33 | Kanabec | 719,972 | 1,303,149 | 581,384 | 936,028 | 476,400 | 585,972 | 585,433 | 684,957 | 2,432,076 | 5,942,182 | 136,322 | 43.59 | Kanabec |
| 48 | Mille Lacs | 1,384,137 | 2,505,288 | 1,221,808 | 1,967,111 | 1,223,494 | 1,504,898 | 813,350 | 951,620 | 639,408 | 7,568,325 | 185,869 | 40.72 | Mille Lacs |
| 49 | Morrison | 611,869 | 1,107,483 | 846,481 | 1,362,834 | 24,111 | 29,657 | 1,755,763 | 2,054,243 | 2,085,526 | 6,639,743 | 169,175 | 39.25 | Morrison |
| 71 | Sherburne | 0 | 0 | 1,136,384 | 1,829,578 | 1,959,486 | 2,410,168 | 2,252,361 | 2,635,262 | 710,016 | 7,585,024 | 154,560 | 49.07 | Sherburne |
| 73 | Stearns | 2,341,545 | 4,238,196 | 572,745 | 922,119 | 2,612,956 | 3,213,936 | 1,564,732 | 1,830,736 | 3,321,222 | 13,526,209 | 283,944 | 47.64 | Stearns |
| 77 | Todd | 1,188,104 | 2,150,468 | 714,612 | 1,150,525 | 1,326,762 | 1,631,917 | 833,075 | 974,698 | 1,011,103 | 6,918,711 | 186,629 | 37.07 | Todd |
| 80 | Wadena | 0 | 0 | 600,718 | 967,156 | 0 | 0 | 532,280 | 622,768 | 1,205,246 | 2,795,170 | 62,347 | 44.83 | Wadena |
| 86 | Wright | 1,511,497 | 2,735,810 | 1,338,970 | 2,155,742 | 0 | 0 | 684,098 | 800,395 | 2,210,448 | 7,902,395 | 161,047 | 49.07 | Wright |
| | **District 3 Totals** | **13,752,614** | **24,892,231** | **8,958,479** | **14,423,150** | **10,873,165** | **13,373,994** | **14,039,329** | **16,426,018** | **20,765,434** | **89,880,827** | **1,998,868** | **44.97** | **District 3 Totals** |
| 3 | Becker | 1,285,000 | 2,325,850 | 1,032,378 | 1,662,129 | 2,369,900 | 2,914,977 | 1,767,486 | 2,067,959 | 2,707,696 | 11,678,611 | 289,510 | 40.34 | Becker |
| 6 | Big Stone | 246,724 | 446,570 | 409,872 | 659,894 | 1,021,562 | 1,256,521 | 0 | 0 | 987,540 | 3,350,525 | 76,680 | 43.69 | Big Stone |
| 14 | Clay | 973,525 | 1,762,080 | 919,765 | 1,480,822 | 0 | 0 | 240,513 | 281,400 | 1,910,625 | 5,434,927 | 142,858 | 38.04 | Clay |
| 21 | Douglas | 924,293 | 1,672,970 | 1,038,892 | 1,672,616 | 2,129,756 | 2,619,600 | 1,517,135 | 1,775,048 | 1,490,003 | 9,230,237 | 234,969 | 39.28 | Douglas |
| 26 | Grant | 380,310 | 688,361 | 186,680 | 300,555 | 0 | 0 | 946,106 | 1,106,944 | 897,885 | 2,993,745 | 68,481 | 43.72 | Grant |
| 44 | Mahnomen | 1,106,764 | 2,003,243 | 444,550 | 715,726 | 530,755 | 652,829 | 491,281 | 574,799 | 0 | 3,946,597 | 83,883 | 47.05 | Mahnomen |
| 56 | Otter Tail | 526,566 | 953,084 | 2,666,021 | 4,292,294 | 1,735,103 | 2,134,177 | 145,390 | 170,106 | 2,866,573 | 10,416,234 | 224,980 | 46.30 | Otter Tail |
| 61 | Pope | 60,251 | 109,054 | 603,237 | 971,212 | 602,706 | 741,328 | 1,058,134 | 1,238,017 | 523,147 | 3,582,758 | 87,770 | 40.82 | Pope |
| 75 | Stevens | 1,025,436 | 1,856,039 | 633,913 | 1,020,600 | 0 | 0 | 879,033 | 1,028,469 | 434,371 | 4,339,479 | 101,850 | 42.61 | Stevens |
| 76 | Swift | 1,099,244 | 1,989,632 | 0 | 0 | 0 | 0 | 1,979,973 | 2,316,568 | 979,866 | 5,286,066 | 135,417 | 39.04 | Swift |
| 78 | Traverse | 213,120 | 385,747 | 646,358 | 1,040,636 | 0 | 0 | 0 | 0 | 0 | 1,426,383 | 21,917 | 65.08 | Traverse |
| 84 | Wilkin | 1,546,751 | 2,799,619 | 974,622 | 1,569,141 | 329,540 | 405,334 | 1,361,805 | 1,593,312 | 2,152,745 | 8,520,151 | 205,513 | 41.46 | Wilkin |
| | **District 4 Totals** | **9,387,984** | **16,992,249** | **9,556,288** | **15,385,625** | **8,719,322** | **10,724,766** | **10,386,856** | **12,152,622** | **14,950,451** | **70,205,713** | **1,673,828** | **41.94** | **District 4 Totals** |

# Procedure for Inflating Bituminous Prices

**June 2009**

Revised

16-Jun-09

| NO. | COUNTY | 2004 COSTS | INFLATED 2004 COSTS (X 1.81 ) | 2005 COSTS | INFLATED 2005 COSTS (X 1.61 ) | 2006 COSTS | INFLATED 2006 COSTS (X 1.23) | 2007 COSTS | INFLATED 2007 COSTS (X 1.17) | 2008 COSTS | TOTAL 2004-20078 INFLATED COSTS | TOTAL 2004-2008 QUANTITY | 2004-2008 INFLATED BITUMINOUS PRICE | COUNTY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | Anoka | 1,465,528 | 2,652,606 | 740,293 | 1,191,872 | 3,185,724 | 3,918,441 | 4,808,639 | 5,626,108 | 1,075,086 | 14,464,113 | 231,077 | 62.59 | Anoka |
| 10 | Carver | 98,343 | 178,001 | 448,986 | 722,867 | 5,021,838 | 6,176,861 | 687,843 | 804,776 | 3,833,171 | 11,715,676 | 267,286 | 43.83 | Carver |
| 27 | Hennepin | 2,538,771 | 4,595,176 | 5,534,226 | 8,910,104 | 8,387,502 | 10,316,627 | 2,476,165 | 2,897,113 | 1,367,127 | 28,086,147 | 465,416 | 60.35 | Hennepin |
| 70 | Scott | 2,770,225 | 5,014,107 | 1,581,936 | 2,546,917 | 3,718,390 | 4,573,620 | 4,721,022 | 5,523,596 | 190,341 | 17,848,581 | 290,891 | 61.36 | Scott |
| | **District 5 Totals** | **6,872,867** | **12,439,890** | **8,305,441** | **13,371,760** | **20,313,454** | **24,985,549** | **12,693,669** | **14,851,593** | **6,465,725** | **72,114,517** | **1,254,670** | **57.48** | **District 5 Totals** |
| 20 | Dodge | 505,870 | 915,625 | 891,686 | 1,435,614 | 983,935 | 1,210,240 | $1,743,298 | 2,039,659 | $635,925 | 6,237,063 | 131,001 | $47.61 | Dodge |
| 23 | Fillmore | 0 | 0 | 819,537 | 1,319,455 | 1,475,141 | 1,814,423 | 1,552,286 | 1,816,175 | 1,890,402 | 6,840,455 | 135,741 | 50.39 | Fillmore |
| 24 | Freeborn | 1,320,025 | 2,389,245 | 1,188,799 | 1,913,966 | 1,017,004 | 1,250,915 | 1,288,526 | 1,507,575 | 1,202,494 | 8,264,195 | 209,948 | 39.36 | Freeborn |
| 25 | Goodhue | 1,347,760 | 2,439,446 | 1,540,041 | 2,479,466 | 759,881 | 934,654 | 2,149,109 | 2,514,458 | 1,971,915 | 10,339,939 | 250,872 | 41.22 | Goodhue |
| 28 | Houston | 1,155,388 | 2,091,252 | 407,892 | 656,706 | 23,084 | 28,393 | 1,416,302 | 1,657,073 | 1,129,675 | 5,563,099 | 90,272 | 61.63 | Houston |
| 50 | Mower | 0 | 0 | 1,677,594 | 2,700,926 | 363,639 | 447,276 | 1,265,719 | 1,480,891 | 1,877,747 | 6,506,840 | 149,432 | 43.54 | Mower |
| 55 | Olmsted | 97,378 | 176,254 | 850,961 | 1,370,047 | 1,535,022 | 1,888,077 | 1,150,783 | 1,346,416 | 109,921 | 4,890,715 | 92,996 | 52.59 | Olmsted |
| 66 | Rice | 1,825,884 | 3,304,850 | 804,411 | 1,295,102 | 1,439,995 | 1,771,194 | 748,136 | 875,319 | 1,079,308 | 8,325,773 | 171,602 | 48.52 | Rice |
| 74 | Steele | 480,321 | 869,381 | 176,914 | 284,832 | 1,096,430 | 1,348,609 | 0 | 0 | 0 | 2,502,822 | 52,773 | 47.43 | Steele |
| 79 | Wabasha | 1,306,819 | 2,365,342 | 438,690 | 706,291 | 2,286,612 | 2,812,533 | 1,242,237 | 1,453,417 | 933,677 | 8,271,260 | 154,001 | 53.71 | Wabasha |
| 85 | Winona | 1,384,733 | 2,506,367 | 993,435 | 1,599,430 | 2,164,791 | 2,662,693 | 1,590,049 | 1,860,357 | 1,351,128 | 9,979,975 | 156,910 | 63.60 | Winona |
| | **District 6 Totals** | **9,424,178** | **17,057,762** | **9,789,960** | **15,761,835** | **13,145,534** | **16,169,007** | **14,146,445** | **16,551,340** | **12,182,192** | **77,722,136** | **1,595,548** | **48.71** | **District 6 Totals** |
| 7 | Blue Earth | 1,921,137 | 3,477,258 | 2,252,365 | 3,626,308 | 1,960,734 | 2,411,703 | 1,112,227 | 1,301,306 | 1,297,830 | 12,114,405 | 298,926 | 40.53 | Blue Earth |
| 8 | Brown | 1,767,424 | 3,199,037 | 0 | 0 | 0 | 0 | 2,006,349 | 2,347,428 | 1,280,617 | 6,827,082 | 135,957 | 50.22 | Brown |
| 17 | Cottonwood | 1,550,289 | 2,806,023 | 657,539 | 1,058,638 | 0 | 0 | 1,460,080 | 1,708,294 | 0 | 5,572,955 | 129,705 | 42.97 | Cottonwood |
| 22 | Faribault | 1,443,295 | 2,612,364 | 0 | 0 | 530,144 | 652,077 | 1,318,330 | 1,542,446 | 1,758,342 | 6,565,229 | 146,542 | 44.80 | Faribault |
| 32 | Jackson | 0 | 0 | 2,289,303 | 3,685,778 | 0 | 0 | 3,605,411 | 4,218,331 | 824,695 | 8,728,804 | 172,343 | 50.65 | Jackson |
| 40 | Le Sueur | 1,339,422 | 2,424,354 | 1,749,044 | 2,815,961 | 0 | 0 | 2,180,055 | 2,550,664 | 5,063,600 | 12,854,579 | 229,932 | 55.91 | Le Sueur |
| 46 | Martin | 1,288,764 | 2,332,663 | 980,894 | 1,579,239 | 0 | 0 | 0 | 0 | 0 | 3,911,902 | 78,609 | 49.76 | Martin |
| 52 | Nicollet | 2,241,620 | 4,057,332 | 2,386,983 | 3,843,043 | 2,813,638 | 3,460,775 | 1,549,336 | 1,812,723 | 973,240 | 14,147,113 | 305,881 | 46.25 | Nicollet |
| 53 | Nobles | 0 | 0 | 2,078,848 | 3,346,945 | 520,870 | 640,670 | 2,759,416 | 3,228,517 | 1,480,195 | 8,696,327 | 203,650 | 42.70 | Nobles |
| 67 | Rock | 0 | 0 | 1,580,206 | 2,544,132 | 834,617 | 1,026,579 | 0 | 0 | 1,196,816 | 4,767,527 | 122,204 | 39.01 | Rock |
| 72 | Sibley | 559,965 | 1,013,537 | 720,663 | 1,160,267 | 596,624 | 733,848 | 834,769 | 976,680 | 1,024,136 | 4,908,468 | 107,816 | 45.53 | Sibley |
| 81 | Waseca | 998,625 | 1,807,511 | 525,074 | 845,369 | 675,605 | 830,994 | 580,378 | 679,042 | 844,153 | 5,007,069 | 116,577 | 42.95 | Waseca |
| 83 | Watonwan | 607,701 | 1,099,939 | 826,678 | 1,330,952 | 843,770 | 1,037,837 | 647,297 | 757,337 | 906,181 | 5,132,246 | 102,499 | 50.07 | Watonwan |
| | **District 7 Totals** | **13,718,242** | **24,830,018** | **16,047,597** | **25,836,632** | **8,776,002** | **10,794,483** | **18,053,648** | **21,122,768** | **16,649,805** | **99,233,706** | **2,150,641** | **46.14** | **District 7 Totals** |
| 12 | Chippewa | 0 | 0 | 1,429,454 | 2,301,421 | 2,370,214 | 2,915,363 | 404,029 | 472,714 | 66,290 | 5,755,788 | 145,601 | 39.53 | Chippewa |
| 34 | Kandiyohi | 604,124 | 1,093,464 | 790,762 | 1,273,127 | 2,490,945 | 3,063,862 | 4,409,888 | 5,159,569 | 2,332,053 | 12,922,075 | 262,093 | 49.30 | Kandiyohi |
| 37 | Lac qui Parle | 1,704,559 | 3,085,252 | 1,267,007 | 2,039,881 | 1,609,618 | 1,979,830 | 1,083,296 | 1,267,456 | 1,071,541 | 9,443,960 | 218,089 | 43.30 | Lac Qui Parle |
| 41 | Lincoln | 995,081 | 1,801,097 | 364,735 | 587,223 | 0 | 0 | 1,587,302 | 1,857,143 | 844,800 | 5,090,263 | 121,345 | 41.95 | Lincoln |
| 42 | Lyon | 919,604 | 1,664,483 | 1,053,977 | 1,696,903 | 1,269,178 | 1,561,089 | 1,421,542 | 1,663,204 | 0 | 6,585,679 | 155,662 | 42.31 | Lyon |
| 43 | Mc Leod | 289,942 | 524,795 | 808,249 | 1,301,281 | 740,900 | 911,307 | 0 | 0 | 0 | 2,737,383 | 55,572 | 49.26 | Mc Leod |
| 47 | Meeker | 953,543 | 1,725,913 | 860,750 | 1,385,808 | 0 | 0 | 1,322,268 | 1,547,054 | 0 | 4,658,775 | 118,259 | 39.39 | Meeker |
| 51 | Murray | 2,171,475 | 3,930,370 | 651,158 | 1,048,364 | 1,439,766 | 1,770,912 | 0 | 0 | 2,446,122 | 9,195,768 | 210,807 | 43.62 | Murray |
| 59 | Pipestone | 1,083,783 | 1,961,647 | 1,597,047 | 2,571,246 | 875,547 | 1,076,923 | 627,212 | 733,838 | 0 | 6,343,654 | 138,964 | 45.65 | Pipestone |
| 64 | Redwood | 1,150,929 | 2,083,181 | 1,475,119 | 2,374,942 | 1,682,220 | 2,069,131 | 432,775 | 506,347 | 2,430,368 | 9,463,969 | 238,231 | 39.73 | Redwood |
| 65 | Renville | 1,321,177 | 2,391,330 | 2,092,272 | 3,368,558 | 1,542,331 | 1,897,067 | 0 | 0 | 1,797,986 | 9,454,941 | 192,345 | 49.16 | Renville |
| 87 | Yellow Medicine | 848,755 | 1,536,247 | 1,597,392 | 2,571,801 | 0 | 0 | 2,125,731 | 2,487,105 | 559,791 | 7,154,944 | 150,133 | 47.66 | Yellow Medicine |
| | **District 8 Totals** | **12,042,972** | **21,797,779** | **13,987,922** | **22,520,555** | **14,020,719** | **17,245,484** | **13,414,043** | **15,694,430** | **11,548,951** | **88,807,199** | **2,007,101** | **44.25** | **District 8 Totals** |
| 13 | Chisago | 2,195,782 | 3,974,365 | 1,514,354 | 2,438,110 | 1,190,570 | 1,464,401 | 1,577,530 | 1,845,710 | 1,088,969 | 10,811,555 | 201,593 | 53.63 | Chisago |
| 19 | Dakota | 839,111 | 1,518,791 | 1,110,490 | 1,787,889 | 142,133 | 174,824 | 3,292,772 | 3,852,543 | 3,208,059 | 10,542,106 | 197,390 | 53.41 | Dakota |
| 62 | Ramsey | 925,600 | 1,675,336 | 1,239,333 | 1,995,326 | 0 | 0 | 1,039,657 | 1,216,399 | 1,220,944 | 6,108,005 | 92,009 | 66.38 | Ramsey |
| 82 | Washington | 18,880 | 34,173 | 2,423,040 | 3,901,094 | 0 | 0 | 2,978,055 | 3,484,324 | 4,573,966 | 11,993,557 | 184,194 | 65.11 | Washington |
| | **District 9 Totals** | **3,979,373** | **7,202,665** | **6,287,217** | **10,122,419** | **1,332,703** | **1,639,225** | **8,888,014** | **10,398,976** | **10,091,938** | **39,455,223** | **675,186** | **58.44** | **District 9 Totals** |
| | **STATE TOTALS** | **$97,748,496** | **$176,924,775** | **$93,512,582** | **$150,555,256** | **$96,175,030** | **$118,295,290** | **$110,718,049** | **$129,540,120** | **$119,518,933** | **$694,834,373** | **14,880,034** | **$46.70** | **STATE TOTALS** |

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# ALL BITUMINOUS

Revised

## Rural & Urban Projects let during 2008

| DISTRICT | NO. PROJECTS | TOTAL COST | TOTAL QUANTITY (Ton) | UNIT PRICE | MILES |
|---|---|---|---|---|---|
| 1 | 23 (3 Urban) (20 Rural) | $13,273,916 | 266,223 | $49.86 | 65.75 |
| 2 | 33 (6 Urban) (27 Rural) | 13,590,521 | 329,816 | 41.21 | 106.05 |
| 3 | 41 (5 Urban) (36 Rural) | 20,765,434 | 446,283 | 46.53 | 129.41 |
| 4 | 25 (0 Urban) (25 Rural) | 14,950,451 | 362,735 | 41.22 | 110.98 |
| 6 | 24 (3 Urban) (21 Rural) | 12,182,192 | 264,297 | 46.09 | 71.12 |
| 7 | 42 (2 Urban) (40 Rural) | 16,649,805 | 351,313 | 47.39 | 104.44 |
| 8 | 21 (3 Urban) (18 Rural) | 11,548,951 | 254,968 | 45.30 | 71.81 |
| **Metro** | **21 (14 Urban) (7 Rural)** | **16,557,663** | **282,101** | **58.69** | **31.02** |
| **State Total** | **230 (36 Urban) (194 Rural)** | **$119,518,933** | **2,557,736** | **$46.73** | **690.57** |
| **Outstate** | **209 (22 Urban) (187 Rural)** | **102,961,270** | **2,275,635** | **45.25** | **659.56** |

## Urban Projects let during 2008

| DISTRICT | NO. PROJECTS | TOTAL COST | TOTAL QUANTITY (Ton) | UNIT PRICE | MILES |
|---|---|---|---|---|---|
| 1 | 3 | $533,595 | 7,975 | $66.91 | 1.31 |
| 2 | 6 | 1,388,123 | 28,872 | 48.08 | 6.89 |
| 3 | 5 | 2,208,144 | 38,535 | 57.30 | 3.56 |
| 4 | 0 | 0 | 0 | 0.00 | 0.00 |
| 6 | 3 | 1,168,236 | 19,678 | 59.37 | 1.89 |
| 7 | 2 | 1,042,785 | 20,242 | 51.52 | 1.59 |
| 8 | 3 | 719,160 | 11,953 | 60.17 | 2.16 |
| **Metro** | **14** | **13,929,528** | **227,814** | **61.14** | **17.42** |
| **State Total** | **36** | **$20,989,571** | **355,069** | **$59.11** | **34.84** |
| **Outstate** | **22** | **7,060,043** | **127,255** | **55.48** | **17.42** |

## Rural Projects let during 2008

| DISTRICT | NO. PROJECTS | TOTAL COST | TOTAL QUANTITY (Ton) | UNIT PRICE | MILES |
|---|---|---|---|---|---|
| 1 | 20 | $12,740,321 | 258,248 | $49.33 | 64.44 |
| 2 | 27 | 12,202,398 | 300,944 | 40.55 | 99.15 |
| 3 | 36 | 18,557,290 | 407,748 | 45.51 | 125.85 |
| 4 | 25 | 14,950,451 | 362,735 | 41.22 | 110.98 |
| 6 | 21 | 11,013,956 | 244,619 | 45.02 | 69.22 |
| 7 | 40 | 15,607,020 | 331,071 | 47.14 | 102.85 |
| 8 | 18 | 10,829,791 | 243,015 | 44.56 | 69.65 |
| **Metro** | **7** | **2,628,135** | **54,287** | **48.41** | **13.60** |
| **State Total** | **194** | **$98,529,362** | **2,202,667** | **$44.73** | **655.74** |
| **Outstate** | **187** | **95,901,227** | **2,148,380** | **44.64** | **642.14** |

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# CSAH Roadway Unit Price Report

**June 2009**

**Revised**

| Construction Item | 2008 CSAH Needs Study Average | 2004-2008 CSAH 5-Year Const. Average | 2008 CSAH Const. Average | Increment Method | |
|---|---|---|---|---|---|
| **Rural & Urban Design** | | | | | |
| Gravel Base Cl 5 & 6/Ton | $7.58 | $7.12 | $7.37 | $7.37 | * |
| Outstate(Gravel Base Cl 5 & 6/Ton) | 7.23 | 6.77 | 7.17 | 7.17 | |
| Metro (Gravel Base Cl 5 & 6/Ton) | 9.00 | 8.84 | 8.36 | 8.36 | |
| **Rural Design** | | | | | |
| Outstate (Bituminous/Ton) | 37.64 | 32.91 | 44.64 | $44.64 - $7.17 = G.B.+37.47 | |
| Gravel Surf. 2118/Ton | 6.74 | 6.93 | 8.93 | $8.93 - $7.37= G.B. +1.56 | * |
| Gravel Shldr. 2221/Ton | 10.55 | 8.41 | 9.80 | $9.80 - $7.37 = G.B. +2.43 | * |
| **Urban Design** | | | | | |
| Outstate (Bituminous/Ton) | 44.84 | 35.46 | 55.48 | $55.48 - $7.17 = G.B. +48.31 | |
| **Rural & Urban Design** | | | | | |
| Metro (Bituminous/Ton) | 49.25 | 46.32 | 58.69 | $58.69 - $8.36 = G.B. +50.33 | |

*** Recommended cost by General Subcommittee**

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

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

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# CSAH Miscellaneous Unit Price Report

**June 2009**

| Construction Item | 2008 CSAH Needs Study Average | Prices Recommended For 2009 By Mn\DOT or Average 2008 Construction Prices | 2009 CSAH Unit Price Recommended by CSAH Subcommittee |
|---|---|---|---|
| **Other Urban Design** | | | |
| Storm Sewer - Complete/Mi. | $277,895 | $289,290 | |
| Storm Sewer - Partial/Mi. | 89,687 | 92,772 | |
| Curb & Gutter Const./Lin.Ft. | 10.45 | 10.72* | |
| **Bridges** | | | |
| 0-149 Ft.Long/Sq.Ft. | $113.00 | $117.00 | |
| 150 Ft. & Longer/Sq.Ft. | 117.00 | 138.00 | |
| Widening/Sq.Ft. | 150.00 | **** | |

*MSAS - 77 projects 43 cities in 2008

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**Minnesota Department of Transportation**

# Memo

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

Date: March 16, 2009

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

From: Mike Leuer MVL
State Aid Hydraulic Specialist

Phone: (651) 366-4469

Subject: State Aid Storm Sewer
Construction Costs for 2008

We have completed our analysis of storm sewer construction costs incurred for 2008 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $289,290 for new construction, and
- Approximately $92,772 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 62 plans for 2008.

CC: Andrea Hendrickson (file)

# Bridges Built in Calendar Year 2008

**June 2009**

After compiling the information received from the State Aid Bridge Office, these are the average costs arrived at for 2008. 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.

**BRIDGE LENGTH 0-149 FEET**

| NEW BRIDGE NUMBER | | PROJECT NUMBER | LENGTH | BEAM TYPE | DECK AREA | BRIDGE COST | COST PER SQ. FT. |
|---|---|---|---|---|---|---|---|
| 49J44 | SAP | 049-651-011 | 54.00 | C ARCH | 1,836 | 728,032 | 397 |
| 23578 | SP | 023-606-002 | 60.42 | PCB | 2,135 | 249,124 | 117 |
| 22609 | SAP | 022-631-008 | 64.42 | PCB | 2,534 | 237,286 | 94 |
| 28540 | SAP | 028-631-001 | 65.19 | C-SLAB | 1,913 | 162,252 | 85 |
| 32567 | SAP | 032-628-012 | 66.92 | PCB | 2,632 | 307,030 | 117 |
| 07586 | SAP | 007-598-025 | 69.00 | PC BOX | 2,369 | 566,420 | 239 |
| 01528 | SAP | 001-632-003 | 71.67 | PCB | 2,819 | 273,898 | 97 |
| 07585 | SAP | 007-599-047 | 72.63 | PCB | 2,462 | 213,370 | 87 |
| 59528 | SAP | 059-599-055 | 81.42 | PCB | 2,551 | 286,502 | 112 |
| 78520 | SP | 078-604-021 | 82.58 | C-SLAB | 3,248 | 416,917 | 128 |
| 24544 | SAP | 024-628-005 | 86.52 | PCB | 3,057 | 381,823 | 125 |
| 27B36 | SP | 027-661-037 | 89.88 | PCB | 8,568 | 1,415,003 | 165 |
| 32566 | SP | 032-599-079 | 90.92 | PCB | 2,849 | 337,967 | 119 |
| 08550 | SP | 008-599-045 | 92.08 | PCB | 2,885 | 258,092 | 89 |
| 07565 | SAP | 007-599-046 | 93.75 | C-SLAB | 2,938 | 269,584 | 92 |
| 22603 | SAP | 022-599-099 | 93.94 | C-SLAB | 3,133 | 305,367 | 97 |
| 42563 | SAP | 042-608-029 | 100.50 | C-SLAB | 3,953 | 405,968 | 103 |
| 58550 | SAP | 058-661-021 | 102.21 | PCB | 4,429 | 425,162 | 96 |
| 58550 | SAP | 058-661-021 | 102.21 | PCB | 4,429 | 420,301 | 95 |
| 67558 | SAP | 067-599-153 | 110.00 | C-SLAB | 3,447 | 354,135 | 103 |
| 56534 | SAP | 056-599-054 | 110.00 | PCB | 3,447 | 460,649 | 134 |
| 70542 | SAP | 070-701-003 | 113.79 | PCB | 9,559 | 1,171,336 | 123 |
| 72542 | SAP | 072-599-054 | 115.50 | C-SLAB | 3,619 | 370,170 | 102 |
| 28538 | SP | 028-610-018 | 116.42 | PCB | 4,831 | 475,302 | 98 |
| 69625 | SAP | 069-616-038 | 120.92 | PCB | 5,240 | 665,610 | 127 |
| 31553 | SAP | 031-598-019 | 126.78 | C-SLAB | 4,856 | 448,907 | 92 |
| 83544 | SP | 083-598-018 | 130.00 | C-SLAB | 4,593 | 383,869 | 84 |
| 72540 | SAP | 072-617-023 | 131.92 | PCB | 5,189 | 617,047 | 119 |
| 77534 | SAP | 077-599-055 | 139.13 | C-SLAB | 4,916 | 460,877 | 94 |
| 60559 | SAP | 060-599-242 | 141.92 | PCB | 4,329 | 562,840 | 130 |
| 37552 | SAP | 037-615-009 | 143.04 | C-SLAB | 5,054 | 501,141 | 99 |
| 43552 | SAP | 043-599-030 | 147.00 | C-SLAB | 5,782 | 635,268 | 110 |
| 31559 | SAP | 031-608-008 | 149.69 | C-SLAB | 5,888 | 658,437 | 112 |
| **TOTAL** | | | | | **131,490** | **$15,425,686.62** | **$117** |

**BRIDGE LENGTH 150 FEET & OVER**

| NEW BRIDGE NUMBER | | PROJECT NUMBER | LENGTH | BEAM TYPE | DECK AREA | BRIDGE COST | COST PER SQ. FT. |
|---|---|---|---|---|---|---|---|
| 74553 | SAP | 074-599-028 | 151.69 | PCB | 4,753 | 479,912 | 101 |
| 85565 | SAP | 085-639-021 | 166.32 | PCB | 5,877 | 695,853 | 118 |
| 60558 | SAP | 060-599-241 | 166.42 | PCB | 5,068 | 617,766 | 122 |
| 82517 | SAP | 082-618-008 | 195.42 | PCB | 8,566 | 1,290,850 | 151 |
| 17532 | SP | 017-599-086 | 196.02 | PCB | 6,142 | 679,602 | 111 |
| 27533 | SAP | 027-661-038 | 200.04 | STEEL | 19,871 | 2,765,684 | 139 |
| 67553 | SP | 067-604-022 | 231.67 | STEEL | 12,664 | 1,849,700 | 146 |
| 79546 | SAP | 079-602-035 | 317.71 | PCB | 16,493 | 1,801,791 | 109 |
| 36528 | SAP | 036-601-008 | 423.92 | STEEL | 16,674 | 2,769,785 | 166 |
| 14549 | SP | 014-611-020 | 525.34 | PCB | 22,765 | 2,694,480 | 118 |
| 54549 | SAP | 054-603-010 | 693.67 | STEEL | 27,284 | 4,558,342 | 167 |
| **TOTAL** | | | | | **146,157** | **$20,203,764** | **$138** |

# Minor Structure Unit Prices

June 2009

**The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts.**

| CULVERT SIZE | Cost/Lineal Foot CURRENT COST | From Estimating | From County Projects | Recom-mended Price | + End Sections CURRENT COST | From Estimating | From County Projects | Recom-mended End Section Costs |
|---|---|---|---|---|---|---|---|---|
| Less than 10' | $540 | $389 | $386 | $400 | $0 | $12,638 | $9,590 | $11,000 |
| 10 x 4 single | $1,080 | $260 | $472 | $500 | $0 | $7,222 | $8,767 | $11,000 |
| 10 x 5 single | $1,080 | $731 | $464 | $500 | $0 | $12,100 | $10,997 | $11,000 |
| 10 x 6 single | $1,080 | $434 | $479 | $500 | $0 | $14,166 | $11,343 | $11,000 |
| 10 x 7 single | $1,080 | $496 | $914 | $600 | $0 | $16,854 | $15,620 | $16,000 |
| 10 x 8 single | $1,080 | $484 | $571 | $600 | $0 | $18,870 | $14,592 | $16,000 |
| 10 x 9 single | $1,080 | $650 | $599 | $600 | $0 | $20,000 | $18,680 | $20,000 |
| 10 x 10 single | $1,080 | $554 | $653 | $600 | $0 | $19,678 | $21,703 | $20,000 |
| 12 x 4 single | | | $553 | $600 | | | $11,055 | $11,000 |
| 12 x 5 single | | | $554 | $600 | | | $12,304 | $12,500 |
| 12 x 6 single | $1,080 | $644 | $540 | $700 | $0 | $14,252 | $14,084 | $15,000 |
| 12 x 7 single | | | $579 | $700 | | | $14,261 | $15,000 |
| 12 x 8 single | $1,080 | $704 | $632 | $700 | $0 | $19,466 | $19,658 | $20,000 |
| 12 x 9 single | | | $669 | $700 | | | $17,544 | $20,000 |
| 12 x 10 single | $1,080 | $697 | $781 | $800 | $0 | $22,274 | $24,492 | $24,500 |
| 12 x12 single | $1,080 | $695 | $780 | $800 | $0 | $21,400 | $24,075 | $24,500 |
| 14 x 5 single | | | $660 | $700 | | | $11,012 | $11,000 |
| 14 x 7 single | | | $704 | $700 | | | $18,650 | $22,000 |
| 14 x 8 single | | | $840 | $900 | | | $22,255 | $22,000 |
| 14 x 10 single | | | $1,012 | $900 | | | $22,733 | $22,000 |
| Less than 10' Double | $756 | $778 | $772 | $800 | $20,800 | $25,276 | $19,180 | $22,000 |
| 10 x 4 Double | $800 | $520 | $944 | $1,000 | $22,000 | $14,444 | $17,534 | $22,000 |
| 10 x 5 Double | $830 | $1,462 | $928 | $1,000 | $22,400 | $24,200 | $21,994 | $22,000 |
| 10 x 6 Double | $840 | $868 | $958 | $1,000 | $24,000 | $28,332 | $22,686 | $22,000 |
| 10 x 7 Double | $850 | $992 | $1,828 | $1,200 | $25,200 | $33,708 | $31,240 | $32,000 |
| 10 x 8 Double | $860 | $968 | $1,142 | $1,200 | $25,956 | $37,740 | $29,184 | $32,000 |
| 10 x 9 Double | $870 | $1,300 | $1,198 | $1,200 | $27,292 | $40,000 | $37,360 | $40,000 |
| 10 x 10 Double | $890 | $1,108 | $1,306 | $1,200 | $32,000 | $39,356 | $43,406 | $40,000 |
| 12 x 4 Double | | | $1,106 | $1,200 | | | $22,110 | $22,000 |
| 12 x 5 Double | | | $1,108 | $1,200 | | | $24,608 | $25,000 |

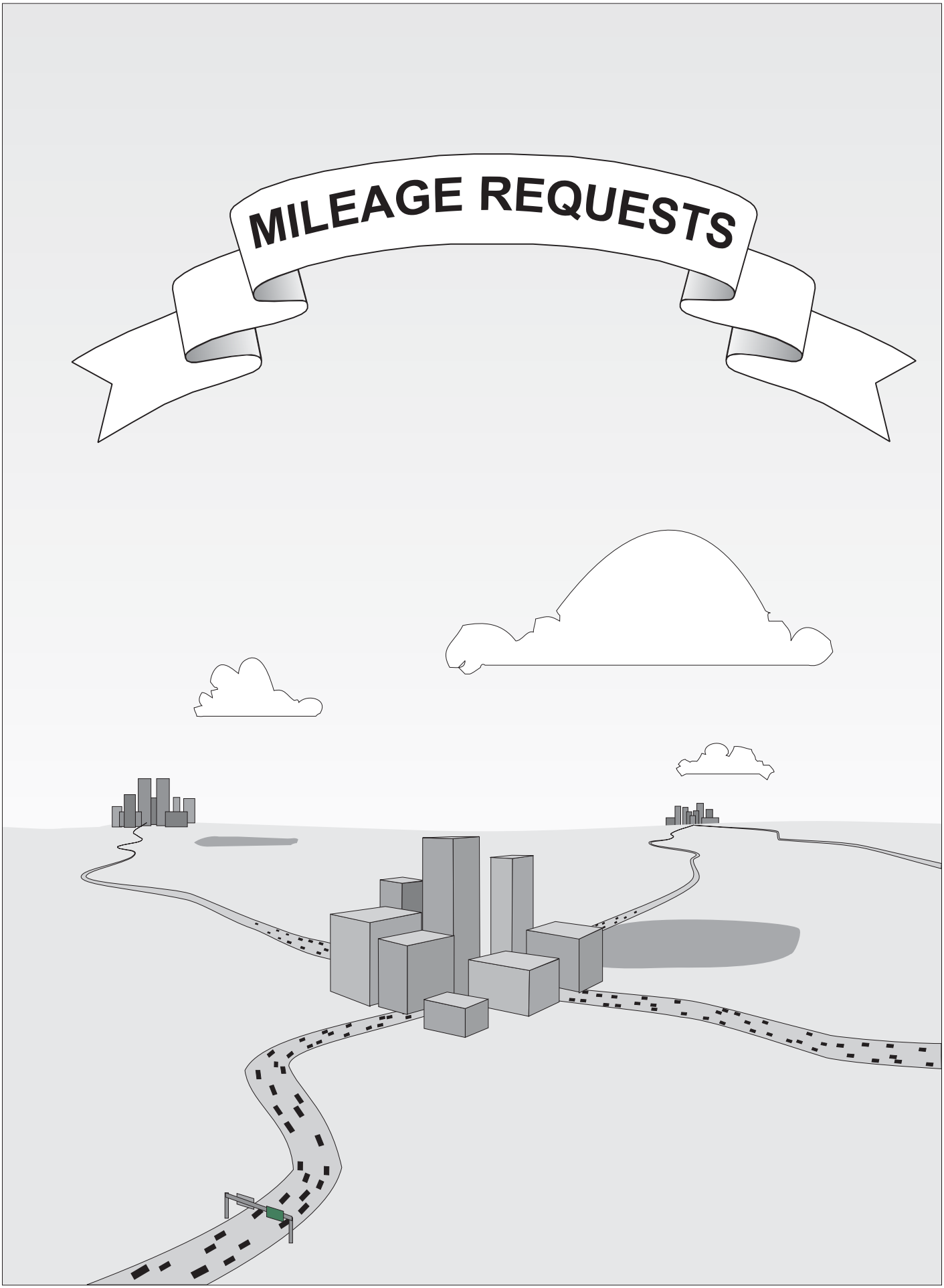
# Minor Structure Unit Prices

June 2009

**The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts.**

| CULVERT SIZE | Cost/Lineal Foot CURRENT COST | From Estimating | From County Projects | Recom-mended Price | + End Sections CURRENT COST | From Estimating | From County Projects | Recom-mended End Section Costs |
|---|---|---|---|---|---|---|---|---|
| 12 x 6 Double | $846 | $1,288 | $1,080 | $1,400 | $26,800 | $28,504 | $28,168 | $30,000 |
| 12 x 7 Double | | | $1,158 | $1,400 | | | $28,522 | $30,000 |
| 12 x 8 Double | $980 | $1,408 | $1,264 | $1,400 | $33,200 | $38,932 | $39,316 | $40,000 |
| 12 x 9 Double | | | $1,338 | $1,400 | | | $35,088 | $40,000 |
| 12 x 10 Double | $1,350 | $1,394 | $1,562 | $1,600 | $40,000 | $44,548 | $48,984 | $49,000 |
| 12 x12 Double | $1,750 | $1,390 | $1,560 | $1,600 | $46,800 | $42,800 | $48,150 | $49,000 |
| 14 x 5 Double | | | $1,320 | $1,400 | | | $22,024 | $22,000 |
| 14x 7 Double | | | $1,408 | $1,400 | | | $37,300 | $44,000 |
| 14 x 8 Double | | | $1,680 | $1,800 | | | $44,510 | $44,000 |
| 14 x 10 Double | | | $2,024 | $1,800 | | | $45,466 | $44,000 |
| Less than 10' Triple | | | $1,158 | $1,200 | | | $28,770 | $33,000 |
| 10 x 4 Triple | | | $1,416 | $1,500 | | | $26,301 | $33,000 |
| 10 x 5 Triple | $1,245 | $2,193 | $1,392 | $1,500 | $34,200 | $36,300 | $32,991 | $33,000 |
| 10 x 6 Triple | $1,260 | $1,302 | $1,437 | $1,500 | $36,000 | $42,498 | $34,029 | $33,000 |
| 10 x 7 Triple | | | $2,742 | $1,800 | | | $46,860 | $48,000 |
| 10 x 8 Triple | $1,290 | $1,452 | $1,713 | $1,800 | $39,000 | $56,610 | $43,776 | $48,000 |
| 10 x 9 Triple | | | $1,797 | $1,800 | | | $56,040 | $60,000 |
| 10 x 10 Triple | $1,335 | $1,662 | $1,959 | $1,800 | $48,000 | $59,034 | $65,109 | $60,000 |
| 12 x 4 Triple | | | $1,659 | $1,800 | | | $33,165 | $33,000 |
| 12x 5 Triple | | | $1,662 | $1,800 | | | $36,912 | $37,500 |
| 12 x 6 Triple | $1,269 | $1,932 | $1,620 | $2,100 | $40,200 | $42,756 | $42,252 | $45,000 |
| 12 x 7 Triple | | | $1,737 | $2,100 | | | $42,783 | $45,000 |
| 12 x 8 Triple | $1,470 | $2,112 | $1,896 | $2,100 | $49,800 | $58,398 | $58,974 | $60,000 |
| 12 x 9 Triple | | | $2,007 | $2,100 | | | $52,632 | $60,000 |
| 12 x 10 Triple | $1,550 | $2,091 | $2,343 | $2,400 | $60,000 | $66,822 | $73,476 | $73,500 |
| 12 x 12 Triple | $1,659 | $2,085 | $2,340 | $2,400 | $70,200 | $64,200 | $72,225 | $73,500 |
| 14 x 5 Triple | | | $1,980 | $2,100 | | | $33,036 | $33,000 |
| 14x 7 Triple | | | $2,112 | $2,100 | | | $55,950 | $66,000 |
| 14 x 8 Triple | | | $2,520 | $2,700 | | | $66,765 | $66,000 |
| 14 x 10 Triple | | | $3,036 | $2,700 | | | $68,199 | $66,000 |

# MILEAGE REQUESTS



# Criteria Necessary For County State Aid Highway Designation

**June 2009**

**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 2009**

## Approved by the County Engineers' Screening Board

| County | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988-1992 | 1993-1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Total Miles To Date | County |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Carlton | 3.62 | | | | | | | | | | | | | | | | | | 3.62 | Carlton |
| Cook | 3.60 | | | | | | | | | | | | | | | | | | 3.60 | Cook |
| Itasca | | | | | | | | | | | | | | | | | | | 0.00 | Itasca |
| Koochiching | 9.27 [1] | | | 0.12 | | | | | | | | | | | | | | | 9.39 | Koochiching |
| Lake | 4.82 [1] | 0.56 | | | | 10.31 | | | | 7.30 | | | | | | | | | 22.99 | Lake |
| Pine | 9.25 | | | | | | | | | | | | | | | | | | 9.25 | Pine |
| St. Louis | 19.14 [1] | | | | | | | | | 7.60 | | | | | | | | | 26.74 | St. Louis |
| **District 1 Totals** | **49.70** | **0.56** | **0.00** | **0.12** | **0.00** | **10.31** | **0.00** | **0.00** | **0.00** | **14.90** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **75.59** | **District 1 Totals** |
| Beltrami | 7.53 [1] | 0.16 | | | | 2.10 | | | | | | | | | | | | | 9.79 | Beltrami |
| Clearwater | 0.30 [1] | 1.00 | | | | | | | | | | | | | | | | | 1.30 | Clearwater |
| Hubbard | 1.85 | 0.26 | 0.06 | | | | | | | | | | | | | | | | 2.17 | Hubbard |
| Kittson | 6.60 [1] | | | | | | | | | | | | | | | | | | 6.60 | Kittson |
| Lake of 'Woods | 0.89 | | | | | 7.65 | | | | | | | | | | | | | 8.54 | Lake of 'Woods |
| Marshall | 15.00 [1] | 1.00 | | | | | | | | | | | | | | | | | 16.00 | Marshall |
| Norman | 1.31 | | | | | | | | | | | | | | | | | | 1.31 | Norman |
| Pennington | 0.84 | | | | | | | | | | | | | | | | | | 0.84 | Pennington |
| Polk | 4.00 | 1.55 | 0.67 | | | | | | | | | | | | | | | | 6.22 | Polk |
| Red Lake | | 0.50 | | | | | | | | | | | | | | | | | 0.50 | Red Lake |
| Roseau | 6.80 | | | | | | | | | | | | | | | | | | 6.80 | Roseau |
| **District 2 Totals** | **45.12** | **4.47** | **0.73** | **0.00** | **0.00** | **2.10** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **60.07** | **District 2 Totals** |
| Aitkin | 6.10 | | 0.60 | | | 7.12 | | | | | | | | | | | | | 13.82 | Aitkin |
| Benton | 3.18 [1] | | | | | | | | | | | | | | | | | | 3.18 | Benton |
| Cass | 7.90 | | | | | 2.80 | | | | | | | | | | | | | 10.70 | Cass |
| Crow Wing | 13.00 [1] | | | | | | | | | | | | | | | | | | 13.00 | Crow Wing |
| Isanti | 1.80 | | | | | | | | | | | | | | | | | | 1.80 | Isanti |
| Kanabec | | | | | | | | | | | | | | | | | | | 0.00 | Kanabec |
| Mille Lacs | | 0.74 | | | | | | | | | | | | | | | | | 0.74 | Mille Lacs |
| Morrison | | | | | | 9.70 | | | | | | | | | | | | | 9.70 | Morrison |
| Sherburne | 5.42 | | | | | | | | | | | | 26.68 | | | | | | 32.10 | Sherburne |
| Stearns | 0.78 | | 3.90 | | 0.25 | | | | | | 29.24 | | | | | | | | 34.17 | Stearns |
| Todd | 1.90 [1] | | | | | | | | | | | | | | | | | | 1.90 | Todd |
| Wadena | | | | | | | | | | | | | | | | | | | 0.00 | Wadena |
| Wright | 0.45 | | 1.38 | | | | | | | | | | | | 7.77 | | | | 9.60 | Wright |
| **District 3 Totals** | **40.53** | **0.74** | **5.88** | **0.00** | **0.25** | **19.62** | **0.00** | **0.00** | **0.00** | **0.00** | **29.24** | **0.00** | **26.68** | **0.00** | **7.77** | **0.00** | **0.00** | **0.00** | **130.71** | **District 3 Totals** |

N:\CSAH\Books\Spring 2009\MILEAGE HISTORY 2009.XLS

# History of CSAH Additional Mileage Requests

**June 2009**

## Approved by the County Engineers' Screening Board

| County | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988-1992 | 1993-1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Total Miles To Date | County |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Becker** | 10.07 | | | | | | | | | | | | | | | | | | 10.07 | **Becker** |
| **Big Stone** | 1.40 | 0.16 | | | | | | | | | | | | | | | | | 1.56 | **Big Stone** |
| **Clay** | 2.00 | 0.10 | | | | | | | | | | | | | | | | | 2.10 | **Clay** |
| **Douglas** | 10.65 [1] | | | | | | | | | | | | | | | | | | 10.65 | **Douglas** |
| **Grant** | 5.42 | | | | | | | | | | | | | | | | | | 5.42 | **Grant** |
| **Mahnomen** | 1.42 | | | | | | | | | | | | | | | | | | 1.42 | **Mahnomen** |
| **Otter Tail** | | | 0.36 | | | | | | | | | | | | | | | | 0.36 | **Otter Tail** |
| **Pope** | 3.63 | 1.20 | | | | | | | | | | | | | | | | | 4.83 | **Pope** |
| **Stevens** | 1.00 | | | | | | | | | | | | | | | | | | 1.00 | **Stevens** |
| **Swift** | 0.78 | | 0.24 | | | | | | | | | | | | | | | | 1.02 | **Swift** |
| **Traverse** | 0.20 | 0.56 | | 1.60 | | | | | | | | | | | | | | | 2.36 | **Traverse** |
| **Wilkin** | | | | | | 0.11 | | | | | | | | | | | | | 0.11 | **Wilkin** |
| **District 4 Totals** | **36.57** | **2.02** | **0.60** | **1.60** | **0.00** | **0.11** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **40.90** | **District 4 Totals** |
| **Anoka** | 2.04 | | | | 10.42 | 24.99 | | | | | | | | 22.13 | | | | | 59.58 | **Anoka** |
| **Carver** | 2.49 | 0.48 | | 0.08 | | | | | | 11.70 | | | | | | | | | 14.75 | **Carver** |
| **Hennepin** | 4.50 | 0.24 | 0.85 | | | | | | | | | | | | | | | | 5.59 | **Hennepin** |
| **Scott** | 12.09 [1] | 5.15 | 0.12 | | 3.50 | 38.12 | | | | | | | | | | | | | 58.98 | **Scott** |
| **District 5 Totals** | **21.12** | **5.87** | **0.97** | **0.08** | **13.92** | **63.11** | **0.00** | **0.00** | **0.00** | **11.70** | **0.00** | **0.00** | **0.00** | **22.13** | **0.00** | **0.00** | **0.00** | **0.00** | **138.90** | **District 5 Totals** |
| **Dodge** | | | | 0.11 | | | | | | | | | | | | | | | 0.11 | **Dodge** |
| **Fillmore** | 1.12 | | 1.10 | | | | | | | | | | | | | | | | 2.22 | **Fillmore** |
| **Freeborn** | 0.95 | 0.65 | | | | | | | | | | | | | | | | | 1.60 | **Freeborn** |
| **Goodhue** | | 0.08 | | | | | | | | | | | | | | | | | 0.08 | **Goodhue** |
| **Houston** | | 0.12 | | | | | | | | | | | | | | | | | 0.12 | **Houston** |
| **Mower** | 13.11 [1] | | 0.09 | | | | | | | | | | | | | | | | 13.20 | **Mower** |
| **Olmsted** | 15.32 [1] | | | | | | | | | | | | | | 5.35 | | | | 20.67 | **Olmsted** |
| **Rice** | 1.70 | | | | | | | | | | | | | | | | | | 1.70 | **Rice** |
| **Steele** | 1.55 | | | | | | | | | | | | | | | | | | 1.55 | **Steele** |
| **Wabasha** | 0.43 [1] | 0.30 | | | | | | | | | | | | | | | | | 0.73 | **Wabasha** |
| **Winona** | 7.40 [1] | | | | | | | | | | | | | | | | | | 7.40 | **Winona** |
| **District 6 Totals** | **41.58** | **1.15** | **1.19** | **0.11** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **5.35** | **0.00** | **0.00** | **0.00** | **49.38** | **District 6 Totals** |

# History of CSAH Additional Mileage Requests

**June 2009**

## Approved by the County Engineers' Screening Board

| County | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988-1992 | 1993-1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Total Miles To Date | County |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Blue Earth | 15.29 [1] | | 0.25 | | | | 3.46 | | | | | | | | | | | | 19.00 | Blue Earth |
| Brown | 7.44 | 0.13 | | | | | | | | | | | | | | | | | 7.57 | Brown |
| Cottonwood | 5.17 | 1.30 | | | | | | | | | | | | | | | | | 6.47 | Cottonwood |
| Faribault | 0.37 | 1.20 | 0.09 | | | | | | | | | | | | | | | | 1.66 | Faribault |
| Jackson | 0.10 | | | | | | | | | | | | | | | | | | 0.10 | Jackson |
| Le Sueur | 2.70 | 0.83 | | 0.02 | | | | | | | | | | | | | | | 3.55 | Le Sueur |
| Martin | 1.52 | | | | | | | | | | | | | | | | | | 1.52 | Martin |
| Nicollet | | | | 0.60 | | | | | | | | 0.54 | | | | | | | 1.14 | Nicollet |
| Nobles | 13.71 | 0.23 | | | 0.12 | | | | | | | | | | | | | | 14.06 | Nobles |
| Rock | 0.50 | | 0.54 | | | | | | | | | | | | | | | | 1.04 | Rock |
| Sibley | 1.50 | | | | | | | | | | | | | | | | | | 1.50 | Sibley |
| Waseca | 4.53 | 0.14 | | 0.05 | | | | | | | | | | | | | | | 4.72 | Waseca |
| Watonwan | | 0.04 | 0.68 | 0.19 | | | | | | | | | | | | | | | 0.91 | Watonwan |
| **District 7 Totals** | **52.83** | **3.87** | **1.56** | **0.86** | **0.12** | **0.00** | **3.46** | **0.00** | **0.00** | **0.00** | **0.00** | **0.54** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **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** | **0.00** | **0.00** | **0.00** | **39.73** | **District 8 Totals** |
| Chisago | 3.24 | | | | 2.20 | | | | | | | | | | | | | | 5.44 | Chisago |
| Dakota | 1.65 [1] | 2.47 | | 2.26 | | | 35.63 | | | | | | | | | | | | 42.01 | Dakota |
| Ramsey | 10.12 [1] | 0.61 | | 1.13 | | | | | | | | | | | | | | | 11.86 | Ramsey |
| Washington | 2.33 [1] | 0.40 | 0.33 | 1.33 | 8.05 | 18.52 | | | | | | | | | | | | | 30.96 | Washington |
| **District 9 Totals** | **17.34** | **3.48** | **0.33** | **4.72** | **10.25** | **18.52** | **35.63** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **90.27** | **District 9 Totals** |
| **Totals** | **339.03** | **25.65** | **11.39** | **7.49** | **26.41** | **117.60** | **39.09** | **0.00** | **0.00** | **26.60** | **29.24** | **0.54** | **26.68** | **22.13** | **13.12** | **0.00** | **0.00** | **0.00** | **688.79** | **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.**

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# Banked CSAH Mileage

**June 2009**

**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, 2009 is included.**

| County | Banked Mileage Available |
|---|---|
| Aitkin | 0.00 |
| Anoka | 0.00 |
| Becker | 0.11 |
| Beltrami | 1.30 |
| Benton | 0.28 |
| Big Stone | 0.00 |
| Blue Earth | 0.55 |
| Brown | 0.61 |
| Carlton | 0.88 |
| Carver | 0.92 |
| Cass | 0.55 |
| Chippewa | 0.32 |
| Chisago | 1.02 |
| Clay | 0.60 |
| Clearwater | 0.60 |
| Cook | 0.01 |
| Cottonwood | 1.00 |
| Crow Wing | 0.00 |
| Dakota | 1.32 |
| Dodge | 1.56 |
| Douglas | 2.47 |
| Faribault | 2.54 |
| Fillmore | 0.06 |
| Freeborn | 0.00 |
| Goodhue | 1.78 |
| Grant | 0.00 |
| Hennepin | 5.64 |
| Houston | 0.00 |
| Hubbard | 0.40 |
| Isanti | 0.88 |
| Itasca | 0.17 |
| Jackson | 0.12 |
| Kanabec | 0.32 |
| Kandiyohi | 2.20 |
| Kittson | 0.00 |
| Koochiching | 0.23 |
| Lac Qui Parle | 0.00 |
| Lake | 0.39 |
| Lake of the Woods | 0.00 |
| Le Sueur | 1.10 |
| Lincoln | 0.00 |
| Lyon | 0.00 |
| McLeod | 1.59 |
| Mahnomen | 0.00 |

| County | Banked Mileage Available |
|---|---|
| Marshall | 0.03 |
| Martin | 0.00 |
| Meeker | 0.81 |
| Mille Lacs | 0.00 |
| Morrison | 0.25 |
| Mower | 0.00 |
| Murray | 0.00 |
| Nicollet | 0.00 |
| Nobles | 2.07 |
| Norman | 0.76 |
| Olmsted | 0.00 |
| Otter Tail | 0.06 |
| Pennington | 0.35 |
| Pine | 0.66 |
| Pipestone | 0.12 |
| Polk | 0.00 |
| Pope | 0.13 |
| Ramsey | 0.26 |
| Red Lake | 0.50 |
| Redwood | 0.20 |
| Renville | 2.47 |
| Rice | 0.95 |
| Rock | 1.30 |
| Roseau | 0.30 |
| St. Louis | 0.86 |
| Scott | 0.74 |
| Sherburne | 0.00 |
| Sibley | 0.25 |
| Stearns | 1.30 |
| Steele | 0.90 |
| Stevens | 2.48 |
| Swift | 0.00 |
| Todd | 0.24 |
| Traverse | 0.00 |
| Wabasha | 0.91 |
| Wadena | 1.27 |
| Waseca | 0.01 |
| Washington | 0.00 |
| Watonwan | 1.04 |
| Wilkin | 0.00 |
| Winona | 0.00 |
| Wright | 2.34 |
| Yellow Medicine | 0.24 |
| **Total Banked Mileage** | **55.32** |

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

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# Historical Documentation for the
# Anoka County CSAH Mileage Request

**June 2009**

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

| Date | Type of Transaction | Mileage Change | Starting Mileage | Ending Mileage |
|---|---|---|---|---|
| 1/1/2006 | Beginning Balance | 0.00 | 287.21 | 287.21 |
| 12/5/2006 | Banked Mileage | (0.54) | 287.21 | 286.67 |
| 12/5/2006 | Revoke Portion CSAH 19 | (3.30) | 286.67 | 283.37 |
| 12/5/2006 | Designate CSAH 62 | 3.47 | 283.37 | 286.84 |
| 12/5/2006 | Designate CSAH 76 | 2.80 | 286.84 | 289.64 |
| 12/5/2006 | Designate CSAH 85 | 1.90 | 289.64 | 291.54 |
| 3/5/2007 | CR 116 - CSAH 83 To CSAH 57 | 2.39 | 291.54 | 293.93 |
| 3/5/2007 | CR 56 - HWY 10 To CSAH 5 | 3.00 | 293.93 | 296.93 |
| 3/5/2007 | CR 54 - I-35E To CSAH 14 | 2.89 | 296.93 | 299.82 |
| 3/5/2007 | CR 154 - CSAH 21 To CR 54 | 0.75 | 299.82 | 300.57 |
| 5/15/2007 | CR 102 - CSAH 1 to TH 47 | 2.08 | 300.57 | 302.65 |

**These designations are left to be completed:**

| | Miles |
|---|---|
| K. CR 3 - CSAH 1 To TH 47 | 1.58 |
| P. CR 58 - CSAH 9 To CSAH 18 | 5.12 |
| Total Remaining to Designate | 6.70 |

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

# Historical Documentation for the
# Dakota County CSAH Mileage Request

**June 2009**

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

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

# Historical Documentation for the
# Lake County CSAH Mileage Request

**June 2009**

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

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

**This designation is left to be completed:**

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

# Historical Documentation for the
# Olmsted County CSAH Mileage Request

**June 2009**

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

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

| **These revocations need to be completed:** | Miles |
|---|---|
| CSAH 2 - CSAH 22 to MSAS 110 | (1.34) |
| CSAH 9 - CSAH 22 to MSAS 105 | (0.50) |
| CSAH 4 - CSAH 22 to MSAS 104 | (2.58) |
| CSAH 34 - CSAH 22 to TH 52 | (1.49) |
| CSAH 25 - CSAH 22 to TH 63 | (1.23) |
| CSAH 7 - CSAH 22 to MN 42 | (0.89) |
| CSAH 3 between CSAH 4 and TH 14 | (2.70) |
| CSAH 22 (37th St NW) - TH 63 to TH 52 | (2.24) |
| | **(12.97)** |

| **These designations are left to be completed:** | Miles |
|---|---|
| CR 104/60th Ave from TH 14 to CSAH 14 | 5.18 |
| CR 112 from CSAH 18 to CSAH 14 | 4.10 |
| 55th St as a new CSAH 22 | 3.24 |
| CR 112 from CSAH 14 to CSAH 22 (55th St.) | 1.98 |
| CR 104 - TH 14 to CR 117 | 4.10 |
| Willlow Creek- CR 104 to TH52 @CSAH 36 | 1.70 |
| | **20.30** |

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

# Historical Documentation for the
# St. Louis County CSAH Mileage Request

**June 2009**

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

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

**These designations are left to be completed:**

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

# Historical Documentation for the
# Washington County CSAH Mileage Request

**June 2009**

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

| Date | Type of Transaction | Mileage Change | Starting Mileage | Ending Mileage |
|---|---|---|---|---|
| 01/1996 | Beginning Balance | 0.00 | 201.54 | 201.54 |
| 06/1996 | Banked Mileage | (1.21) | 201.54 | 200.33 |
| 01/08/97 | Rev. 33, Ext. 5, 8, 13, 17, 19 & 24 | 17.35 | 200.33 | 217.68 |
| 09/15/97 | Revoke Portion 36 | (1.17) | 217.68 | 216.51 |
| 12/16/98 | Revoke 30, 31 & 32 | (3.02) | 216.51 | 213.49 |
| 03/09/00 | Revoke Portion 7 | (0.78) | 213.49 | 212.71 |
| 11/12/02 | Designate CSAH 13 - Extension | 1.64 | 212.71 | 214.35 |
| 10/2007 | Revoke Portion CSAH 28 | (0.52) | 214.35 | 213.83 |
| | Revoke Portion CSAH 22 | (1.13) | 213.83 | 212.70 |

The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0.20), CSAH 22 (-3.28), CSAH 23 (-1.04), CSAH 28 (-0.10), and CSAH 34 (-1.23).

AND

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

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# Historical Documentation for the
# Wright County CSAH Mileage Request

**June 2009**

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

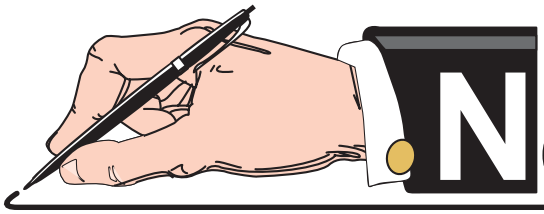
| Date | Type of Transaction | Mileage Change | Starting Mileage | Ending Mileage |
|---|---|---|---|---|
| Jan-06 | Beginning Balance | 0.00 | 403.00 | 403.00 |
| 8/1/2007 | Banked Mileage | (0.27) | 403.00 | 402.73 |
| 8/1/2007 | Designate CSAH 32 | 5.20 | 402.73 | 407.93 |
| 8/1/2007 | Designate CSAH 18 | 1.98 | 407.93 | 409.91 |
| 8/1/2007 | Designate CSAH 22 | 0.83 | 409.91 | 410.74 |
| 8/1/2007 | Designate CSAH 35 | 0.58 | 410.74 | 411.32 |

**These revocations need to be completed:**

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

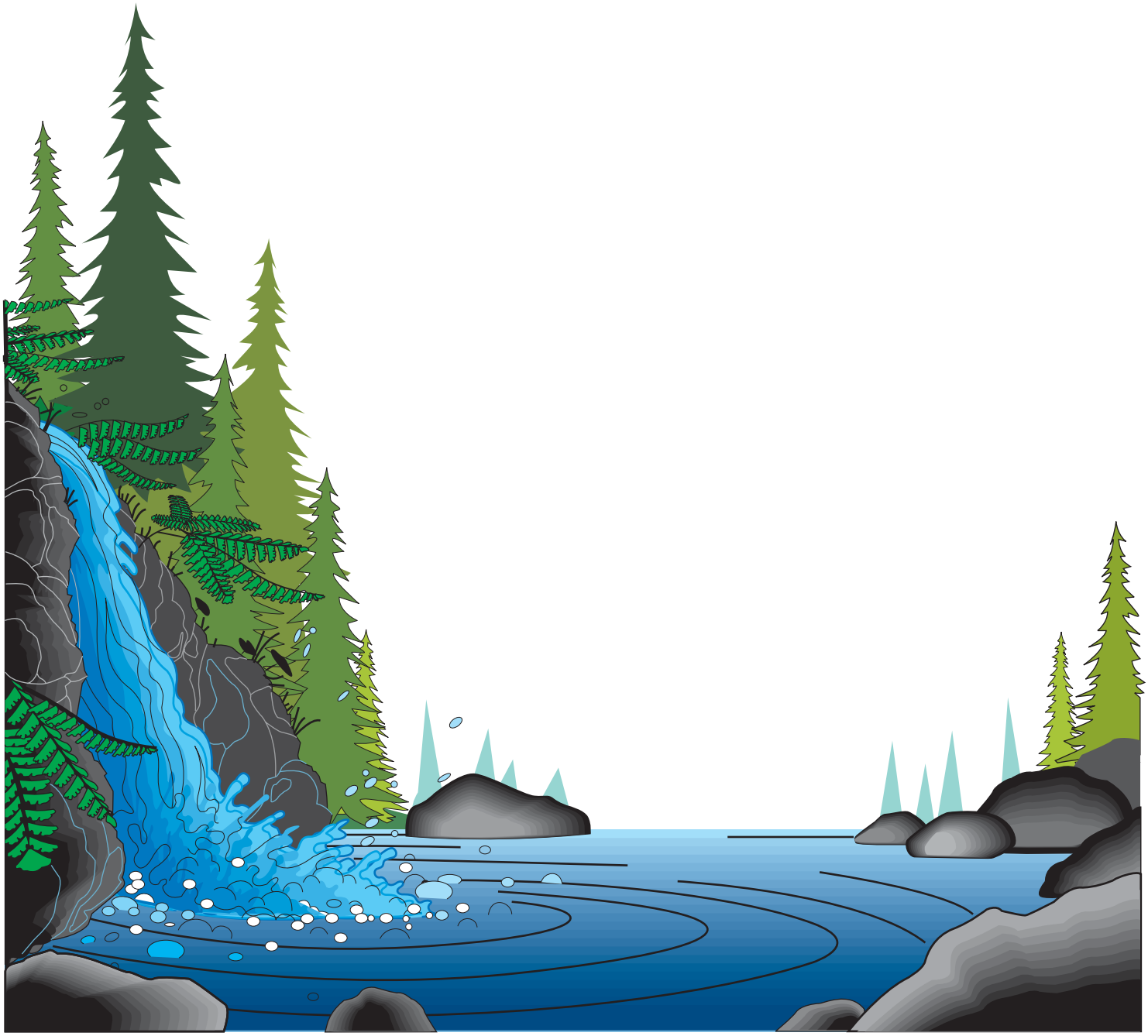
**These designations are left to be completed:**

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



# NOTES and COMMENTS

# STATE PARK ROAD ACCOUNT



# State Park Road Account

**JUNE 2009**

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.

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# Historical Review of 2007 State Park Road Account

**June 2009**

## 2007 Allotment $2,726,127

## 2007 Projects

| County | Appr | Project # | Jurisdiction | Location | Type of Work | SPR $ Allocated |
|---|---|---|---|---|---|---|
| Anoka | | 02-600-016 | TWP | Carlos Avery Wild Life Management | Road Improvements | 35,000 |
| Becker | | 03-600-010 | TWP | CSAH 29 to 350th Ave., 6 Mi E & 2 Mi N of D.L. | Seal Coat | 30,000 |
| Beltrami | | 04-600-011 | TWP | Three Island Cty. Park Rd. access to Three Island Lake | Road Improvements | 78,000 |
| Beltrami | 10/03 | 04-619-006 | CSAH | CSAH 19 access to Lake Bemidji State Park | Road Improvements | 45,000 * |
| Cass | | 11-600-012 | CR | CSAH 3 to Mud Goose Dam, 2.25 mi. N. of Fed. Di | Road Improvements | 83,588 |
| Cass | | 11-600-016 | CR | CR 141 access to Steamboat Lake & Heartland Trail Rest Area | Road Improvements | 50,000 |
| Chisago | | 13-600-010 | TWP | Nathan Lane Twp Road access to Kroon Lake | Road Improvements | 34,000 |
| Chisago | | 13-600-011 | TWP | 482nd St. & Blue Heron Trail Access to Goose Lake | Road Improvements | 50,000 |
| Clearwater | | 15-600-010 | CR | TH 200 to Co Rd 117 2.5 Mi e & 18.5 Mi S of Shevlin | Road Improvements | 146,000 |
| Crow Wing | | 18-600-028 | TWP | Kego Lake Road in the City of Fifty Lakes access to Kego Lake | Road Improvements | 78,000 * |
| Morrison | | 49-600-027 | TWP | Little Elk Wild Life Management | Road Improvements | 48,600 |
| Pine | | 58-600-010 | TWP | Bridge L3123 over Hay Creek on Piedmont Trail access to St. Croix State Park | Road Improvements | 5,000 |
| Polk | | 60-600-005 | MSAS | 12th St. NW to 20th St. NW | Road Improvements | 48,925 |
| Pope | 6/07 | 61-628-024 | CSAH | North Side of Lake Villard | Road Improvements | 150,000 |
| Rice | | 66-600-004 | Twp | Co. Rd. 68 to 177th St. W., Access to Roberds Lake | Road Improvements | 75,000 |
| Rice | 6/07 | 66-629-011 | CSAH | CSAH 29 access to Nerstrand Woods State Park | Road Improvements | 291,000 |
| Rock | 6/07 | 67-620-012 | CSAH | CSAH 20 access to Blue Mounds State Park | Road Improvements | 250,000 |
| Roseau | 6/07 | 68-613-016 | CSAH | Access on Springsteel Island North of Warroad | Road Improvements | 450,000 |
| St. Louis | | 69-600-030 | Township | Access to Ely Lake (Gilbert/Fayal Corp. Lim. | Road Improvements | 560 * |
| Stearns | | 73-600-011 | CITY | 145th St and 73rd Ave. access to School Section Lake | Road Improvements | 150,000 |
| Swift | | 76-600-002 | Twp | 2.5 Mi. around the Danvers | Road Improvements | 90,000 |
| Wabasha | | 79-600-010 | Park Road | Zumbro Bottoms Park | Road Improvements | 976,153 |
| Waseca | | 81-600-004 | CR | CR 53 access Lake Elysian | Road Improvements | 69,000 |
| | | | | | **TOTAL:** | **$3,233,826** |

* Supplement to a previous allocation

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# Historical Review of 2008 State Park Road Account

**June 2009**

## 2008 Allotment $2,749,684

## 2008 Projects

| County | Appr | Project # | Jurisdiction | Location | Type of Work | SPR $ Allocated |
|---|---|---|---|---|---|---|
| Becker | | 003-600-010 | Twp Rd | 2 Mi. N. of Detroit Lakes | Road Improvements | 30,000 |
| Becker | 6/08 | 003-635-006 | CSAH | From Whaley's Rd. to Rat Lake Trail | Road Improvements | 150,000 |
| Chippewa | 6/07 | 012-632-003 | CSAH | CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters | Bridge Replace. | 465,000 |
| Chippewa | | 012-600-007 | Co Rd | CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters | Road Improvements | 175,000 |
| Clearwater | | 015-600-011 | Co Rd | Access to Itasca Hdwtrs & Lake Zawindib | Road Improvements | 275,000 |
| Clearwater | | 015-600-012 | Bikeway | Itasca Hdwtrs. To Wilderness Dr. | Road Improvements | 754,132 |
| Crow Wing | | 018-600-028 | Co Rd | Kego Lake Rd., access to Kego Lake | Road Improvements | 40,000 * |
| Faribault | | 022-600-002 | Twp Rd | At outlet of South Walnut Lake | Bridge Rehab. | 300,000 |
| Hubbard | | 029-600-009 | Co. Rd | Access to Itasca State Park Entrance | Road Improvements | 414,000 |
| Kanabec | | 033-600-001 | Co Rd | TH 47 to access to Ann Lake | Road Improvements | 175,000 |
| Meeker | | 047-600-007 | Twp Rd | CSAH 18 to 195th Ave. | Road Improvements | 315,000 |
| Murray | | 051-600-004 | Park Rd | Access to Trails for Lake Shetek State Park | Road Improvements | 300,000 |
| Polk | | 060-600-005 | MSAS | 12th Street NW to 20 Street NW | Road Improvements | 48,925 |
| Pope | 6/07 | 061-628-025 | CSAH | CSAH 30 to CSAH 57 in Villard | Road Improvements | 150,000 |
| St. Louis | | 069-600-037 | Park Rd | At Lake Vermillion | Road Improvements | 200,000 |
| Watonwan | | 083-600-002 | Twp Rd | Shared approach to Long Lake Park & Boat Ramp | Road Improvements | 40,000 |

* Supplement to a previous allocation

**TOTAL: $3,832,057**

* Supplement to a previous allocation

# Historical Review of 2009 State Park Road Account

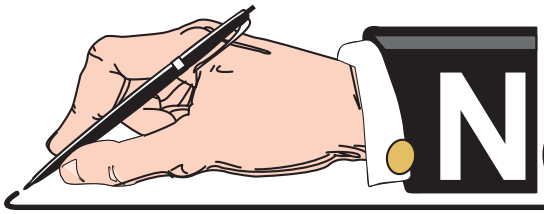
**June 2009**

**2009 Allotment $2,896,215**

**2009 Projects**

| County | Appr | Project # | Jurisdiction | Location | Type of Work | SPR $ Allocated |
|---|---|---|---|---|---|---|
| | | | | | **TOTAL:** | **$0** |

* Supplement to a previous allocation



# NOTES and COMMENTS

# REFERENCE MATERIAL

# Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparision

**Lengths used in calculations may exceed 3 decimal places

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 009-635-002 | 1 | 2.953 | $264,962 | $89,726 | 46,322 | 15,686 | $5.72 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 009-601-040 | 2 | 0.662 | $58,583 | $88,494 | 7,811 | 11,799 | $7.50 | 0.662 | $58,583 | $88,494 | 7,811 | 11,799 | $7.50 |
| 2005 | 009-635-003 | 1 | 6.631 | $8,000 | $1,206 | 1,000 | 151 | $8.00 | 6.631 | $8,000 | $1,206 | 1,000 | 151 | $8.00 |
| 2005 | 009-661-019 | 1 | 15.840 | $69,230 | $4,371 | 6,923 | 437 | $10.00 | 15.840 | $69,230 | $4,371 | 6,923 | 437 | $10.00 |
| 2006 | 009-608-011 | 1 | 2.594 | $334,999 | $129,144 | 43,059 | 16,599 | $7.78 | 2.594 | $334,999 | $129,144 | 43,059 | 16,599 | $7.78 |
| **CARLTON** | | | **28.680** | **$735,774** | **$25,655** | **105,115** | **3,665** | **$7.00** | **25.727** | **$470,812** | **$18,300** | **58,793** | **2,285** | **$8.01** |
| 2003 | 016-604-010 | 1 | 3.365 | $213,802 | $63,537 | 55,948 | 16,626 | $3.82 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 016-604-011 | 1 | 3.365 | $13,695 | $4,070 | 3,486 | 1,036 | $3.93 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 016-612-059 | 2 | 1.526 | $250,430 | $164,109 | 34,802 | 22,806 | $7.20 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 016-612-062 | 1 | 4.104 | $110,358 | $26,890 | 15,765 | 3,841 | $7.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 016-605-001 | 1 | 1.586 | $51,056 | $32,192 | 4,467 | 2,817 | $11.43 | 1.586 | $51,056 | $32,192 | 4,467 | 2,817 | $11.43 |
| 2005 | 016-612-067 | 1 | 4.991 | $186,120 | $37,291 | 11,844 | 2,373 | $15.71 | 4.991 | $186,120 | $37,291 | 11,844 | 2,373 | $15.71 |
| 2007 | 016-607-019 | 2 | 1.168 | $289,900 | $248,202 | 31,220 | 26,729 | $9.29 | 1.168 | $289,900 | $248,202 | 31,220 | 26,729 | $9.29 |
| 2007 | 016-615-001 | 2 | 0.251 | $61,620 | $245,498 | 6,636 | 26,438 | $9.29 | 0.251 | $61,620 | $245,498 | 6,636 | 26,438 | $9.29 |
| **COOK** | | | **20.356** | **$1,176,981** | **$57,820** | **164,168** | **8,065** | **$7.17** | **7.996** | **$588,696** | **$73,624** | **54,167** | **6,774** | **$10.87** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 031-607-022 | 1 | 12.420 | $111,840 | $9,005 | 25,020 | 2,014 | $4.47 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 031-629-013 | 1 | 4.167 | $307,777 | $73,861 | 40,497 | 9,719 | $7.60 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 031-662-019 | 1 | 1.299 | $54,334 | $41,828 | 16,718 | 12,870 | $3.25 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 031-607-023 | 1 | 6.438 | $435,900 | $67,707 | 64,103 | 9,957 | $6.80 | 6.438 | $435,900 | $67,707 | 64,103 | 9,957 | $6.80 |
| 2004 | 031-629-014 | 1 | 6.629 | $497,050 | $74,981 | 64,720 | 9,763 | $7.68 | 6.629 | $497,050 | $74,981 | 64,720 | 9,763 | $7.68 |
| 2004 | 031-669-006 | 1 | 5.100 | $11,880 | $2,329 | 2,495 | 489 | $4.76 | 5.100 | $11,880 | $2,329 | 2,495 | 489 | $4.76 |
| 2005 | 031-607-025 | 1 | 6.438 | $93,750 | $14,562 | 15,000 | 2,330 | $6.25 | 6.438 | $93,750 | $14,562 | 15,000 | 2,330 | $6.25 |
| 2005 | 031-615-004 | 2 | 0.063 | $9,599 | $152,365 | 1,251 | 19,857 | $7.67 | 0.063 | $9,599 | $152,365 | 1,251 | 19,857 | $7.67 |
| 2005 | 031-663-015 | 1 | 5.332 | $615,706 | $115,474 | 90,545 | 16,981 | $6.80 | 5.332 | $615,706 | $115,474 | 90,545 | 16,981 | $6.80 |
| 2006 | 031-629-015 | 1 | 4.149 | $90,720 | $21,866 | 9,600 | 2,314 | $9.45 | 4.149 | $90,720 | $21,866 | 9,600 | 2,314 | $9.45 |
| 2006 | 031-629-016 | 1 | 6.629 | $141,750 | $21,383 | 15,000 | 2,263 | $9.45 | 6.629 | $141,750 | $21,383 | 15,000 | 2,263 | $9.45 |
| 2006 | 031-662-016 | 2 | 0.081 | $12,978 | $160,222 | 1,691 | 20,877 | $7.67 | 0.081 | $12,978 | $160,222 | 1,691 | 20,877 | $7.67 |
| 2007 | 031-604-008 | 1 | 0.240 | $23,484 | $97,850 | 4,120 | 17,167 | $5.70 | 0.240 | $23,484 | $97,850 | 4,120 | 17,167 | $5.70 |
| 2007 | 031-662-020 | 1 | 0.538 | $54,000 | $100,372 | 7,500 | 13,941 | $7.20 | 0.538 | $54,000 | $100,372 | 7,500 | 13,941 | $7.20 |
| 2008 | 031-608-008 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.300 | $98,745 | $42,933 | 22,964 | 9,984 | $4.30 |
| 2008 | 031-617-005 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.602 | $235,549 | $65,394 | 43,220 | 11,999 | $5.45 |
| 2008 | 031-617-006 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.602 | $140,157 | $38,911 | 15,660 | 4,348 | $8.95 |
| 2008 | 031-661-007 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.652 | $74,664 | $114,515 | 10,376 | 15,914 | $7.20 |
| **ITASCA** | | | **59.523** | **$2,460,768** | **$41,341** | **358,260** | **6,019** | **$6.87** | **51.793** | **$2,535,932** | **$48,963** | **368,245** | **7,110** | **$6.89** |
| 2003 | 036-620-008 | 1 | 3.196 | $164,063 | $51,334 | 26,500 | 8,292 | $6.19 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 036-629-012 | 1 | 0.128 | $16,150 | $126,172 | 1,900 | 14,844 | $8.50 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 036-640-003 | 2 | 0.602 | $59,850 | $99,397 | 11,574 | 19,222 | $5.17 | 0.602 | $59,850 | $99,397 | 11,574 | 19,222 | $5.17 |
| 2005 | 036-615-008 | 1 | 3.136 | $469,543 | $149,727 | 58,256 | 18,577 | $8.06 | 3.136 | $469,543 | $149,727 | 58,256 | 18,577 | $8.06 |
| 2005 | 036-617-005 | 1 | 3.640 | $416,663 | $114,468 | 64,102 | 17,610 | $6.50 | 3.640 | $416,663 | $114,468 | 64,102 | 17,610 | $6.50 |
| 2005 | 036-641-001 | 2 | 0.202 | $35,438 | $175,436 | 4,725 | 23,391 | $7.50 | 0.202 | $35,438 | $175,436 | 4,725 | 23,391 | $7.50 |
| 2007 | 036-624-017 | 2 | 0.235 | $29,400 | $125,106 | 4,200 | 17,872 | $7.00 | 0.235 | $29,400 | $125,106 | 4,200 | 17,872 | $7.00 |
| 2007 | 036-702-002 | 1 | 0.649 | $69,000 | $106,317 | 11,500 | 17,720 | $6.00 | 0.649 | $69,000 | $106,317 | 11,500 | 17,720 | $6.00 |
| 2007 | 036-708-001 | 2 | 0.265 | $40,600 | $153,208 | 5,800 | 21,887 | $7.00 | 0.265 | $40,600 | $153,208 | 5,800 | 21,887 | $7.00 |
| 2008 | 036-602-014 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.680 | $396,567 | $107,763 | 43,531 | 11,829 | $9.11 |
| 2008 | 036-643-006 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.127 | $19,988 | $157,386 | 2,050 | 16,142 | $9.75 |
| **KOOCHICHING** | | | **12.053** | **$1,300,707** | **$107,914** | **188,557** | **15,644** | **$6.90** | **12.536** | **$1,537,049** | **$122,610** | **205,738** | **16,412** | **$7.47** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 038-602-020 | 1 | 0.568 | $28,755 | $50,625 | 5,456 | 9,606 | $5.27 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 038-603-029 | 1 | 2.023 | $65,381 | $32,319 | 14,676 | 7,255 | $4.45 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 038-609-010 | 1 | 2.060 | $98,520 | $47,825 | 18,078 | 8,776 | $5.45 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 038-611-013 | 1 | 2.988 | $180,106 | $60,276 | 41,211 | 13,792 | $4.37 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 038-602-024 | 1 | 13.124 | $129,312 | $9,853 | 22,823 | 1,739 | $5.67 | 13.124 | $129,312 | $9,853 | 22,823 | 1,739 | $5.67 |
| 2004 | 038-609-011 | 1 | 2.038 | $144,606 | $70,955 | 20,982 | 10,295 | $6.89 | 2.038 | $144,606 | $70,955 | 20,982 | 10,295 | $6.89 |
| 2005 | 038-603-030 | 1 | 2.027 | $98,382 | $48,536 | 19,573 | 9,656 | $5.03 | 2.027 | $98,382 | $48,536 | 19,573 | 9,656 | $5.03 |
| 2005 | 038-610-005 | 1 | 1.012 | $44,640 | $44,111 | 5,208 | 5,146 | $8.57 | 1.012 | $44,640 | $44,111 | 5,208 | 5,146 | $8.57 |
| 2005 | 038-611-014 | 1 | 5.400 | $216,346 | $40,064 | 33,036 | 6,118 | $6.55 | 5.400 | $216,346 | $40,064 | 33,036 | 6,118 | $6.55 |
| 2005 | 038-612-014 | 1 | 0.679 | $23,374 | $34,424 | 3,230 | 4,757 | $7.24 | 0.679 | $23,374 | $34,424 | 3,230 | 4,757 | $7.24 |
| 2007 | 038-602-023 | 1 | 11.360 | $1,028,811 | $90,564 | 185,539 | 16,333 | $5.54 | 11.360 | $1,028,811 | $90,564 | 185,539 | 16,333 | $5.54 |
| 2007 | 038-602-025 | 1 | 0.727 | $74,288 | $102,184 | 13,474 | 18,534 | $5.51 | 0.727 | $74,288 | $102,184 | 13,474 | 18,534 | $5.51 |
| 2007 | 038-604-013 | 1 | 1.777 | $250,123 | $140,756 | 38,245 | 21,522 | $6.54 | 1.777 | $250,123 | $140,756 | 38,245 | 21,522 | $6.54 |
| 2007 | 038-605-009 | 2 | 0.401 | $65,363 | $163,000 | 9,351 | 23,319 | $6.99 | 0.401 | $65,363 | $163,000 | 9,351 | 23,319 | $6.99 |
| 2008 | 038-602-029 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 11.686 | $610,086 | $52,207 | 101,411 | 8,678 | $6.02 |
| 2008 | 038-604-016 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.825 | $22,848 | $12,519 | 3,084 | 1,690 | $7.41 |
| 2008 | 038-605-012 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.411 | $4,130 | $10,049 | 558 | 1,358 | $7.40 |
| **LAKE** | | | **46.184** | **$2,448,007** | **$53,006** | **430,882** | **9,330** | **$5.68** | **52.467** | **$2,712,309** | **$51,696** | **456,514** | **8,701** | **$5.94** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 058-607-020 | 2 | 0.561 | $61,241 | $109,164 | 6,492 | 11,572 | $9.43 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 058-633-011 | 1 | 1.142 | $76,747 | $67,204 | 10,840 | 9,492 | $7.08 | 1.142 | $76,747 | $67,204 | 10,840 | 9,492 | $7.08 |
| 2004 | 058-647-005 | 1 | 1.061 | $79,838 | $75,248 | 8,404 | 7,921 | $9.50 | 1.061 | $79,838 | $75,248 | 8,404 | 7,921 | $9.50 |
| 2005 | 058-633-010 | 1 | 2.538 | $120,073 | $47,310 | 19,814 | 7,807 | $6.06 | 2.538 | $120,073 | $47,310 | 19,814 | 7,807 | $6.06 |
| 2005 | 058-646-024 | 1 | 2.967 | $4,900 | $1,651 | 700 | 236 | $7.00 | 2.967 | $4,900 | $1,651 | 700 | 236 | $7.00 |
| 2006 | 058-624-003 | 1 | 1.100 | $55,709 | $50,645 | 8,773 | 7,975 | $6.35 | 1.100 | $55,709 | $50,645 | 8,773 | 7,975 | $6.35 |
| 2006 | 058-654-005 | 1 | 3.642 | $186,998 | $51,345 | 26,714 | 7,335 | $7.00 | 3.642 | $186,998 | $51,345 | 26,714 | 7,335 | $7.00 |
| 2007 | 058-617-014 | 1 | 1.505 | $53,508 | $35,558 | 8,918 | 5,926 | $6.00 | 1.505 | $53,508 | $35,558 | 8,918 | 5,926 | $6.00 |
| 2007 | 058-623-005 | 1 | 1.935 | $76,024 | $39,288 | 9,215 | 4,762 | $8.25 | 1.935 | $76,024 | $39,288 | 9,215 | 4,762 | $8.25 |
| 2007 | 058-623-006 | 1 | 2.058 | $70,133 | $34,078 | 8,501 | 4,131 | $8.25 | 2.058 | $70,133 | $34,078 | 8,501 | 4,131 | $8.25 |
| 2007 | 058-624-004 | 1 | 2.033 | $45,069 | $22,169 | 8,048 | 3,959 | $5.60 | 2.033 | $45,069 | $22,169 | 8,048 | 3,959 | $5.60 |
| 2008 | 058-617-015 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.473 | $26,560 | $18,031 | 3,320 | 2,254 | $8.00 |
| 2008 | 058-624-007 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.082 | $68,229 | $22,138 | 7,581 | 2,460 | $9.00 |
| 2008 | 058-662-003 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.533 | $75,450 | $141,557 | 7,605 | 14,268 | $9.92 |
| **PINE** | | | **20.542** | **$830,240** | **$40,417** | **116,419** | **5,667** | **$7.13** | **25.069** | **$939,238** | **$37,466** | **128,433** | **5,123** | **$7.31** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 069-605-039 | 1 | 5.940 | $132,251 | $22,264 | 37,872 | 6,376 | $3.49 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 069-609-030 | 2 | 0.254 | $21,870 | $86,102 | 2,296 | 9,039 | $9.53 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 069-616-040 | 1 | 4.470 | $218,380 | $48,855 | 41,274 | 9,234 | $5.29 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 069-617-004 | 2 | 0.256 | $22,500 | $87,891 | 2,835 | 11,074 | $7.94 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 069-622-015 | 1 | 1.985 | $1,806 | $910 | 140 | 71 | $12.90 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 069-641-002 | 1 | 0.133 | $7,649 | $57,511 | 1,750 | 13,158 | $4.37 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 069-703-011 | 2 | 1.036 | $96,701 | $93,341 | 19,227 | 18,559 | $5.03 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 069-728-009 | 1 | 4.837 | $54,407 | $11,248 | 8,568 | 1,771 | $6.35 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 069-744-002 | 2 | 0.411 | $13,590 | $33,066 | 2,569 | 6,251 | $5.29 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 069-752-001 | 2 | 1.273 | $101,941 | $80,079 | 16,609 | 13,047 | $6.14 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 069-605-042 | 1 | 4.876 | $9,248 | $1,897 | 1,028 | 211 | $9.00 | 4.876 | $9,248 | $1,897 | 1,028 | 211 | $9.00 |
| 2004 | 069-607-039 | 1 | 6.081 | $103,640 | $17,043 | 14,896 | 2,450 | $6.96 | 6.081 | $103,640 | $17,043 | 14,896 | 2,450 | $6.96 |
| 2004 | 069-616-040 | 1 | 4.470 | $205,714 | $46,021 | 41,274 | 9,234 | $4.98 | 4.470 | $205,714 | $46,021 | 41,274 | 9,234 | $4.98 |
| 2004 | 069-621-029 | 1 | 14.651 | $97,401 | $6,648 | 17,058 | 1,164 | $5.71 | 14.651 | $97,401 | $6,648 | 17,058 | 1,164 | $5.71 |
| 2004 | 069-637-013 | 1 | 5.031 | $295,248 | $58,686 | 42,543 | 8,456 | $6.94 | 5.031 | $295,248 | $58,686 | 42,543 | 8,456 | $6.94 |
| 2004 | 069-637-014 | 1 | 0.294 | $46,260 | $157,347 | 5,969 | 20,303 | $7.75 | 0.294 | $46,260 | $157,347 | 5,969 | 20,303 | $7.75 |
| 2004 | 069-643-013 | 1 | 1.890 | $159,904 | $84,605 | 22,982 | 12,160 | $6.96 | 1.890 | $159,904 | $84,605 | 22,982 | 12,160 | $6.96 |
| 2004 | 069-644-024 | 1 | 7.051 | $48,003 | $6,808 | 6,957 | 987 | $6.90 | 7.051 | $48,003 | $6,808 | 6,957 | 987 | $6.90 |
| 2004 | 069-648-020 | 1 | 3.527 | $165,534 | $46,933 | 35,919 | 10,184 | $4.61 | 3.527 | $165,534 | $46,933 | 35,919 | 10,184 | $4.61 |
| 2004 | 069-661-014 | 1 | 0.264 | $55,800 | $211,364 | 5,273 | 19,973 | $10.58 | 0.264 | $55,800 | $211,364 | 5,273 | 19,973 | $10.58 |
| 2004 | 069-675-003 | 1 | 0.124 | $6,439 | $51,810 | 806 | 6,485 | $7.99 | 0.124 | $6,439 | $51,810 | 806 | 6,485 | $7.99 |
| 2004 | 069-684-004 | 1 | 2.983 | $101,059 | $33,878 | 14,437 | 4,840 | $7.00 | 2.983 | $101,059 | $33,878 | 14,437 | 4,840 | $7.00 |
| 2004 | 069-688-008 | 1 | 2.733 | $20,423 | $7,473 | 4,168 | 1,525 | $4.90 | 2.733 | $20,423 | $7,473 | 4,168 | 1,525 | $4.90 |
| 2004 | 069-688-010 | 1 | 2.711 | $53,792 | $19,842 | 11,694 | 4,314 | $4.60 | 2.711 | $53,792 | $19,842 | 11,694 | 4,314 | $4.60 |
| 2004 | 069-698-011 | 1 | 2.754 | $5,296 | $1,923 | 623 | 226 | $8.50 | 2.754 | $5,296 | $1,923 | 623 | 226 | $8.50 |
| 2004 | 069-710-023 | 1 | 0.852 | $57,099 | $67,018 | 10,278 | 12,063 | $5.56 | 0.852 | $57,099 | $67,018 | 10,278 | 12,063 | $5.56 |
| 2004 | 069-716-008 | 1 | 2.557 | $106,707 | $41,731 | 23,867 | 9,334 | $4.47 | 2.557 | $106,707 | $41,731 | 23,867 | 9,334 | $4.47 |
| 2004 | 069-733-023 | 1 | 6.006 | $12,824 | $2,135 | 1,603 | 267 | $8.00 | 6.006 | $12,824 | $2,135 | 1,603 | 267 | $8.00 |
| 2004 | 069-734-001 | 1 | 3.126 | $42,084 | $13,463 | 6,012 | 1,923 | $7.00 | 3.126 | $42,084 | $13,463 | 6,012 | 1,923 | $7.00 |
| 2005 | 069-604-064 | 1 | 1.383 | $5,769 | $4,171 | 554 | 401 | $10.41 | 1.383 | $5,769 | $4,171 | 554 | 401 | $10.41 |
| 2005 | 069-609-035 | 1 | 1.570 | $840 | $535 | 79 | 50 | $10.63 | 1.570 | $840 | $535 | 79 | 50 | $10.63 |
| 2005 | 069-623-030 | 1 | 4.593 | $179,405 | $39,061 | 23,068 | 5,022 | $7.78 | 4.593 | $179,405 | $39,061 | 23,068 | 5,022 | $7.78 |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2005 | 069-641-003 | 1 | 0.152 | $5,716 | $37,605 | 939 | 6,178 | $6.09 | 0.152 | $5,716 | $37,605 | 939 | 6,178 | $6.09 |
| 2005 | 069-702-011 | 1 | 4.035 | $42,038 | $10,418 | 4,425 | 1,097 | $9.50 | 4.035 | $42,038 | $10,418 | 4,425 | 1,097 | $9.50 |
| 2006 | 069-616-043 | 1 | 5.221 | $245,314 | $46,986 | 56,162 | 10,757 | $4.37 | 5.221 | $245,314 | $46,986 | 56,162 | 10,757 | $4.37 |
| 2006 | 069-624-018 | 2 | 0.280 | $24,752 | $88,400 | 3,342 | 11,936 | $7.41 | 0.280 | $24,752 | $88,400 | 3,342 | 11,936 | $7.41 |
| 2006 | 069-663-012 | 1 | 3.080 | $156,040 | $50,662 | 31,374 | 10,186 | $4.97 | 3.080 | $156,040 | $50,662 | 31,374 | 10,186 | $4.97 |
| 2006 | 069-724-003 | 2 | 0.240 | $33,726 | $140,525 | 4,553 | 18,971 | $7.41 | 0.240 | $33,726 | $140,525 | 4,553 | 18,971 | $7.41 |
| 2007 | 069-601-001 | 2 | 0.289 | $31,960 | $110,588 | 3,020 | 10,450 | $10.58 | 0.289 | $31,960 | $110,588 | 3,020 | 10,450 | $10.58 |
| 2007 | 069-607-040 | 2 | 0.770 | $68,540 | $89,013 | 12,954 | 16,823 | $5.29 | 0.770 | $68,540 | $89,013 | 12,954 | 16,823 | $5.29 |
| 2007 | 069-754-001 | 2 | 0.440 | $57,217 | $130,039 | 7,458 | 16,950 | $7.67 | 0.440 | $57,217 | $130,039 | 7,458 | 16,950 | $7.67 |
| 2008 | 069-606-017 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.050 | $221,112 | $210,583 | 20,819 | 19,828 | $10.62 |
| 2008 | 069-647-008 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 4.740 | $411,927 | $86,904 | 77,686 | 16,389 | $5.30 |
| **ST. LOUIS** | | | **114.629** | **$3,114,887** | **$27,174** | **548,455** | **4,785** | **$5.68** | **99.824** | **$3,076,831** | **$30,822** | **513,820** | **5,147** | **$5.99** |
| **DISTRICT 1** | | | **301.967** | **$12,067,364** | **$39,962** | **1,911,856** | **6,331** | **$6.31** | **275.412** | **$11,860,867** | **$43,066** | **1,785,710** | **6,484** | **$6.64** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 004-611-009 | 1 | 3.529 | $308,015 | $87,281 | 60,395 | 17,114 | $5.10 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 004-607-019 | 1 | 0.843 | $15,500 | $18,387 | 1,550 | 1,839 | $10.00 | 0.843 | $15,500 | $18,387 | 1,550 | 1,839 | $10.00 |
| 2004 | 004-619-005 | 2 | 1.396 | $104,685 | $74,989 | 14,955 | 10,713 | $7.00 | 1.396 | $104,685 | $74,989 | 14,955 | 10,713 | $7.00 |
| 2005 | 004-612-013 | 1 | 11.350 | $28,050 | $2,471 | 3,740 | 330 | $7.50 | 11.350 | $28,050 | $2,471 | 3,740 | 330 | $7.50 |
| 2005 | 004-615-014 | 1 | 4.160 | $518,524 | $124,645 | 86,565 | 20,809 | $5.99 | 4.160 | $518,524 | $124,645 | 86,565 | 20,809 | $5.99 |
| 2006 | 004-603-003 | 1 | 4.144 | $69,000 | $16,651 | 17,250 | 4,163 | $4.00 | 4.144 | $69,000 | $16,651 | 17,250 | 4,163 | $4.00 |
| 2006 | 004-619-006 | 2 | 2.929 | $177,800 | $60,703 | 25,400 | 8,672 | $7.00 | 2.929 | $177,800 | $60,703 | 25,400 | 8,672 | $7.00 |
| 2006 | 004-622-018 | 1 | 5.227 | $267,872 | $51,248 | 41,855 | 8,007 | $6.40 | 5.227 | $267,872 | $51,248 | 41,855 | 8,007 | $6.40 |
| 2007 | 004-603-004 | 1 | 4.144 | $135,450 | $32,686 | 31,500 | 7,601 | $4.30 | 4.144 | $135,450 | $32,686 | 31,500 | 7,601 | $4.30 |
| 2007 | 004-612-014 | 1 | 5.487 | $404,250 | $73,674 | 55,000 | 10,024 | $7.35 | 5.487 | $404,250 | $73,674 | 55,000 | 10,024 | $7.35 |
| 2008 | 004-606-003 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.363 | $31,050 | $22,781 | 2,700 | 1,981 | $11.50 |
| 2008 | 004-617-003 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.239 | $254,415 | $78,547 | 27,008 | 8,338 | $9.42 |
| 2008 | 004-622-016 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.330 | $250,700 | $188,496 | 25,353 | 19,062 | $9.89 |
| 2008 | 004-635-001 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.919 | $149,625 | $77,970 | 17,500 | 9,119 | $8.55 |
| **BELTRAMI** | | | **43.209** | **$2,029,146** | **$46,961** | **338,210** | **7,827** | **$6.00** | **47.531** | **$2,406,921** | **$50,639** | **350,376** | **7,372** | **$6.87** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 015-604-008 | 1 | 0.602 | $49,500 | $82,226 | 11,000 | 18,272 | $4.50 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 015-610-002 | 1 | 2.159 | $85,095 | $39,414 | 18,300 | 8,476 | $4.65 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 015-646-002 | 2 | 1.460 | $126,965 | $86,962 | 20,814 | 14,256 | $6.10 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 015-653-001 | 2 | 0.080 | $6,051 | $75,638 | 992 | 12,400 | $6.10 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 015-619-003 | 1 | 3.246 | $86,250 | $26,571 | 25,000 | 7,702 | $3.45 | 3.246 | $86,250 | $26,571 | 25,000 | 7,702 | $3.45 |
| 2004 | 015-630-002 | 1 | 2.021 | $53,475 | $26,460 | 15,500 | 7,669 | $3.45 | 2.021 | $53,475 | $26,460 | 15,500 | 7,669 | $3.45 |
| 2004 | 015-632-002 | 1 | 0.225 | $6,555 | $29,133 | 1,900 | 8,444 | $3.45 | 0.225 | $6,555 | $29,133 | 1,900 | 8,444 | $3.45 |
| 2004 | 015-637-004 | 1 | 7.514 | $196,305 | $26,125 | 56,900 | 7,573 | $3.45 | 7.514 | $196,305 | $26,125 | 56,900 | 7,573 | $3.45 |
| 2005 | 015-626-003 | 1 | 0.170 | $7,600 | $44,706 | 800 | 4,706 | $9.50 | 0.170 | $7,600 | $44,706 | 800 | 4,706 | $9.50 |
| 2005 | 015-639-004 | 1 | 0.300 | $16,000 | $53,333 | 3,200 | 10,667 | $5.00 | 0.300 | $16,000 | $53,333 | 3,200 | 10,667 | $5.00 |
| 2006 | 015-610-003 | 2 | 2.159 | $124,600 | $57,712 | 17,800 | 8,245 | $7.00 | 2.159 | $124,600 | $57,712 | 17,800 | 8,245 | $7.00 |
| 2006 | 015-617-003 | 1 | 4.144 | $69,000 | $16,651 | 17,250 | 4,163 | $4.00 | 4.144 | $69,000 | $16,651 | 17,250 | 4,163 | $4.00 |
| 2007 | 015-617-004 | 1 | 4.144 | $135,450 | $32,686 | 31,500 | 7,601 | $4.30 | 4.144 | $135,450 | $32,686 | 31,500 | 7,601 | $4.30 |
| 2007 | 015-628-007 | 1 | 3.030 | $118,125 | $38,985 | 26,250 | 8,663 | $4.50 | 3.030 | $118,125 | $38,985 | 26,250 | 8,663 | $4.50 |
| 2007 | 015-631-004 | 1 | 1.910 | $78,750 | $41,230 | 17,500 | 9,162 | $4.50 | 1.910 | $78,750 | $41,230 | 17,500 | 9,162 | $4.50 |
| 2008 | 015-628-008 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.030 | $174,948 | $57,739 | 22,750 | 7,508 | $7.69 |
| 2008 | 015-631-005 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.910 | $128,615 | $67,338 | 16,725 | 8,757 | $7.69 |
| **CLEARWATER** | | | **33.164** | **$1,159,721** | **$34,969** | **264,706** | **7,982** | **$4.38** | **33.803** | **$1,195,673** | **$35,372** | **253,075** | **7,487** | **$4.72** |
| 2004 | 029-649-001 | 2 | 0.218 | $55,250 | $253,440 | 8,500 | 38,991 | $6.50 | 0.218 | $55,250 | $253,440 | 8,500 | 38,991 | $6.50 |
| 2005 | 029-603-007 | 1 | 7.035 | $158,000 | $22,459 | 33,000 | 4,691 | $4.79 | 7.035 | $158,000 | $22,459 | 33,000 | 4,691 | $4.79 |
| 2005 | 029-610-003 | 1 | 1.999 | $180,000 | $90,045 | 37,500 | 18,759 | $4.80 | 1.999 | $180,000 | $90,045 | 37,500 | 18,759 | $4.80 |
| 2005 | 029-645-011 | 1 | 5.976 | $66,522 | $11,131 | 11,650 | 1,949 | $5.71 | 5.976 | $66,522 | $11,131 | 11,650 | 1,949 | $5.71 |
| 2006 | 029-626-002 | 1 | 0.728 | $94,920 | $130,385 | 12,000 | 16,484 | $7.91 | 0.728 | $94,920 | $130,385 | 12,000 | 16,484 | $7.91 |
| 2006 | 029-628-001 | 1 | 2.010 | $182,188 | $90,641 | 29,150 | 14,502 | $6.25 | 2.010 | $182,188 | $90,641 | 29,150 | 14,502 | $6.25 |
| 2006 | 029-648-003 | 1 | 0.180 | $17,125 | $95,139 | 2,740 | 15,222 | $6.25 | 0.180 | $17,125 | $95,139 | 2,740 | 15,222 | $6.25 |
| 2007 | 029-645-012 | 1 | 5.962 | $564,760 | $94,727 | 100,850 | 16,915 | $5.60 | 5.962 | $564,760 | $94,727 | 100,850 | 16,915 | $5.60 |
| 2007 | 029-653-001 | 1 | 1.149 | $86,347 | $75,150 | 14,635 | 12,737 | $5.90 | 1.149 | $86,347 | $75,150 | 14,635 | 12,737 | $5.90 |
| **HUBBARD** | | | **25.257** | **$1,405,112** | **$55,632** | **250,025** | **9,899** | **$5.62** | **25.257** | **$1,405,112** | **$55,632** | **250,025** | **9,899** | **$5.62** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 035-605-012 | 1 | 2.003 | $51,336 | $25,630 | 8,257 | 4,122 | $6.22 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 035-607-016 | 1 | 0.322 | $26,180 | $81,304 | 4,948 | 15,366 | $5.29 | 0.322 | $26,180 | $81,304 | 4,948 | 15,366 | $5.29 |
| 2004 | 035-607-019 | 1 | 1.534 | $160,480 | $104,615 | 32,172 | 20,973 | $4.99 | 1.534 | $160,480 | $104,615 | 32,172 | 20,973 | $4.99 |
| 2004 | 035-630-002 | 1 | 0.379 | $42,211 | $111,375 | 6,137 | 16,193 | $6.88 | 0.379 | $42,211 | $111,375 | 6,137 | 16,193 | $6.88 |
| 2005 | 035-601-027 | 2 | 0.379 | $53,248 | $140,496 | 6,290 | 16,596 | $8.47 | 0.379 | $53,248 | $140,496 | 6,290 | 16,596 | $8.47 |
| 2005 | 035-604-021 | 1 | 4.022 | $525,556 | $130,670 | 69,950 | 17,392 | $7.51 | 4.022 | $525,556 | $130,670 | 69,950 | 17,392 | $7.51 |
| 2005 | 035-633-001 | 1 | 1.554 | $178,794 | $115,054 | 25,030 | 16,107 | $7.14 | 1.554 | $178,794 | $115,054 | 25,030 | 16,107 | $7.14 |
| 2005 | 035-637-002 | 2 | 0.034 | $5,600 | $164,706 | 662 | 19,471 | $8.46 | 0.034 | $5,600 | $164,706 | 662 | 19,471 | $8.46 |
| 2007 | 035-607-020 | 1 | 4.000 | $169,292 | $42,323 | 29,442 | 7,361 | $5.75 | 4.000 | $169,292 | $42,323 | 29,442 | 7,361 | $5.75 |
| 2007 | 035-637-001 | 2 | 0.397 | $56,145 | $141,423 | 7,074 | 17,819 | $7.94 | 0.397 | $56,145 | $141,423 | 7,074 | 17,819 | $7.94 |
| 2008 | 035-637-004 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.702 | $26,048 | $37,105 | 3,077 | 4,383 | $8.47 |
| **KITTSON** | | | **14.624** | **$1,268,842** | **$86,764** | **189,962** | **12,990** | **$6.68** | **13.323** | **$1,243,554** | **$93,339** | **184,782** | **13,869** | **$6.73** |
| 2004 | 039-604-005 | 1 | 4.220 | $180,158 | $42,691 | 42,390 | 10,045 | $4.25 | 4.220 | $180,158 | $42,691 | 42,390 | 10,045 | $4.25 |
| 2005 | 039-601-022 | 1 | 0.606 | $46,525 | $76,774 | 5,540 | 9,142 | $8.40 | 0.606 | $46,525 | $76,774 | 5,540 | 9,142 | $8.40 |
| 2005 | 039-622-005 | 2 | 0.148 | $23,945 | $161,791 | 2,817 | 19,034 | $8.50 | 0.148 | $23,945 | $161,791 | 2,817 | 19,034 | $8.50 |
| 2006 | 039-601-025 | 1 | 4.034 | $76,197 | $18,889 | 6,927 | 1,717 | $11.00 | 4.034 | $76,197 | $18,889 | 6,927 | 1,717 | $11.00 |
| **LAKE OF THE WOODS** | | | **9.008** | **$326,825** | **$36,282** | **57,674** | **6,403** | **$5.67** | **9.008** | **$326,825** | **$36,282** | **57,674** | **6,403** | **$5.67** |
| 2003 | 045-649-006 | 1 | 0.489 | $32,052 | $65,546 | 8,928 | 18,258 | $3.59 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 045-602-016 | 1 | 6.252 | $252,835 | $40,441 | 58,540 | 9,363 | $4.32 | 6.252 | $252,835 | $40,441 | 58,540 | 9,363 | $4.32 |
| 2005 | 045-648-008 | 1 | 10.801 | $326,885 | $30,264 | 66,673 | 6,173 | $4.90 | 10.801 | $326,885 | $30,264 | 66,673 | 6,173 | $4.90 |
| 2006 | 045-602-021 | 1 | 9.864 | $115,691 | $11,729 | 31,846 | 3,229 | $3.63 | 9.864 | $115,691 | $11,729 | 31,846 | 3,229 | $3.63 |
| 2006 | 045-617-013 | 1 | 2.004 | $189,032 | $94,327 | 24,252 | 12,102 | $7.79 | 2.004 | $189,032 | $94,327 | 24,252 | 12,102 | $7.79 |
| 2007 | 045-623-004 | 1 | 2.009 | $172,810 | $86,018 | 23,754 | 11,824 | $7.27 | 2.009 | $172,810 | $86,018 | 23,754 | 11,824 | $7.27 |
| 2007 | 045-654-013 | 1 | 4.167 | $168,113 | $40,344 | 24,470 | 5,872 | $6.87 | 4.167 | $168,113 | $40,344 | 24,470 | 5,872 | $6.87 |
| 2007 | 045-654-015 | 1 | 8.648 | $389,593 | $45,050 | 60,624 | 7,010 | $6.43 | 8.648 | $389,593 | $45,050 | 60,624 | 7,010 | $6.43 |
| 2008 | 045-634-010 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.000 | $99,600 | $49,800 | 13,280 | 6,640 | $7.50 |
| 2008 | 045-643-001 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.669 | $121,235 | $45,423 | 24,007 | 8,995 | $5.05 |
| **MARSHALL** | | | **44.234** | **$1,647,011** | **$37,234** | **299,087** | **6,761** | **$5.51** | **48.414** | **$1,835,794** | **$37,919** | **327,446** | **6,763** | **$5.61** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2004 | 054-619-023 | 1 | 11.045 | $305,770 | $27,684 | 66,762 | 6,045 | $4.58 | 11.045 | $305,770 | $27,684 | 66,762 | 6,045 | $4.58 |
| 2004 | 054-624-008 | 1 | 6.020 | $141,438 | $23,495 | 23,573 | 3,916 | $6.00 | 6.020 | $141,438 | $23,495 | 23,573 | 3,916 | $6.00 |
| 2004 | 054-654-001 | 2 | 0.590 | $44,884 | $76,049 | 6,412 | 10,864 | $7.00 | 0.590 | $44,884 | $76,049 | 6,412 | 10,864 | $7.00 |
| 2005 | 054-619-027 | 1 | 2.004 | $248,074 | $123,789 | 21,934 | 10,945 | $11.31 | 2.004 | $248,074 | $123,789 | 21,934 | 10,945 | $11.31 |
| 2005 | 054-631-010 | 1 | 1.832 | $30,102 | $16,431 | 4,631 | 2,528 | $6.50 | 1.832 | $30,102 | $16,431 | 4,631 | 2,528 | $6.50 |
| 2006 | 054-619-019 | 1 | 11.045 | $153,290 | $13,879 | 22,216 | 2,011 | $6.90 | 11.045 | $153,290 | $13,879 | 22,216 | 2,011 | $6.90 |
| 2006 | 054-619-026 | 1 | 3.017 | $273,538 | $90,669 | 32,564 | 10,794 | $8.40 | 3.017 | $273,538 | $90,669 | 32,564 | 10,794 | $8.40 |
| 2007 | 054-638-006 | 1 | 1.998 | $65,593 | $32,829 | 13,601 | 6,807 | $4.82 | 1.998 | $65,593 | $32,829 | 13,601 | 6,807 | $4.82 |
| **NORMAN** | | | **37.551** | **$1,262,689** | **$33,626** | **191,693** | **5,105** | **$6.59** | **37.551** | **$1,262,689** | **$33,626** | **191,693** | **5,105** | **$6.59** |
| 2003 | 057-627-009 | 1 | 0.500 | $17,405 | $34,810 | 2,950 | 5,900 | $5.90 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 057-627-010 | 1 | 5.951 | $438,256 | $73,644 | 81,927 | 13,767 | $5.35 | 5.951 | $438,256 | $73,644 | 81,927 | 13,767 | $5.35 |
| 2006 | 057-627-011 | 1 | 7.088 | $1,050,994 | $148,278 | 98,302 | 13,869 | $10.69 | 7.088 | $1,050,994 | $148,278 | 98,302 | 13,869 | $10.69 |
| 2007 | 057-606-004 | 1 | 4.011 | $100,233 | $24,990 | 12,900 | 3,216 | $7.77 | 4.011 | $100,233 | $24,990 | 12,900 | 3,216 | $7.77 |
| 2007 | 057-628-004 | 1 | 3.509 | $292,372 | $83,321 | 55,801 | 15,902 | $5.24 | 3.509 | $292,372 | $83,321 | 55,801 | 15,902 | $5.24 |
| 2008 | 057-629-007 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.217 | $56,400 | $259,908 | 7,400 | 34,101 | $7.62 |
| 2008 | 057-631-003 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.626 | $171,269 | $105,331 | 37,861 | 23,285 | $4.52 |
| **PENNINGTON** | | | **21.059** | **$1,899,260** | **$90,188** | **251,880** | **11,961** | **$7.54** | **22.402** | **$2,109,524** | **$94,167** | **294,191** | **13,132** | **$7.17** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 060-606-022 | 1 | 6.539 | $32,450 | $4,963 | 8,311 | 1,271 | $3.90 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 060-617-015 | 1 | 3.098 | $6,683 | $2,157 | 1,232 | 398 | $5.42 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 060-617-016 | 1 | 5.551 | $231,650 | $41,731 | 56,500 | 10,178 | $4.10 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 060-644-015 | 1 | 1.982 | $6,275 | $3,166 | 1,119 | 565 | $5.61 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 060-676-001 | 1 | 1.234 | $5,960 | $4,830 | 1,126 | 912 | $5.29 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 060-601-053 | 1 | 4.258 | $8,350 | $1,961 | 1,661 | 390 | $5.03 | 4.258 | $8,350 | $1,961 | 1,661 | 390 | $5.03 |
| 2004 | 060-601-054 | 1 | 9.012 | $34,337 | $3,810 | 6,133 | 681 | $5.60 | 9.012 | $34,337 | $3,810 | 6,133 | 681 | $5.60 |
| 2004 | 060-609-019 | 1 | 12.990 | $33,660 | $2,591 | 5,783 | 445 | $5.82 | 12.990 | $33,660 | $2,591 | 5,783 | 445 | $5.82 |
| 2004 | 060-666-006 | 1 | 7.000 | $393,104 | $56,158 | 63,200 | 9,029 | $6.22 | 7.000 | $393,104 | $56,158 | 63,200 | 9,029 | $6.22 |
| 2005 | 060-602-017 | 1 | 10.900 | $417,600 | $38,312 | 87,000 | 7,982 | $4.80 | 10.900 | $417,600 | $38,312 | 87,000 | 7,982 | $4.80 |
| 2005 | 060-602-018 | 2 | 1.018 | $53,204 | $52,263 | 9,400 | 9,234 | $5.66 | 1.018 | $53,204 | $52,263 | 9,400 | 9,234 | $5.66 |
| 2005 | 060-641-021 | 1 | 12.201 | $20,592 | $1,688 | 2,432 | 199 | $8.47 | 12.201 | $20,592 | $1,688 | 2,432 | 199 | $8.47 |
| 2005 | 060-672-002 | 1 | 0.360 | $79,984 | $222,178 | 9,357 | 25,992 | $8.55 | 0.360 | $79,984 | $222,178 | 9,357 | 25,992 | $8.55 |
| 2005 | 060-676-002 | 1 | 1.234 | $95,200 | $77,147 | 11,200 | 9,076 | $8.50 | 1.234 | $95,200 | $77,147 | 11,200 | 9,076 | $8.50 |
| 2006 | 060-666-010 | 1 | 10.513 | $837,900 | $79,701 | 95,000 | 9,036 | $8.82 | 10.513 | $837,900 | $79,701 | 95,000 | 9,036 | $8.82 |
| 2007 | 060-608-011 | 2 | 0.726 | $53,428 | $73,592 | 9,065 | 12,486 | $5.89 | 0.726 | $53,428 | $73,592 | 9,065 | 12,486 | $5.89 |
| 2007 | 060-608-012 | 1 | 8.095 | $99,394 | $12,278 | 13,788 | 1,703 | $7.21 | 8.095 | $99,394 | $12,278 | 13,788 | 1,703 | $7.21 |
| 2008 | 060-604-008 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.305 | $53,950 | $41,341 | 12,299 | 9,425 | $4.39 |
| 2008 | 060-641-023 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 7.186 | $566,925 | $78,893 | 114,138 | 15,883 | $4.97 |
| 2008 | 060-666-011 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 10.513 | $204,620 | $19,464 | 26,000 | 2,473 | $7.87 |
| **POLK** | | | **96.711** | **$2,409,771** | **$24,917** | **382,307** | **3,953** | **$6.30** | **97.311** | **$2,952,248** | **$30,338** | **466,456** | **4,793** | **$6.33** |
| 2004 | 063-610-005 | 1 | 4.020 | $293,120 | $72,915 | 64,000 | 15,920 | $4.58 | 4.020 | $293,120 | $72,915 | 64,000 | 15,920 | $4.58 |
| 2005 | 063-610-007 | 1 | 4.020 | $131,250 | $32,649 | 25,000 | 6,219 | $5.25 | 4.020 | $131,250 | $32,649 | 25,000 | 6,219 | $5.25 |
| **RED LAKE** | | | **8.040** | **$424,370** | **$52,782** | **89,000** | **11,070** | **$4.77** | **8.040** | **$424,370** | **$52,782** | **89,000** | **11,070** | **$4.77** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 068-606-009 | 1 | 1.901 | $88,239 | $46,417 | 24,579 | 12,930 | $3.59 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 068-626-005 | 1 | 4.005 | $210,214 | $52,488 | 49,462 | 12,350 | $4.25 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 068-632-004 | 1 | 1.890 | $83,241 | $44,043 | 23,187 | 12,268 | $3.59 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 068-672-006 | 2 | 1.889 | $150,673 | $79,763 | 27,395 | 14,502 | $5.50 | 1.889 | $150,673 | $79,763 | 27,395 | 14,502 | $5.50 |
| 2004 | 068-677-003 | 2 | 0.543 | $42,498 | $78,265 | 7,727 | 14,230 | $5.50 | 0.543 | $42,498 | $78,265 | 7,727 | 14,230 | $5.50 |
| 2005 | 068-602-034 | 1 | 7.198 | $352,576 | $48,982 | 50,368 | 6,997 | $7.00 | 7.198 | $352,576 | $48,982 | 50,368 | 6,997 | $7.00 |
| 2005 | 068-613-015 | 1 | 0.170 | $12,402 | $72,953 | 2,787 | 16,394 | $4.45 | 0.170 | $12,402 | $72,953 | 2,787 | 16,394 | $4.45 |
| 2005 | 068-678-001 | 2 | 0.147 | $21,012 | $142,939 | 2,472 | 16,816 | $8.50 | 0.147 | $21,012 | $142,939 | 2,472 | 16,816 | $8.50 |
| 2006 | 068-634-003 | 1 | 4.780 | $498,674 | $104,325 | 59,793 | 12,509 | $8.34 | 4.780 | $498,674 | $104,325 | 59,793 | 12,509 | $8.34 |
| 2007 | 068-602-037 | 1 | 5.885 | $127,088 | $21,595 | 18,553 | 3,153 | $6.85 | 5.885 | $127,088 | $21,595 | 18,553 | 3,153 | $6.85 |
| **ROSEAU** | | | **28.408** | **$1,586,617** | **$55,851** | **266,323** | **9,375** | **$5.96** | **20.612** | **$1,204,923** | **$58,457** | **169,095** | **8,204** | **$7.13** |
| **DISTRICT 2** | | | **361.265** | **$15,419,363** | **$42,682** | **2,580,867** | **7,144** | **$5.97** | **363.252** | **$16,367,632** | **$45,059** | **2,633,813** | **7,251** | **$6.21** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 001-623-007 | 1 | 4.770 | $64,783 | $13,581 | 10,283 | 2,156 | $6.30 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 001-601-016 | 2 | 0.453 | $45,972 | $101,483 | 4,829 | 10,660 | $9.52 | 0.453 | $45,972 | $101,483 | 4,829 | 10,660 | $9.52 |
| 2004 | 001-602-012 | 1 | 10.234 | $151,138 | $14,768 | 21,197 | 2,071 | $7.13 | 10.234 | $151,138 | $14,768 | 21,197 | 2,071 | $7.13 |
| 2004 | 001-603-009 | 1 | 5.761 | $295,184 | $51,238 | 47,481 | 8,242 | $6.22 | 5.761 | $295,184 | $51,238 | 47,481 | 8,242 | $6.22 |
| 2006 | 001-603-010 | 1 | 5.738 | $125,296 | $21,836 | 15,662 | 2,730 | $8.00 | 5.738 | $125,296 | $21,836 | 15,662 | 2,730 | $8.00 |
| 2006 | 001-607-003 | 1 | 3.198 | $30,818 | $9,637 | 4,109 | 1,285 | $7.50 | 3.198 | $30,818 | $9,637 | 4,109 | 1,285 | $7.50 |
| 2006 | 001-629-003 | 1 | 2.250 | $201,590 | $89,596 | 20,866 | 9,274 | $9.66 | 2.250 | $201,590 | $89,596 | 20,866 | 9,274 | $9.66 |
| 2007 | 001-608-005 | 1 | 1.967 | $110,367 | $56,108 | 16,764 | 8,522 | $6.58 | 1.967 | $110,367 | $56,108 | 16,764 | 8,522 | $6.58 |
| 2008 | 001-629-005 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.297 | $32,622 | $14,202 | 3,015 | 1,313 | $10.82 |
| 2008 | 001-632-003 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.094 | $170,208 | $55,012 | 24,169 | 7,812 | $7.04 |
| **AITKIN** | | | **34.371** | **$1,025,148** | **$29,826** | **141,191** | **4,108** | **$7.26** | **34.992** | **$1,163,195** | **$33,242** | **158,092** | **4,518** | **$7.36** |
| 2004 | 005-613-009 | 1 | 2.008 | $189,700 | $94,472 | 27,100 | 13,496 | $7.00 | 2.008 | $189,700 | $94,472 | 27,100 | 13,496 | $7.00 |
| 2004 | 005-613-010 | 1 | 1.102 | $37,800 | $34,301 | 5,400 | 4,900 | $7.00 | 1.102 | $37,800 | $34,301 | 5,400 | 4,900 | $7.00 |
| 2004 | 005-625-009 | 1 | 2.011 | $145,783 | $72,493 | 22,850 | 11,363 | $6.38 | 2.011 | $145,783 | $72,493 | 22,850 | 11,363 | $6.38 |
| 2005 | 005-605-008 | 1 | 2.676 | $228,550 | $85,407 | 35,000 | 13,079 | $6.53 | 2.676 | $228,550 | $85,407 | 35,000 | 13,079 | $6.53 |
| 2005 | 005-605-011 | 1 | 0.407 | $35,589 | $87,442 | 5,450 | 13,391 | $6.53 | 0.407 | $35,589 | $87,442 | 5,450 | 13,391 | $6.53 |
| 2005 | 005-633-010 | 2 | 0.740 | $345,014 | $466,235 | 25,294 | 34,181 | $13.64 | 0.740 | $345,014 | $466,235 | 25,294 | 34,181 | $13.64 |
| 2005 | 005-633-014 | 2 | 0.530 | $87,420 | $164,943 | 6,409 | 12,092 | $13.64 | 0.530 | $87,420 | $164,943 | 6,409 | 12,092 | $13.64 |
| 2006 | 005-610-006 | 1 | 0.926 | $119,024 | $128,536 | 17,300 | 18,683 | $6.88 | 0.926 | $119,024 | $128,536 | 17,300 | 18,683 | $6.88 |
| 2007 | 005-633-013 | 2 | 0.142 | $38,909 | $274,007 | 2,918 | 20,549 | $13.33 | 0.142 | $38,909 | $274,007 | 2,918 | 20,549 | $13.33 |
| 2008 | 005-605-009 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.812 | $368,800 | $131,152 | 46,100 | 16,394 | $8.00 |
| 2008 | 005-605-010 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.948 | $319,756 | $108,465 | 49,345 | 16,738 | $6.48 |
| **BENTON** | | | **10.542** | **$1,227,789** | **$116,466** | **147,721** | **14,013** | **$8.31** | **16.302** | **$1,916,345** | **$117,553** | **243,166** | **14,916** | **$7.88** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 011-613-002 | 1 | 6.590 | $477,426 | $72,447 | 79,571 | 12,075 | $6.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 011-613-004 | 1 | 1.100 | $62,825 | $57,114 | 8,975 | 8,159 | $7.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 011-670-003 | 1 | 1.808 | $13,867 | $7,670 | 2,010 | 1,112 | $6.90 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 011-606-007 | 1 | 4.400 | $168,302 | $38,250 | 32,680 | 7,427 | $5.15 | 4.400 | $168,302 | $38,250 | 32,680 | 7,427 | $5.15 |
| 2004 | 011-607-008 | 1 | 4.450 | $334,540 | $75,178 | 38,900 | 8,742 | $8.60 | 4.450 | $334,540 | $75,178 | 38,900 | 8,742 | $8.60 |
| 2004 | 011-631-001 | 1 | 4.463 | $114,921 | $25,750 | 22,984 | 5,150 | $5.00 | 4.463 | $114,921 | $25,750 | 22,984 | 5,150 | $5.00 |
| 2004 | 011-650-004 | 1 | 1.832 | $188,300 | $102,784 | 24,141 | 13,177 | $7.80 | 1.832 | $188,300 | $102,784 | 24,141 | 13,177 | $7.80 |
| 2004 | 011-801-001 | 1 | 0.170 | $8,174 | $48,082 | 1,635 | 9,618 | $5.00 | 0.170 | $8,174 | $48,082 | 1,635 | 9,618 | $5.00 |
| 2005 | 011-601-016 | 1 | 0.290 | $25,724 | $88,703 | 2,180 | 7,517 | $11.80 | 0.290 | $25,724 | $88,703 | 2,180 | 7,517 | $11.80 |
| 2006 | 011-660-003 | 2 | 2.898 | $214,237 | $73,926 | 26,449 | 9,127 | $8.10 | 2.898 | $214,237 | $73,926 | 26,449 | 9,127 | $8.10 |
| 2007 | 011-671-002 | 1 | 7.193 | $471,167 | $65,504 | 70,534 | 9,806 | $6.68 | 7.193 | $471,167 | $65,504 | 70,534 | 9,806 | $6.68 |
| 2008 | 011-604-014 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.653 | $96,969 | $36,551 | 13,375 | 5,041 | $7.25 |
| **CASS** | | | **35.194** | **$2,079,483** | **$59,086** | **310,059** | **8,810** | **$6.71** | **28.349** | **$1,622,334** | **$57,227** | **232,878** | **8,215** | **$6.97** |
| 2003 | 018-611-020 | 1 | 0.398 | $14,738 | $37,030 | 2,250 | 5,653 | $6.55 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 018-620-008 | 2 | 1.698 | $127,197 | $74,910 | 13,333 | 7,852 | $9.54 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 018-611-021 | 1 | 0.190 | $9,713 | $51,121 | 1,295 | 6,816 | $7.50 | 0.190 | $9,713 | $51,121 | 1,295 | 6,816 | $7.50 |
| 2004 | 018-619-003 | 1 | 3.746 | $133,992 | $35,771 | 21,313 | 5,690 | $6.29 | 3.746 | $133,992 | $35,771 | 21,313 | 5,690 | $6.29 |
| 2004 | 018-636-007 | 1 | 1.000 | $109,704 | $109,704 | 15,116 | 15,116 | $7.26 | 1.000 | $109,704 | $109,704 | 15,116 | 15,116 | $7.26 |
| 2004 | 018-645-005 | 2 | 0.360 | $57,616 | $160,044 | 7,202 | 20,006 | $8.00 | 0.360 | $57,616 | $160,044 | 7,202 | 20,006 | $8.00 |
| 2005 | 018-602-023 | 1 | 5.066 | $5,694 | $1,124 | 448 | 88 | $12.71 | 5.066 | $5,694 | $1,124 | 448 | 88 | $12.71 |
| 2006 | 018-620-009 | 2 | 0.251 | $18,144 | $72,287 | 1,296 | 5,163 | $14.00 | 0.251 | $18,144 | $72,287 | 1,296 | 5,163 | $14.00 |
| 2008 | 018-602-025 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 6.104 | $172,622 | $28,280 | 31,849 | 5,218 | $5.42 |
| 2008 | 018-603-016 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.430 | $184,351 | $128,917 | 19,509 | 13,643 | $9.45 |
| **CROW WING** | | | **12.709** | **$476,798** | **$37,517** | **62,253** | **4,898** | **$7.66** | **18.147** | **$691,836** | **$38,124** | **98,028** | **5,402** | **$7.06** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 030-615-005 | 1 | 2.780 | $187,425 | $67,419 | 24,990 | 8,989 | $7.50 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 030-625-004 | 2 | 0.211 | $43,548 | $206,389 | 4,228 | 20,038 | $10.30 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 030-625-005 | 2 | 0.147 | $19,086 | $129,837 | 1,853 | 12,605 | $10.30 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 030-604-014 | 1 | 2.874 | $158,431 | $55,126 | 28,875 | 10,047 | $5.49 | 2.874 | $158,431 | $55,126 | 28,875 | 10,047 | $5.49 |
| 2004 | 030-622-002 | 2 | 0.066 | $3,424 | $51,873 | 756 | 11,455 | $4.53 | 0.066 | $3,424 | $51,873 | 756 | 11,455 | $4.53 |
| 2005 | 030-612-014 | 1 | 1.745 | $71,981 | $41,250 | 6,860 | 3,931 | $10.49 | 1.745 | $71,981 | $41,250 | 6,860 | 3,931 | $10.49 |
| 2006 | 030-605-023 | 1 | 0.984 | $7,701 | $7,826 | 420 | 427 | $18.34 | 0.984 | $7,701 | $7,826 | 420 | 427 | $18.34 |
| 2006 | 030-609-007 | 1 | 2.246 | $270,673 | $120,513 | 31,010 | 13,807 | $8.73 | 2.246 | $270,673 | $120,513 | 31,010 | 13,807 | $8.73 |
| 2006 | 030-622-001 | 1 | 2.970 | $188,943 | $63,617 | 30,605 | 10,305 | $6.17 | 2.970 | $188,943 | $63,617 | 30,605 | 10,305 | $6.17 |
| 2006 | 030-623-007 | 2 | 0.113 | $11,590 | $102,566 | 700 | 6,195 | $16.56 | 0.113 | $11,590 | $102,566 | 700 | 6,195 | $16.56 |
| 2008 | 030-604-016 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.490 | $66,794 | $44,828 | 13,966 | 9,373 | $4.78 |
| 2008 | 030-619-005 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.518 | $172,077 | $113,358 | 17,867 | 11,770 | $9.63 |
| **ISANTI** | | | **14.136** | **$962,802** | **$68,110** | **130,297** | **9,217** | **$7.39** | **14.006** | **$951,614** | **$67,943** | **131,059** | **9,357** | **$7.26** |
| 2003 | 033-617-006 | 1 | 2.078 | $85,572 | $41,180 | 17,881 | 8,605 | $4.79 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 033-617-007 | 1 | 2.209 | $115,403 | $52,242 | 24,042 | 10,884 | $4.80 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 033-626-006 | 1 | 4.146 | $96,391 | $23,249 | 16,457 | 3,969 | $5.86 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 033-606-020 | 1 | 5.690 | $33,345 | $5,860 | 6,825 | 1,199 | $4.89 | 5.690 | $33,345 | $5,860 | 6,825 | 1,199 | $4.89 |
| 2004 | 033-617-008 | 1 | 4.290 | $74,102 | $17,273 | 11,425 | 2,663 | $6.49 | 4.290 | $74,102 | $17,273 | 11,425 | 2,663 | $6.49 |
| 2004 | 033-624-003 | 1 | 4.830 | $198,352 | $41,067 | 49,588 | 10,267 | $4.00 | 4.830 | $198,352 | $41,067 | 49,588 | 10,267 | $4.00 |
| 2005 | 033-604-015 | 1 | 1.861 | $89,479 | $48,081 | 19,009 | 10,214 | $4.71 | 1.861 | $89,479 | $48,081 | 19,009 | 10,214 | $4.71 |
| 2005 | 033-604-016 | 1 | 4.010 | $205,961 | $51,362 | 41,192 | 10,272 | $5.00 | 4.010 | $205,961 | $51,362 | 41,192 | 10,272 | $5.00 |
| 2006 | 033-624-004 | 1 | 4.830 | $154,261 | $31,938 | 24,708 | 5,116 | $6.24 | 4.830 | $154,261 | $31,938 | 24,708 | 5,116 | $6.24 |
| 2007 | 033-602-006 | 1 | 3.466 | $333,657 | $96,266 | 51,920 | 14,980 | $6.43 | 3.466 | $333,657 | $96,266 | 51,920 | 14,980 | $6.43 |
| 2008 | 033-601-007 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.080 | $121,737 | $112,719 | 14,322 | 13,261 | $8.50 |
| 2008 | 033-611-021 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 4.990 | $489,657 | $98,128 | 73,161 | 14,662 | $6.69 |
| 2008 | 033-617-009 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.070 | $9,565 | $136,643 | 903 | 12,900 | $10.59 |
| **KANABEC** | | | **37.410** | **$1,386,523** | **$37,063** | **263,047** | **7,031** | **$5.27** | **35.117** | **$1,710,116** | **$48,698** | **293,053** | **8,345** | **$5.84** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 048-601-026 | 1 | 3.287 | $162,809 | $49,531 | 24,641 | 7,497 | $6.61 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 048-621-009 | 1 | 6.130 | $140,136 | $22,861 | 26,912 | 4,390 | $5.21 | 6.130 | $140,136 | $22,861 | 26,912 | 4,390 | $5.21 |
| 2006 | 048-601-028 | 1 | 2.615 | $259,685 | $99,306 | 36,910 | 14,115 | $7.04 | 2.615 | $259,685 | $99,306 | 36,910 | 14,115 | $7.04 |
| 2007 | 048-640-001 | 1 | 0.266 | $58,927 | $221,530 | 7,346 | 27,617 | $8.02 | 0.266 | $58,927 | $221,530 | 7,346 | 27,617 | $8.02 |
| 2008 | 048-613-020 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.036 | $87,680 | $43,065 | 11,866 | 5,828 | $7.39 |
| 2008 | 048-625-018 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.801 | $190,665 | $50,162 | 31,147 | 8,194 | $6.12 |
| **MILLE LACS** | | | **12.298** | **$621,557** | **$50,541** | **95,809** | **7,791** | **$6.49** | **14.848** | **$737,093** | **$49,643** | **114,181** | **7,690** | **$6.46** |
| 2003 | 049-621-015 | 1 | 0.758 | $31,900 | $42,107 | 6,160 | 8,131 | $5.18 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 049-646-006 | 1 | 10.920 | $24,852 | $2,276 | 5,799 | 531 | $4.29 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 049-652-004 | 1 | 4.606 | $161,803 | $35,129 | 45,948 | 9,976 | $3.52 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 049-624-003 | 1 | 4.043 | $181,460 | $44,888 | 42,913 | 10,615 | $4.23 | 4.043 | $181,460 | $44,888 | 42,913 | 10,615 | $4.23 |
| 2004 | 049-652-003 | 2 | 1.395 | $123,390 | $88,452 | 17,275 | 12,384 | $7.14 | 1.395 | $123,390 | $88,452 | 17,275 | 12,384 | $7.14 |
| 2005 | 049-601-016 | 1 | 0.417 | $19,190 | $46,019 | 3,436 | 8,240 | $5.58 | 0.417 | $19,190 | $46,019 | 3,436 | 8,240 | $5.58 |
| 2005 | 049-603-002 | 1 | 7.429 | $320,831 | $43,186 | 57,438 | 7,732 | $5.59 | 7.429 | $320,831 | $43,186 | 57,438 | 7,732 | $5.59 |
| 2006 | 049-676-003 | 1 | 0.117 | $4,806 | $41,077 | 505 | 4,316 | $9.52 | 0.117 | $4,806 | $41,077 | 505 | 4,316 | $9.52 |
| 2007 | 049-704-002 | 2 | 1.005 | $50,798 | $50,545 | 9,482 | 9,435 | $5.36 | 1.005 | $50,798 | $50,545 | 9,482 | 9,435 | $5.36 |
| 2008 | 049-676-002 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.651 | $163,613 | $99,099 | 21,474 | 13,007 | $7.62 |
| 2008 | 049-676-004 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.300 | $135,200 | $40,970 | 25,553 | 7,743 | $5.29 |
| **MORRISON** | | | **30.689** | **$919,030** | **$29,946** | **188,956** | **6,157** | **$4.86** | **19.357** | **$999,288** | **$51,625** | **178,076** | **9,200** | **$5.61** |
| 2003 | 071-609-011 | 1 | 1.723 | $108,927 | $63,219 | 16,630 | 9,652 | $6.55 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 071-601-021 | 1 | 4.141 | $307,013 | $74,140 | 36,424 | 8,796 | $8.43 | 4.141 | $307,013 | $74,140 | 36,424 | 8,796 | $8.43 |
| 2005 | 071-613-009 | 1 | 0.710 | $38,640 | $54,423 | 4,600 | 6,479 | $8.40 | 0.710 | $38,640 | $54,423 | 4,600 | 6,479 | $8.40 |
| 2006 | 071-604-031 | 1 | 2.932 | $57,028 | $19,450 | 5,016 | 1,711 | $11.37 | 2.932 | $57,028 | $19,450 | 5,016 | 1,711 | $11.37 |
| 2006 | 071-633-001 | 1 | 2.927 | $363,137 | $124,065 | 46,322 | 15,826 | $7.84 | 2.927 | $363,137 | $124,065 | 46,322 | 15,826 | $7.84 |
| 2007 | 071-601-022 | 1 | 4.372 | $325,358 | $74,419 | 37,269 | 8,524 | $8.73 | 4.372 | $325,358 | $74,419 | 37,269 | 8,524 | $8.73 |
| 2007 | 071-617-001 | 2 | 1.585 | $448,591 | $283,023 | 45,728 | 28,850 | $9.81 | 1.585 | $448,591 | $283,023 | 45,728 | 28,850 | $9.81 |
| 2008 | 071-619-008 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 4.497 | $464,102 | $103,203 | 51,855 | 11,531 | $8.95 |
| **SHERBURNE** | | | **18.390** | **$1,648,694** | **$89,652** | **191,989** | **10,440** | **$8.59** | **21.164** | **$2,003,869** | **$94,683** | **227,214** | **10,736** | **$8.82** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 073-601-037 | 1 | 4.041 | $33,181 | $8,211 | 7,799 | 1,930 | $4.25 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 073-607-027 | 2 | 1.600 | $115,422 | $72,139 | 19,011 | 11,882 | $6.07 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 073-617-027 | 2 | 0.443 | $45,500 | $102,709 | 6,370 | 14,379 | $7.14 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 073-674-001 | 1 | 4.680 | $10,395 | $2,221 | 1,630 | 348 | $6.38 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 073-675-026 | 1 | 0.160 | $15,343 | $95,894 | 2,527 | 15,794 | $6.07 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 073-601-041 | 1 | 1.250 | $19,272 | $15,418 | 3,080 | 2,464 | $6.26 | 1.250 | $19,272 | $15,418 | 3,080 | 2,464 | $6.26 |
| 2004 | 073-608-003 | 1 | 3.860 | $2,559 | $663 | 372 | 96 | $6.88 | 3.860 | $2,559 | $663 | 372 | 96 | $6.88 |
| 2004 | 073-609-031 | 2 | 0.981 | $237,577 | $242,178 | 29,955 | 30,535 | $7.93 | 0.981 | $237,577 | $242,178 | 29,955 | 30,535 | $7.93 |
| 2004 | 073-617-029 | 2 | 0.352 | $49,224 | $139,841 | 5,743 | 16,315 | $8.57 | 0.352 | $49,224 | $139,841 | 5,743 | 16,315 | $8.57 |
| 2004 | 073-624-001 | 1 | 0.966 | $59,387 | $61,477 | 12,317 | 12,751 | $4.82 | 0.966 | $59,387 | $61,477 | 12,317 | 12,751 | $4.82 |
| 2004 | 073-738-001 | 1 | 2.466 | $261,280 | $105,953 | 31,808 | 12,899 | $8.21 | 2.466 | $261,280 | $105,953 | 31,808 | 12,899 | $8.21 |
| 2005 | 073-660-003 | 2 | 0.340 | $46,405 | $136,485 | 5,732 | 16,859 | $8.10 | 0.340 | $46,405 | $136,485 | 5,732 | 16,859 | $8.10 |
| 2005 | 073-675-024 | 2 | 0.255 | $15,747 | $61,753 | 1,756 | 6,886 | $8.97 | 0.255 | $15,747 | $61,753 | 1,756 | 6,886 | $8.97 |
| 2005 | 073-715-001 | 1 | 2.256 | $268,196 | $118,881 | 39,039 | 17,305 | $6.87 | 2.256 | $268,196 | $118,881 | 39,039 | 17,305 | $6.87 |
| 2006 | 073-617-028 | 2 | 0.841 | $102,213 | $121,537 | 13,961 | 16,600 | $7.32 | 0.841 | $102,213 | $121,537 | 13,961 | 16,600 | $7.32 |
| 2006 | 073-617-033 | 1 | 7.300 | $54,930 | $7,525 | 4,046 | 554 | $13.58 | 7.300 | $54,930 | $7,525 | 4,046 | 554 | $13.58 |
| 2006 | 073-681-011 | 2 | 0.500 | $97,367 | $194,734 | 8,261 | 16,522 | $11.79 | 0.500 | $97,367 | $194,734 | 8,261 | 16,522 | $11.79 |
| 2007 | 073-601-045 | 2 | 0.485 | $106,314 | $219,204 | 9,573 | 19,738 | $11.11 | 0.485 | $106,314 | $219,204 | 9,573 | 19,738 | $11.11 |
| 2007 | 073-653-004 | 2 | 0.718 | $99,191 | $138,149 | 12,799 | 17,826 | $7.75 | 0.718 | $99,191 | $138,149 | 12,799 | 17,826 | $7.75 |
| **STEARNS** | | | **33.494** | **$1,639,503** | **$48,949** | **215,779** | **6,442** | **$7.60** | **22.570** | **$1,419,662** | **$62,900** | **178,442** | **7,906** | **$7.96** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 077-638-015 | 1 | 9.438 | $44,712 | $4,737 | 12,420 | 1,316 | $3.60 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 077-605-002 | 1 | 4.578 | $109,193 | $23,852 | 24,265 | 5,300 | $4.50 | 4.578 | $109,193 | $23,852 | 24,265 | 5,300 | $4.50 |
| 2004 | 077-611-029 | 1 | 9.226 | $47,430 | $5,141 | 10,540 | 1,142 | $4.50 | 9.226 | $47,430 | $5,141 | 10,540 | 1,142 | $4.50 |
| 2005 | 077-603-008 | 1 | 10.010 | $30,240 | $3,021 | 5,760 | 575 | $5.25 | 10.010 | $30,240 | $3,021 | 5,760 | 575 | $5.25 |
| 2006 | 077-622-009 | 1 | 4.891 | $48,231 | $9,861 | 6,990 | 1,429 | $6.90 | 4.891 | $48,231 | $9,861 | 6,990 | 1,429 | $6.90 |
| 2006 | 077-622-010 | 2 | 0.236 | $26,560 | $112,542 | 3,320 | 14,068 | $8.00 | 0.236 | $26,560 | $112,542 | 3,320 | 14,068 | $8.00 |
| 2006 | 077-622-011 | 2 | 0.678 | $68,397 | $100,881 | 8,713 | 12,851 | $7.85 | 0.678 | $68,397 | $100,881 | 8,713 | 12,851 | $7.85 |
| 2006 | 077-624-016 | 1 | 4.587 | $3,500 | $763 | 500 | 109 | $7.00 | 4.587 | $3,500 | $763 | 500 | 109 | $7.00 |
| 2007 | 077-602-015 | 1 | 0.306 | $12,600 | $41,176 | 2,100 | 6,863 | $6.00 | 0.306 | $12,600 | $41,176 | 2,100 | 6,863 | $6.00 |
| 2007 | 077-606-008 | 1 | 0.530 | $41,400 | $78,113 | 6,900 | 13,019 | $6.00 | 0.530 | $41,400 | $78,113 | 6,900 | 13,019 | $6.00 |
| 2007 | 077-611-027 | 1 | 0.502 | $38,400 | $76,494 | 6,400 | 12,749 | $6.00 | 0.502 | $38,400 | $76,494 | 6,400 | 12,749 | $6.00 |
| 2007 | 077-611-031 | 1 | 7.641 | $99,000 | $12,956 | 16,500 | 2,159 | $6.00 | 7.641 | $99,000 | $12,956 | 16,500 | 2,159 | $6.00 |
| **TODD** | | | **52.623** | **$569,663** | **$10,825** | **104,408** | **1,984** | **$5.46** | **43.185** | **$524,951** | **$12,156** | **91,988** | **2,130** | **$5.71** |
| 2003 | 080-609-017 | 1 | 3.952 | $234,300 | $59,286 | 39,760 | 10,061 | $5.89 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 080-606-009 | 1 | 2.000 | $14,250 | $7,125 | 2,660 | 1,330 | $5.36 | 2.000 | $14,250 | $7,125 | 2,660 | 1,330 | $5.36 |
| 2005 | 080-626-017 | 1 | 4.133 | $47,440 | $11,478 | 4,949 | 1,197 | $9.59 | 4.133 | $47,440 | $11,478 | 4,949 | 1,197 | $9.59 |
| 2007 | 080-616-006 | 1 | 0.398 | $44,636 | $112,151 | 6,909 | 17,359 | $6.46 | 0.398 | $44,636 | $112,151 | 6,909 | 17,359 | $6.46 |
| 2007 | 080-623-014 | 1 | 4.691 | $211,361 | $45,057 | 40,264 | 8,583 | $5.25 | 4.691 | $211,361 | $45,057 | 40,264 | 8,583 | $5.25 |
| 2008 | 080-623-013 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.610 | $156,531 | $43,360 | 27,507 | 7,620 | $5.69 |
| **WADENA** | | | **15.174** | **$551,987** | **$36,377** | **94,542** | **6,231** | **$5.84** | **14.832** | **$474,218** | **$31,973** | **82,289** | **5,548** | **$5.76** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 086-603-015 | 1 | 9.939 | $226,884 | $22,828 | 36,260 | 3,648 | $6.26 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 086-605-021 | 1 | 11.957 | $21,341 | $1,785 | 2,680 | 224 | $7.96 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 086-612-015 | 2 | 0.500 | $98,986 | $197,972 | 11,136 | 22,272 | $8.89 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 086-614-009 | 1 | 4.729 | $489,345 | $103,477 | 61,657 | 13,038 | $7.94 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 086-617-007 | 2 | 0.828 | $144,375 | $174,366 | 16,500 | 19,928 | $8.75 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 086-609-013 | 2 | 0.477 | $119,072 | $249,627 | 13,332 | 27,950 | $8.93 | 0.477 | $119,072 | $249,627 | 13,332 | 27,950 | $8.93 |
| 2004 | 086-612-018 | 2 | 1.150 | $128,572 | $111,801 | 16,759 | 14,573 | $7.67 | 1.150 | $128,572 | $111,801 | 16,759 | 14,573 | $7.67 |
| 2004 | 086-619-028 | 2 | 0.232 | $13,340 | $57,500 | 1,261 | 5,435 | $10.58 | 0.232 | $13,340 | $57,500 | 1,261 | 5,435 | $10.58 |
| 2004 | 086-630-019 | 1 | 8.196 | $45,938 | $5,605 | 5,250 | 641 | $8.75 | 8.196 | $45,938 | $5,605 | 5,250 | 641 | $8.75 |
| 2004 | 086-635-030 | 2 | 0.719 | $79,518 | $110,595 | 12,071 | 16,789 | $6.59 | 0.719 | $79,518 | $110,595 | 12,071 | 16,789 | $6.59 |
| 2004 | 086-635-035 | 2 | 0.067 | $3,340 | $49,851 | 316 | 4,716 | $10.57 | 0.067 | $3,340 | $49,851 | 316 | 4,716 | $10.57 |
| 2005 | 086-612-016 | 1 | 3.246 | $558,250 | $171,981 | 66,150 | 20,379 | $8.44 | 3.246 | $558,250 | $171,981 | 66,150 | 20,379 | $8.44 |
| 2005 | 086-622-001 | 2 | 0.193 | $35,020 | $181,451 | 3,502 | 18,145 | $10.00 | 0.193 | $35,020 | $181,451 | 3,502 | 18,145 | $10.00 |
| 2007 | 086-618-010 | 1 | 0.270 | $7,377 | $27,322 | 892 | 3,304 | $8.27 | 0.270 | $7,377 | $27,322 | 892 | 3,304 | $8.27 |
| 2007 | 086-619-030 | 1 | 0.840 | $181,902 | $216,550 | 21,996 | 26,186 | $8.27 | 0.840 | $181,902 | $216,550 | 21,996 | 26,186 | $8.27 |
| 2008 | 086-617-008 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 4.184 | $486,640 | $116,310 | 41,060 | 9,814 | $11.85 |
| 2008 | 086-619-029 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.768 | $154,095 | $200,645 | 17,802 | 23,180 | $8.66 |
| **WRIGHT** | | | **43.343** | **$2,153,260** | **$49,680** | **269,762** | **6,224** | **$7.98** | **20.342** | **$1,813,064** | **$89,129** | **200,391** | **9,851** | **$9.05** |
| **DISTRICT 3** | | | **350.373** | **$15,262,236** | **$43,560** | **2,215,813** | **6,324** | **$6.89** | **303.210** | **$16,027,584** | **$52,860** | **2,228,857** | **7,351** | **$7.19** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per.Mile | Unit Price |
| 2003 | 003-622-020 | 1 | 2.588 | $122,500 | $47,334 | 24,500 | 9,467 | $5.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 003-622-026 | 1 | 2.629 | $14,896 | $5,666 | 2,800 | 1,065 | $5.32 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 003-639-008 | 1 | 3.523 | $107,438 | $30,496 | 28,650 | 8,132 | $3.75 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 003-644-009 | 1 | 2.595 | $3,250 | $1,252 | 500 | 193 | $6.50 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 003-626-018 | 1 | 3.430 | $600 | $175 | 100 | 29 | $6.00 | 3.430 | $600 | $175 | 100 | 29 | $6.00 |
| 2004 | 003-632-008 | 1 | 1.499 | $111,702 | $74,518 | 18,742 | 12,503 | $5.96 | 1.499 | $111,702 | $74,518 | 18,742 | 12,503 | $5.96 |
| 2004 | 003-632-009 | 1 | 1.330 | $47,084 | $35,402 | 7,900 | 5,940 | $5.96 | 1.330 | $47,084 | $35,402 | 7,900 | 5,940 | $5.96 |
| 2004 | 003-639-010 | 1 | 3.523 | $56,925 | $16,158 | 10,350 | 2,938 | $5.50 | 3.523 | $56,925 | $16,158 | 10,350 | 2,938 | $5.50 |
| 2004 | 003-646-005 | 1 | 5.047 | $87,165 | $17,271 | 17,433 | 3,454 | $5.00 | 5.047 | $87,165 | $17,271 | 17,433 | 3,454 | $5.00 |
| 2004 | 003-646-006 | 1 | 3.189 | $3,204 | $1,005 | 534 | 167 | $6.00 | 3.189 | $3,204 | $1,005 | 534 | 167 | $6.00 |
| 2005 | 003-639-007 | 1 | 2.850 | $4,500 | $1,579 | 450 | 158 | $10.00 | 2.850 | $4,500 | $1,579 | 450 | 158 | $10.00 |
| 2005 | 003-640-007 | 1 | 3.100 | $5,520 | $1,781 | 552 | 178 | $10.00 | 3.100 | $5,520 | $1,781 | 552 | 178 | $10.00 |
| 2005 | 003-654-001 | 1 | 2.906 | $170,625 | $58,715 | 32,500 | 11,184 | $5.25 | 2.906 | $170,625 | $58,715 | 32,500 | 11,184 | $5.25 |
| 2006 | 003-615-008 | 1 | 3.004 | $181,625 | $60,461 | 31,207 | 10,388 | $5.82 | 3.004 | $181,625 | $60,461 | 31,207 | 10,388 | $5.82 |
| 2006 | 003-622-029 | 2 | 0.381 | $37,716 | $98,992 | 4,587 | 12,039 | $8.22 | 0.381 | $37,716 | $98,992 | 4,587 | 12,039 | $8.22 |
| 2006 | 003-624-007 | 2 | 0.700 | $66,309 | $94,727 | 8,065 | 11,521 | $8.22 | 0.700 | $66,309 | $94,727 | 8,065 | 11,521 | $8.22 |
| 2006 | 003-634-017 | 1 | 6.389 | $10,900 | $1,706 | 1,307 | 205 | $8.34 | 6.389 | $10,900 | $1,706 | 1,307 | 205 | $8.34 |
| 2006 | 003-634-018 | 1 | 4.403 | $641,894 | $145,786 | 110,289 | 25,049 | $5.82 | 4.403 | $641,894 | $145,786 | 110,289 | 25,049 | $5.82 |
| 2007 | 003-656-001 | 1 | 3.598 | $280,276 | $77,898 | 46,174 | 12,833 | $6.07 | 3.598 | $280,276 | $77,898 | 46,174 | 12,833 | $6.07 |
| 2008 | 003-639-014 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.273 | $51,624 | $22,712 | 7,200 | 3,168 | $7.17 |
| 2008 | 003-656-003 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 6.723 | $80,500 | $11,974 | 11,500 | 1,711 | $7.00 |
| **BECKER** | | | **56.684** | **$1,954,129** | **$34,474** | **346,640** | **6,115** | **$5.64** | **54.345** | **$1,838,169** | **$33,824** | **308,890** | **5,684** | **$5.95** |
| 2003 | 006-611-007 | 1 | 0.788 | $4,500 | $5,711 | 500 | 635 | $9.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 006-618-007 | 1 | 1.587 | $14,800 | $9,326 | 1,850 | 1,166 | $8.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 006-619-003 | 1 | 0.880 | $29,714 | $33,766 | 6,603 | 7,503 | $4.50 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 006-620-006 | 2 | 0.499 | $15,072 | $30,204 | 2,108 | 4,224 | $7.15 | 0.499 | $15,072 | $30,204 | 2,108 | 4,224 | $7.15 |
| 2004 | 006-635-003 | 1 | 4.504 | $281,257 | $62,446 | 49,780 | 11,052 | $5.65 | 4.504 | $281,257 | $62,446 | 49,780 | 11,052 | $5.65 |
| 2005 | 006-612-010 | 1 | 1.001 | $30,600 | $30,569 | 6,000 | 5,994 | $5.10 | 1.001 | $30,600 | $30,569 | 6,000 | 5,994 | $5.10 |
| 2006 | 006-612-011 | 1 | 1.001 | $24,528 | $24,503 | 3,360 | 3,357 | $7.30 | 1.001 | $24,528 | $24,503 | 3,360 | 3,357 | $7.30 |
| 2008 | 006-635-004 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 7.045 | $51,042 | $7,245 | 5,459 | 775 | $9.35 |
| **BIG STONE** | | | **10.260** | **$400,471** | **$39,032** | **70,201** | **6,842** | **$5.70** | **14.050** | **$402,499** | **$28,648** | **66,707** | **4,748** | **$6.03** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2004 | 014-611-042 | 1 | 3.979 | $367,293 | $92,308 | 56,247 | 14,136 | $6.53 | 3.979 | $367,293 | $92,308 | 56,247 | 14,136 | $6.53 |
| 2005 | 014-626-022 | 1 | 3.540 | $455,085 | $128,555 | 90,513 | 25,569 | $5.03 | 3.540 | $455,085 | $128,555 | 90,513 | 25,569 | $5.03 |
| 2005 | 014-634-029 | 1 | 5.670 | $383,407 | $67,620 | 80,151 | 14,136 | $4.78 | 5.670 | $383,407 | $67,620 | 80,151 | 14,136 | $4.78 |
| 2008 | 014-626-027 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 5.700 | $122,400 | $21,474 | 19,040 | 3,340 | $6.43 |
| **CLAY** | | | **13.189** | **$1,205,785** | **$91,424** | **226,911** | **17,205** | **$5.31** | **18.889** | **$1,328,185** | **$70,315** | **245,951** | **13,021** | **$5.40** |
| 2003 | 021-605-023 | 2 | 0.031 | $21,018 | $678,000 | 2,402 | 77,484 | $8.75 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 021-682-011 | 1 | 4.510 | $422,982 | $93,788 | 93,996 | 20,842 | $4.50 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 021-601-029 | 2 | 0.137 | $12,586 | $91,869 | 2,595 | 18,942 | $4.85 | 0.137 | $12,586 | $91,869 | 2,595 | 18,942 | $4.85 |
| 2004 | 021-606-006 | 1 | 4.050 | $140,493 | $34,690 | 46,831 | 11,563 | $3.00 | 4.050 | $140,493 | $34,690 | 46,831 | 11,563 | $3.00 |
| 2004 | 021-643-007 | 2 | 1.170 | $5,635 | $4,816 | 1,008 | 862 | $5.59 | 1.170 | $5,635 | $4,816 | 1,008 | 862 | $5.59 |
| 2004 | 021-682-014 | 2 | 0.625 | $49,625 | $79,400 | 10,232 | 16,371 | $4.85 | 0.625 | $49,625 | $79,400 | 10,232 | 16,371 | $4.85 |
| 2005 | 021-603-027 | 1 | 0.208 | $19,019 | $91,438 | 2,717 | 13,063 | $7.00 | 0.208 | $19,019 | $91,438 | 2,717 | 13,063 | $7.00 |
| 2005 | 021-606-009 | 1 | 4.050 | $85,417 | $21,091 | 17,432 | 4,304 | $4.90 | 4.050 | $85,417 | $21,091 | 17,432 | 4,304 | $4.90 |
| 2006 | 021-608-017 | 1 | 1.966 | $15,705 | $7,988 | 2,233 | 1,136 | $7.03 | 1.966 | $15,705 | $7,988 | 2,233 | 1,136 | $7.03 |
| 2008 | 021-603-029 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.641 | $42,509 | $66,317 | 6,475 | 10,101 | $6.57 |
| 2008 | 021-619-001 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.519 | $112,199 | $44,541 | 18,857 | 7,486 | $5.95 |
| 2008 | 021-630-001 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.030 | $78,851 | $26,023 | 12,225 | 4,035 | $6.45 |
| **DOUGLAS** | | | **16.747** | **$772,480** | **$46,126** | **179,446** | **10,715** | **$4.30** | **18.396** | **$562,039** | **$30,552** | **120,605** | **6,556** | **$4.66** |
| 2003 | 026-621-005 | 1 | 4.594 | $232,130 | $50,529 | 69,500 | 15,128 | $3.34 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 026-601-021 | 1 | 1.612 | $114,336 | $70,928 | 28,800 | 17,866 | $3.97 | 1.612 | $114,336 | $70,928 | 28,800 | 17,866 | $3.97 |
| 2004 | 026-621-007 | 1 | 4.596 | $6,240 | $1,358 | 1,300 | 283 | $4.80 | 4.596 | $6,240 | $1,358 | 1,300 | 283 | $4.80 |
| 2006 | 026-606-002 | 1 | 3.901 | $363,860 | $93,274 | 64,400 | 16,509 | $5.65 | 3.901 | $363,860 | $93,274 | 64,400 | 16,509 | $5.65 |
| 2007 | 026-602-018 | 1 | 0.698 | $58,259 | $83,466 | 9,575 | 13,718 | $6.08 | 0.698 | $58,259 | $83,466 | 9,575 | 13,718 | $6.08 |
| 2008 | 026-619-001 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 5.010 | $84,151 | $16,797 | 14,143 | 2,823 | $5.95 |
| **GRANT** | | | **15.401** | **$774,825** | **$50,310** | **173,575** | **11,270** | **$4.46** | **15.817** | **$626,846** | **$39,631** | **118,218** | **7,474** | **$5.30** |
| 2003 | 044-601-018 | 1 | 4.299 | $172,220 | $40,060 | 43,600 | 10,142 | $3.95 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 044-605-006 | 1 | 3.756 | $225,500 | $60,037 | 41,000 | 10,916 | $5.50 | 3.756 | $225,500 | $60,037 | 41,000 | 10,916 | $5.50 |
| 2005 | 044-610-015 | 1 | 2.935 | $201,327 | $68,595 | 38,348 | 13,066 | $5.25 | 2.935 | $201,327 | $68,595 | 38,348 | 13,066 | $5.25 |
| 2006 | 044-603-021 | 1 | 0.866 | $49,591 | $57,264 | 4,910 | 5,670 | $10.10 | 0.866 | $49,591 | $57,264 | 4,910 | 5,670 | $10.10 |
| **MAHNOMEN** | | | **11.856** | **$648,638** | **$54,710** | **127,858** | **10,784** | **$5.07** | **7.557** | **$476,418** | **$63,043** | **84,258** | **11,150** | **$5.65** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 056-605-006 | 1 | 3.338 | $142,880 | $42,804 | 35,720 | 10,701 | $4.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 056-652-012 | 1 | 3.872 | $220,821 | $57,030 | 73,607 | 19,010 | $3.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 056-688-003 | 1 | 4.976 | $257,075 | $51,663 | 56,500 | 11,355 | $4.55 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 056-696-003 | 2 | 0.218 | $17,383 | $79,739 | 2,220 | 10,183 | $7.83 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 056-605-008 | 1 | 6.816 | $15,000 | $2,201 | 3,500 | 513 | $4.29 | 6.816 | $15,000 | $2,201 | 3,500 | 513 | $4.29 |
| 2005 | 056-601-045 | 1 | 2.483 | $64,536 | $25,991 | 11,294 | 4,549 | $5.71 | 2.483 | $64,536 | $25,991 | 11,294 | 4,549 | $5.71 |
| 2005 | 056-611-015 | 1 | 5.984 | $288,364 | $48,189 | 30,547 | 5,105 | $9.44 | 5.984 | $288,364 | $48,189 | 30,547 | 5,105 | $9.44 |
| 2005 | 056-635-030 | 2 | 0.491 | $40,390 | $82,261 | 5,770 | 11,752 | $7.00 | 0.491 | $40,390 | $82,261 | 5,770 | 11,752 | $7.00 |
| 2005 | 056-665-006 | 1 | 2.647 | $166,812 | $63,019 | 41,703 | 15,755 | $4.00 | 2.647 | $166,812 | $63,019 | 41,703 | 15,755 | $4.00 |
| 2005 | 056-667-031 | 2 | 0.331 | $109,813 | $331,761 | 8,785 | 26,541 | $12.50 | 0.331 | $109,813 | $331,761 | 8,785 | 26,541 | $12.50 |
| 2005 | 056-674-002 | 1 | 3.011 | $178,890 | $59,412 | 44,500 | 14,779 | $4.02 | 3.011 | $178,890 | $59,412 | 44,500 | 14,779 | $4.02 |
| 2006 | 056-667-030 | 1 | 2.700 | $216,832 | $80,308 | 39,424 | 14,601 | $5.50 | 2.700 | $216,832 | $80,308 | 39,424 | 14,601 | $5.50 |
| 2006 | 056-682-007 | 1 | 4.210 | $609,453 | $144,763 | 93,762 | 22,271 | $6.50 | 4.210 | $609,453 | $144,763 | 93,762 | 22,271 | $6.50 |
| 2006 | 056-686-001 | 1 | 1.212 | $168,266 | $138,833 | 25,887 | 21,359 | $6.50 | 1.212 | $168,266 | $138,833 | 25,887 | 21,359 | $6.50 |
| 2007 | 056-601-046 | 1 | 7.123 | $350,526 | $49,210 | 77,550 | 10,887 | $4.52 | 7.123 | $350,526 | $49,210 | 77,550 | 10,887 | $4.52 |
| 2007 | 056-651-017 | 2 | 0.142 | $11,250 | $79,225 | 1,418 | 9,986 | $7.93 | 0.142 | $11,250 | $79,225 | 1,418 | 9,986 | $7.93 |
| 2007 | 056-698-001 | 2 | 0.220 | $16,650 | $75,682 | 2,098 | 9,536 | $7.94 | 0.220 | $16,650 | $75,682 | 2,098 | 9,536 | $7.94 |
| 2008 | 056-601-050 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 7.123 | $192,855 | $27,075 | 29,670 | 4,165 | $6.50 |
| 2008 | 056-619-011 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.493 | $107,278 | $43,032 | 17,192 | 6,896 | $6.24 |
| **OTTER TAIL** | | | **49.774** | **$2,874,941** | **$57,760** | **554,285** | **11,136** | **$5.19** | **46.986** | **$2,536,915** | **$53,993** | **433,100** | **9,218** | **$5.86** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 061-601-011 | 1 | 0.682 | $10,120 | $14,839 | 2,200 | 3,226 | $4.60 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 061-603-027 | 1 | 1.499 | $72,072 | $48,080 | 20,020 | 13,356 | $3.60 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 061-607-002 | 1 | 4.006 | $170,610 | $42,589 | 36,300 | 9,061 | $4.70 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 061-608-007 | 1 | 6.470 | $6,160 | $952 | 1,120 | 173 | $5.50 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 061-601-012 | 1 | 0.682 | $40,986 | $60,097 | 8,280 | 12,141 | $4.95 | 0.682 | $40,986 | $60,097 | 8,280 | 12,141 | $4.95 |
| 2004 | 061-628-020 | 1 | 3.476 | $61,418 | $17,669 | 12,930 | 3,720 | $4.75 | 3.476 | $61,418 | $17,669 | 12,930 | 3,720 | $4.75 |
| 2005 | 061-603-029 | 1 | 4.108 | $129,976 | $31,640 | 30,800 | 7,498 | $4.22 | 4.108 | $129,976 | $31,640 | 30,800 | 7,498 | $4.22 |
| 2005 | 061-622-011 | 1 | 3.643 | $6,180 | $1,696 | 1,030 | 283 | $6.00 | 3.643 | $6,180 | $1,696 | 1,030 | 283 | $6.00 |
| 2005 | 061-628-021 | 1 | 3.321 | $182,325 | $54,901 | 42,900 | 12,918 | $4.25 | 3.321 | $182,325 | $54,901 | 42,900 | 12,918 | $4.25 |
| 2006 | 061-602-011 | 1 | 2.998 | $102,720 | $34,263 | 19,200 | 6,404 | $5.35 | 2.998 | $102,720 | $34,263 | 19,200 | 6,404 | $5.35 |
| 2006 | 061-603-030 | 1 | 4.108 | $97,162 | $23,652 | 26,260 | 6,392 | $3.70 | 4.108 | $97,162 | $23,652 | 26,260 | 6,392 | $3.70 |
| 2006 | 061-617-007 | 1 | 1.042 | $48,893 | $46,922 | 7,950 | 7,630 | $6.15 | 1.042 | $48,893 | $46,922 | 7,950 | 7,630 | $6.15 |
| 2007 | 061-602-012 | 1 | 2.998 | $112,220 | $37,432 | 18,100 | 6,037 | $6.20 | 2.998 | $112,220 | $37,432 | 18,100 | 6,037 | $6.20 |
| 2007 | 061-617-008 | 1 | 1.042 | $34,272 | $32,891 | 6,720 | 6,449 | $5.10 | 1.042 | $34,272 | $32,891 | 6,720 | 6,449 | $5.10 |
| 2007 | 061-628-022 | 1 | 2.951 | $147,460 | $49,970 | 20,200 | 6,845 | $7.30 | 2.951 | $147,460 | $49,970 | 20,200 | 6,845 | $7.30 |
| 2008 | 061-628-025 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.000 | $104,500 | $34,833 | 19,000 | 6,333 | $5.50 |
| **POPE** | | | **43.026** | **$1,222,574** | **$28,415** | **254,010** | **5,904** | **$4.81** | **33.369** | **$1,068,112** | **$32,009** | **213,370** | **6,394** | **$5.01** |
| 2004 | 075-605-003 | 1 | 4.593 | $80,028 | $17,424 | 23,677 | 5,155 | $3.38 | 4.593 | $80,028 | $17,424 | 23,677 | 5,155 | $3.38 |
| 2004 | 075-608-027 | 1 | 5.351 | $235,718 | $44,051 | 71,214 | 13,309 | $3.31 | 5.351 | $235,718 | $44,051 | 71,214 | 13,309 | $3.31 |
| 2005 | 075-605-004 | 1 | 4.593 | $351,441 | $76,517 | 78,098 | 17,004 | $4.50 | 4.593 | $351,441 | $76,517 | 78,098 | 17,004 | $4.50 |
| 2005 | 075-618-012 | 1 | 6.213 | $511,807 | $82,377 | 107,297 | 17,270 | $4.77 | 6.213 | $511,807 | $82,377 | 107,297 | 17,270 | $4.77 |
| 2005 | 075-635-001 | 2 | 0.253 | $16,223 | $64,123 | 2,163 | 8,549 | $7.50 | 0.253 | $16,223 | $64,123 | 2,163 | 8,549 | $7.50 |
| **STEVENS** | | | **21.003** | **$1,195,217** | **$56,907** | **282,449** | **13,448** | **$4.23** | **21.003** | **$1,195,217** | **$56,907** | **282,449** | **13,448** | **$4.23** |
| 2003 | 076-617-007 | 1 | 6.200 | $172,222 | $27,778 | 35,805 | 5,775 | $4.81 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 076-631-023 | 2 | 0.486 | $25,026 | $51,494 | 4,300 | 8,848 | $5.82 | 0.486 | $25,026 | $51,494 | 4,300 | 8,848 | $5.82 |
| 2007 | 076-603-009 | 1 | 0.540 | $81,340 | $150,630 | 7,881 | 14,594 | $10.32 | 0.540 | $81,340 | $150,630 | 7,881 | 14,594 | $10.32 |
| 2007 | 076-606-041 | 1 | 3.250 | $279,168 | $85,898 | 28,661 | 8,819 | $9.74 | 3.250 | $279,168 | $85,898 | 28,661 | 8,819 | $9.74 |
| 2007 | 076-620-018 | 1 | 0.574 | $105,393 | $183,611 | 7,890 | 13,746 | $13.36 | 0.574 | $105,393 | $183,611 | 7,890 | 13,746 | $13.36 |
| 2007 | 076-620-019 | 1 | 0.850 | $123,939 | $145,811 | 14,138 | 16,633 | $8.77 | 0.850 | $123,939 | $145,811 | 14,138 | 16,633 | $8.77 |
| **SWIFT** | | | **11.900** | **$787,088** | **$66,142** | **98,675** | **8,292** | **$7.98** | **5.700** | **$614,866** | **$107,871** | **62,870** | **11,030** | **$9.78** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2004 | 078-604-019 | 2 | 0.668 | $34,401 | $51,468 | 6,258 | 9,363 | $5.50 | 0.668 | $34,401 | $51,468 | 6,258 | 9,363 | $5.50 |
| 2005 | 078-609-020 | 2 | 1.188 | $179,172 | $150,818 | 18,190 | 15,311 | $9.85 | 1.188 | $179,172 | $150,818 | 18,190 | 15,311 | $9.85 |
| 2008 | 078-616-004 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.520 | $189,240 | $53,761 | 30,000 | 8,523 | $6.31 |
| **TRAVERSE** | | | **1.856** | **$213,573** | **$115,047** | **24,448** | **13,170** | **$8.74** | **5.376** | **$402,813** | **$74,922** | **54,448** | **10,127** | **$7.40** |
| 2003 | 084-609-014 | 1 | 4.250 | $164,800 | $38,776 | 24,334 | 5,726 | $6.77 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 084-606-005 | 1 | 4.158 | $430,000 | $103,415 | 43,000 | 10,342 | $10.00 | 4.158 | $430,000 | $103,415 | 43,000 | 10,342 | $10.00 |
| 2005 | 084-621-010 | 1 | 5.984 | $288,364 | $48,189 | 30,547 | 5,105 | $9.44 | 5.984 | $288,364 | $48,189 | 30,547 | 5,105 | $9.44 |
| 2007 | 084-605-013 | 2 | 0.126 | $20,449 | $162,294 | 1,573 | 12,484 | $13.00 | 0.126 | $20,449 | $162,294 | 1,573 | 12,484 | $13.00 |
| 2007 | 084-619-033 | 1 | 5.990 | $565,000 | $94,324 | 56,500 | 9,432 | $10.00 | 5.990 | $565,000 | $94,324 | 56,500 | 9,432 | $10.00 |
| 2007 | 084-632-009 | 1 | 2.134 | $130,980 | $61,378 | 17,700 | 8,294 | $7.40 | 2.134 | $130,980 | $61,378 | 17,700 | 8,294 | $7.40 |
| **WILKIN** | | | **22.642** | **$1,599,593** | **$70,647** | **173,654** | **7,670** | **$9.21** | **18.392** | **$1,434,793** | **$78,012** | **149,320** | **8,119** | **$9.61** |
| **DISTRICT 4** | | | **274.338** | **$13,649,314** | **$49,754** | **2,512,152** | **9,157** | **$5.43** | **259.880** | **$12,486,872** | **$48,049** | **2,140,186** | **8,235** | **$5.83** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 002-607-017 | 1 | 0.532 | $22,218 | $41,763 | 4,659 | 8,758 | $4.77 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 002-609-011 | 1 | 0.442 | $64,531 | $145,998 | 8,838 | 19,995 | $7.30 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 002-609-012 | 2 | 1.990 | $146,880 | $73,809 | 27,760 | 13,950 | $5.29 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 002-620-006 | 1 | 0.234 | $11,967 | $51,141 | 1,639 | 7,004 | $7.30 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 002-620-007 | 2 | 0.058 | $453 | $7,810 | 102 | 1,759 | $4.44 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 002-617-013 | 2 | 2.858 | $551,858 | $193,092 | 141,319 | 49,447 | $3.91 | 2.858 | $551,858 | $193,092 | 141,319 | 49,447 | $3.91 |
| 2005 | 002-609-013 | 1 | 0.531 | $30,904 | $58,200 | 3,300 | 6,215 | $9.36 | 0.531 | $30,904 | $58,200 | 3,300 | 6,215 | $9.36 |
| 2005 | 002-678-018 | 1 | 0.491 | $75,300 | $153,360 | 5,693 | 11,595 | $13.23 | 0.491 | $75,300 | $153,360 | 5,693 | 11,595 | $13.23 |
| 2005 | 002-716-006 | 2 | 0.516 | $41,720 | $80,853 | 5,632 | 10,915 | $7.41 | 0.516 | $41,720 | $80,853 | 5,632 | 10,915 | $7.41 |
| 2006 | 002-612-011 | 2 | 1.100 | $266,207 | $242,006 | 29,990 | 27,264 | $8.88 | 1.100 | $266,207 | $242,006 | 29,990 | 27,264 | $8.88 |
| 2006 | 002-614-023 | 1 | 0.459 | $131,180 | $285,795 | 12,397 | 27,009 | $10.58 | 0.459 | $131,180 | $285,795 | 12,397 | 27,009 | $10.58 |
| 2006 | 002-623-014 | 2 | 0.442 | $51,288 | $116,036 | 4,103 | 9,283 | $12.50 | 0.442 | $51,288 | $116,036 | 4,103 | 9,283 | $12.50 |
| 2006 | 002-632-014 | 1 | 1.900 | $223,470 | $117,616 | 27,832 | 14,648 | $8.03 | 1.900 | $223,470 | $117,616 | 27,832 | 14,648 | $8.03 |
| 2007 | 002-611-029 | 1 | 0.659 | $489,504 | $742,798 | 47,375 | 71,889 | $10.33 | 0.659 | $489,504 | $742,798 | 47,375 | 71,889 | $10.33 |
| 2007 | 002-614-024 | 2 | 3.568 | $955,064 | $267,675 | 107,741 | 30,196 | $8.86 | 3.568 | $955,064 | $267,675 | 107,741 | 30,196 | $8.86 |
| 2007 | 002-614-030 | 2 | 2.800 | $845,770 | $302,061 | 65,528 | 23,403 | $12.91 | 2.800 | $845,770 | $302,061 | 65,528 | 23,403 | $12.91 |
| 2007 | 002-623-013 | 2 | 0.600 | $295,937 | $493,228 | 20,378 | 33,963 | $14.52 | 0.600 | $295,937 | $493,228 | 20,378 | 33,963 | $14.52 |
| 2007 | 002-678-016 | 2 | 2.209 | $520,953 | $235,832 | 67,089 | 30,371 | $7.77 | 2.209 | $520,953 | $235,832 | 67,089 | 30,371 | $7.77 |
| 2008 | 002-651-006 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.595 | $124,554 | $209,334 | 8,985 | 15,101 | $13.86 |
| 2008 | 002-657-001 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.468 | $101,352 | $216,564 | 8,352 | 17,846 | $12.14 |
| **ANOKA** | | | **21.389** | **$4,725,204** | **$220,917** | **581,375** | **27,181** | **$8.13** | **19.196** | **$4,705,061** | **$245,106** | **555,714** | **28,949** | **$8.47** |
| 2003 | 010-640-003 | 1 | 0.877 | $187,720 | $214,048 | 23,342 | 26,616 | $8.04 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 010-610-029 | 2 | 0.294 | $29,422 | $100,073 | 3,772 | 12,830 | $7.80 | 0.294 | $29,422 | $100,073 | 3,772 | 12,830 | $7.80 |
| 2005 | 010-614-006 | 2 | 0.256 | $1,642 | $6,414 | 127 | 496 | $12.93 | 0.256 | $1,642 | $6,414 | 127 | 496 | $12.93 |
| 2006 | 010-610-030 | 1 | 6.335 | $2,095,940 | $330,851 | 221,750 | 35,004 | $9.45 | 6.335 | $2,095,940 | $330,851 | 221,750 | 35,004 | $9.45 |
| 2006 | 010-634-011 | 2 | 1.110 | $269,390 | $242,694 | 17,380 | 15,658 | $15.50 | 1.110 | $269,390 | $242,694 | 17,380 | 15,658 | $15.50 |
| 2008 | 010-615-009 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.210 | $34,359 | $163,614 | 3,686 | 17,552 | $9.32 |
| 2008 | 010-618-009 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.310 | $224,831 | $171,627 | 24,116 | 18,409 | $9.32 |
| 2008 | 010-630-022 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.090 | $420,662 | $385,928 | 33,977 | 31,172 | $12.38 |
| 2008 | 010-636-003 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.190 | $49,500 | $260,526 | 3,780 | 19,895 | $13.10 |
| 2008 | 010-653-008 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.239 | $10,811 | $45,234 | 879 | 3,678 | $12.30 |
| **CARVER** | | | **8.872** | **$2,584,114** | **$291,266** | **266,371** | **30,024** | **$9.70** | **11.034** | **$3,136,557** | **$284,263** | **309,467** | **28,047** | **$10.14** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 027-601-038 | 2 | 0.352 | $100,386 | $285,188 | 10,541 | 29,946 | $9.52 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 027-614-010 | 2 | 1.752 | $401,984 | $229,443 | 47,484 | 27,103 | $8.47 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 027-617-027 | 2 | 0.190 | $43,722 | $230,116 | 4,591 | 24,163 | $9.52 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 027-639-004 | 2 | 0.268 | $92,008 | $343,313 | 6,562 | 24,485 | $14.02 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 027-673-007 | 2 | 1.950 | $72,336 | $37,095 | 6,214 | 3,187 | $11.64 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 027-681-010 | 2 | 0.412 | $108,720 | $263,883 | 13,590 | 32,985 | $8.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 027-603-042 | 2 | 0.320 | $45,892 | $143,413 | 3,278 | 10,244 | $14.00 | 0.320 | $45,892 | $143,413 | 3,278 | 10,244 | $14.00 |
| 2004 | 027-604-014 | 2 | 0.169 | $54,285 | $321,213 | 4,442 | 26,284 | $12.22 | 0.169 | $54,285 | $321,213 | 4,442 | 26,284 | $12.22 |
| 2004 | 027-605-021 | 2 | 0.725 | $37,211 | $51,326 | 6,224 | 8,585 | $5.98 | 0.725 | $37,211 | $51,326 | 6,224 | 8,585 | $5.98 |
| 2004 | 027-615-016 | 2 | 0.505 | $24,933 | $49,372 | 4,262 | 8,440 | $5.85 | 0.505 | $24,933 | $49,372 | 4,262 | 8,440 | $5.85 |
| 2004 | 027-619-018 | 2 | 0.427 | $185,637 | $434,747 | 16,709 | 39,131 | $11.11 | 0.427 | $185,637 | $434,747 | 16,709 | 39,131 | $11.11 |
| 2004 | 027-660-008 | 2 | 0.250 | $36,218 | $144,872 | 2,587 | 10,348 | $14.00 | 0.250 | $36,218 | $144,872 | 2,587 | 10,348 | $14.00 |
| 2004 | 027-681-011 | 2 | 0.787 | $102,220 | $129,886 | 9,660 | 12,274 | $10.58 | 0.787 | $102,220 | $129,886 | 9,660 | 12,274 | $10.58 |
| 2004 | 027-681-012 | 2 | 0.787 | $131,220 | $166,734 | 12,400 | 15,756 | $10.58 | 0.787 | $131,220 | $166,734 | 12,400 | 15,756 | $10.58 |
| 2005 | 027-603-031 | 2 | 1.480 | $297,057 | $200,714 | 24,494 | 16,550 | $12.13 | 1.480 | $297,057 | $200,714 | 24,494 | 16,550 | $12.13 |
| 2005 | 027-605-024 | 2 | 0.238 | $31,925 | $134,139 | 2,414 | 10,143 | $13.22 | 0.238 | $31,925 | $134,139 | 2,414 | 10,143 | $13.22 |
| 2005 | 027-610-024 | 2 | 1.774 | $437,437 | $246,582 | 35,056 | 19,761 | $12.48 | 1.774 | $437,437 | $246,582 | 35,056 | 19,761 | $12.48 |
| 2005 | 027-701-010 | 1 | 1.888 | $394,875 | $209,150 | 29,853 | 15,812 | $13.23 | 1.888 | $394,875 | $209,150 | 29,853 | 15,812 | $13.23 |
| 2005 | 027-716-003 | 2 | 0.637 | $89,620 | $140,691 | 8,962 | 14,069 | $10.00 | 0.637 | $89,620 | $140,691 | 8,962 | 14,069 | $10.00 |
| 2006 | 027-603-038 | 2 | 1.580 | $480,060 | $303,835 | 32,404 | 20,509 | $14.81 | 1.580 | $480,060 | $303,835 | 32,404 | 20,509 | $14.81 |
| 2006 | 027-619-017 | 1 | 6.240 | $1,291,752 | $207,012 | 102,520 | 16,429 | $12.60 | 6.240 | $1,291,752 | $207,012 | 102,520 | 16,429 | $12.60 |
| 2006 | 027-681-023 | 2 | 1.786 | $447,000 | $250,280 | 56,322 | 31,535 | $7.94 | 1.786 | $447,000 | $250,280 | 56,322 | 31,535 | $7.94 |
| 2007 | 027-603-035 | 2 | 1.020 | $188,031 | $184,344 | 13,860 | 13,588 | $13.57 | 1.020 | $188,031 | $184,344 | 13,860 | 13,588 | $13.57 |
| 2007 | 027-603-045 | 1 | 0.542 | $110,112 | $203,159 | 6,713 | 12,386 | $16.40 | 0.542 | $110,112 | $203,159 | 6,713 | 12,386 | $16.40 |
| 2008 | 027-622-004 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.623 | $263,883 | $100,604 | 31,045 | 11,836 | $8.50 |
| 2008 | 027-661-034 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.738 | $199,808 | $114,964 | 23,602 | 13,580 | $8.47 |
| 2008 | 027-736-004 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.260 | $90,304 | $71,670 | 14,751 | 11,707 | $6.12 |
| **HENNEPIN** | | | **26.079** | **$5,204,641** | **$199,572** | **461,142** | **17,683** | **$11.29** | **26.776** | **$4,939,480** | **$184,474** | **441,558** | **16,491** | **$11.19** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2004 | 070-601-004 | 1 | 0.142 | $82,323 | $579,739 | 12,665 | 89,190 | $6.50 | 0.142 | $82,323 | $579,739 | 12,665 | 89,190 | $6.50 |
| 2004 | 070-621-021 | 2 | 3.264 | $913,972 | $280,016 | 157,180 | 48,156 | $5.81 | 3.264 | $913,972 | $280,016 | 157,180 | 48,156 | $5.81 |
| 2004 | 070-623-007 | 2 | 0.221 | $41,879 | $189,498 | 4,260 | 19,276 | $9.83 | 0.221 | $41,879 | $189,498 | 4,260 | 19,276 | $9.83 |
| 2005 | 070-602-015 | 2 | 2.571 | $806,007 | $313,499 | 63,716 | 24,783 | $12.65 | 2.571 | $806,007 | $313,499 | 63,716 | 24,783 | $12.65 |
| 2006 | 070-605-007 | 2 | 0.260 | $105,120 | $404,308 | 12,302 | 47,315 | $8.54 | 0.260 | $105,120 | $404,308 | 12,302 | 47,315 | $8.54 |
| 2006 | 070-617-020 | 2 | 0.230 | $23,092 | $100,400 | 3,009 | 13,083 | $7.67 | 0.230 | $23,092 | $100,400 | 3,009 | 13,083 | $7.67 |
| 2006 | 070-621-026 | 2 | 0.550 | $184,736 | $335,884 | 24,042 | 43,713 | $7.68 | 0.550 | $184,736 | $335,884 | 24,042 | 43,713 | $7.68 |
| 2006 | 070-682-001 | 2 | 2.610 | $900,587 | $345,052 | 115,985 | 44,439 | $7.76 | 2.610 | $900,587 | $345,052 | 115,985 | 44,439 | $7.76 |
| 2006 | 070-683-009 | 2 | 0.190 | $46,184 | $243,074 | 5,833 | 30,700 | $7.92 | 0.190 | $46,184 | $243,074 | 5,833 | 30,700 | $7.92 |
| 2007 | 070-612-010 | 2 | 0.447 | $84,413 | $188,843 | 14,772 | 33,047 | $5.71 | 0.447 | $84,413 | $188,843 | 14,772 | 33,047 | $5.71 |
| 2007 | 070-621-023 | 2 | 1.150 | $434,569 | $377,886 | 45,808 | 39,833 | $9.49 | 1.150 | $434,569 | $377,886 | 45,808 | 39,833 | $9.49 |
| 2007 | 070-642-019 | 2 | 1.679 | $737,444 | $439,216 | 91,395 | 54,434 | $8.07 | 1.679 | $737,444 | $439,216 | 91,395 | 54,434 | $8.07 |
| **SCOTT** | | | **13.314** | **$4,360,326** | **$327,499** | **550,967** | **41,383** | **$7.91** | **13.314** | **$4,360,326** | **$327,499** | **550,967** | **41,383** | **$7.91** |
| **DISTRICT 5** | | | **69.654** | **$16,874,285** | **$242,259** | **1,859,855** | **26,701** | **$9.07** | **70.320** | **$17,141,424** | **$243,763** | **1,857,706** | **26,418** | **$9.23** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 020-607-017 | 1 | 3.186 | $324,249 | $101,773 | 40,430 | 12,690 | $8.02 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 020-615-017 | 1 | 3.956 | $190,435 | $48,138 | 20,904 | 5,284 | $9.11 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 020-616-010 | 1 | 2.941 | $213,524 | $72,603 | 26,459 | 8,997 | $8.07 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 020-611-010 | 1 | 1.506 | $91,932 | $61,044 | 11,280 | 7,490 | $8.15 | 1.506 | $91,932 | $61,044 | 11,280 | 7,490 | $8.15 |
| 2004 | 020-616-012 | 1 | 3.996 | $326,683 | $81,753 | 36,018 | 9,014 | $9.07 | 3.996 | $326,683 | $81,753 | 36,018 | 9,014 | $9.07 |
| 2004 | 020-616-014 | 1 | 2.941 | $153,084 | $52,052 | 19,526 | 6,639 | $7.84 | 2.941 | $153,084 | $52,052 | 19,526 | 6,639 | $7.84 |
| 2005 | 020-603-011 | 1 | 0.520 | $67,500 | $129,808 | 6,750 | 12,981 | $10.00 | 0.520 | $67,500 | $129,808 | 6,750 | 12,981 | $10.00 |
| 2005 | 020-621-003 | 2 | 0.314 | $114,787 | $365,565 | 13,290 | 42,325 | $8.64 | 0.314 | $114,787 | $365,565 | 13,290 | 42,325 | $8.64 |
| 2006 | 020-616-015 | 1 | 4.173 | $293,942 | $70,439 | 26,722 | 6,404 | $11.00 | 4.173 | $293,942 | $70,439 | 26,722 | 6,404 | $11.00 |
| 2006 | 020-634-010 | 1 | 6.257 | $36,003 | $5,754 | 3,273 | 523 | $11.00 | 6.257 | $36,003 | $5,754 | 3,273 | 523 | $11.00 |
| 2007 | 020-634-011 | 2 | 1.092 | $427,504 | $391,487 | 38,864 | 35,590 | $11.00 | 1.092 | $427,504 | $391,487 | 38,864 | 35,590 | $11.00 |
| 2007 | 020-634-012 | 1 | 1.220 | $9,042 | $7,411 | 822 | 674 | $11.00 | 1.220 | $9,042 | $7,411 | 822 | 674 | $11.00 |
| **DODGE** | | | **32.102** | **$2,248,685** | **$70,048** | **244,338** | **7,611** | **$9.20** | **22.019** | **$1,520,477** | **$69,053** | **156,545** | **7,110** | **$9.71** |
| 2003 | 023-611-011 | 1 | 3.450 | $80,976 | $23,471 | 8,879 | 2,574 | $9.12 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 023-617-013 | 2 | 0.690 | $158,937 | $230,343 | 21,478 | 31,128 | $7.40 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 023-617-015 | 2 | 0.257 | $138,180 | $537,665 | 15,137 | 58,899 | $9.13 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 023-602-016 | 1 | 1.003 | $122,660 | $122,293 | 12,266 | 12,229 | $10.00 | 1.003 | $122,660 | $122,293 | 12,266 | 12,229 | $10.00 |
| 2005 | 023-618-009 | 1 | 2.008 | $42,497 | $21,164 | 4,102 | 2,043 | $10.36 | 2.008 | $42,497 | $21,164 | 4,102 | 2,043 | $10.36 |
| 2005 | 023-638-005 | 1 | 1.521 | $176,490 | $116,036 | 17,649 | 11,604 | $10.00 | 1.521 | $176,490 | $116,036 | 17,649 | 11,604 | $10.00 |
| 2006 | 023-602-017 | 1 | 3.920 | $477,895 | $121,912 | 48,616 | 12,402 | $9.83 | 3.920 | $477,895 | $121,912 | 48,616 | 12,402 | $9.83 |
| 2006 | 023-640-005 | 1 | 4.225 | $77,451 | $18,332 | 9,276 | 2,196 | $8.35 | 4.225 | $77,451 | $18,332 | 9,276 | 2,196 | $8.35 |
| 2008 | 023-602-019 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.896 | $63,518 | $16,303 | 4,537 | 1,165 | $14.00 |
| 2008 | 023-605-029 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.764 | $171,840 | $62,171 | 35,800 | 12,952 | $4.80 |
| **FILLMORE** | | | **17.074** | **$1,275,086** | **$74,680** | **137,403** | **8,047** | **$9.28** | **19.337** | **$1,132,351** | **$58,559** | **132,246** | **6,839** | **$8.56** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 024-625-019 | 1 | 5.967 | $51,901 | $8,698 | 7,310 | 1,225 | $7.10 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 024-630-021 | 1 | 6.259 | $68,786 | $10,990 | 9,360 | 1,495 | $7.35 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 024-618-005 | 1 | 4.487 | $208,744 | $46,522 | 30,925 | 6,892 | $6.75 | 4.487 | $208,744 | $46,522 | 30,925 | 6,892 | $6.75 |
| 2004 | 024-620-021 | 1 | 0.120 | $9,135 | $76,125 | 1,015 | 8,458 | $9.00 | 0.120 | $9,135 | $76,125 | 1,015 | 8,458 | $9.00 |
| 2004 | 024-624-003 | 2 | 0.460 | $57,076 | $124,078 | 10,814 | 23,509 | $5.28 | 0.460 | $57,076 | $124,078 | 10,814 | 23,509 | $5.28 |
| 2005 | 024-645-006 | 1 | 6.792 | $247,408 | $36,426 | 44,180 | 6,505 | $5.60 | 6.792 | $247,408 | $36,426 | 44,180 | 6,505 | $5.60 |
| 2006 | 024-646-010 | 1 | 5.957 | $120,360 | $20,205 | 17,700 | 2,971 | $6.80 | 5.957 | $120,360 | $20,205 | 17,700 | 2,971 | $6.80 |
| 2007 | 024-648-003 | 2 | 0.478 | $36,465 | $76,287 | 5,012 | 10,485 | $7.28 | 0.478 | $36,465 | $76,287 | 5,012 | 10,485 | $7.28 |
| 2008 | 024-628-006 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.500 | $30,163 | $60,326 | 6,594 | 13,188 | $4.57 |
| **FREEBORN** | | | **30.520** | **$799,875** | **$26,208** | **126,316** | **4,139** | **$6.33** | **18.794** | **$709,351** | **$37,743** | **116,240** | **6,185** | **$6.10** |
| 2003 | 025-604-010 | 1 | 0.988 | $49,600 | $50,202 | 8,680 | 8,785 | $5.71 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 025-625-003 | 1 | 0.739 | $152,688 | $206,614 | 17,101 | 23,141 | $8.93 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 025-601-020 | 1 | 3.163 | $121,876 | $38,532 | 18,853 | 5,960 | $6.46 | 3.163 | $121,876 | $38,532 | 18,853 | 5,960 | $6.46 |
| 2004 | 025-601-024 | 1 | 1.061 | $54,173 | $51,059 | 8,380 | 7,898 | $6.46 | 1.061 | $54,173 | $51,059 | 8,380 | 7,898 | $6.46 |
| 2004 | 025-604-011 | 1 | 5.863 | $123,318 | $21,033 | 18,564 | 3,166 | $6.64 | 5.863 | $123,318 | $21,033 | 18,564 | 3,166 | $6.64 |
| 2004 | 025-606-014 | 1 | 0.663 | $27,105 | $40,882 | 4,193 | 6,324 | $6.46 | 0.663 | $27,105 | $40,882 | 4,193 | 6,324 | $6.46 |
| 2005 | 025-601-023 | 1 | 2.936 | $135,803 | $46,254 | 18,640 | 6,349 | $7.29 | 2.936 | $135,803 | $46,254 | 18,640 | 6,349 | $7.29 |
| 2005 | 025-601-025 | 1 | 4.223 | $155,999 | $36,940 | 20,800 | 4,925 | $7.50 | 4.223 | $155,999 | $36,940 | 20,800 | 4,925 | $7.50 |
| 2005 | 025-606-015 | 1 | 0.663 | $25,442 | $38,374 | 3,392 | 5,116 | $7.50 | 0.663 | $25,442 | $38,374 | 3,392 | 5,116 | $7.50 |
| 2006 | 025-601-021 | 1 | 4.414 | $300,769 | $68,140 | 48,953 | 11,090 | $6.14 | 4.414 | $300,769 | $68,140 | 48,953 | 11,090 | $6.14 |
| 2006 | 025-662-003 | 2 | 0.284 | $81,780 | $287,958 | 5,800 | 20,423 | $14.10 | 0.284 | $81,780 | $287,958 | 5,800 | 20,423 | $14.10 |
| 2007 | 025-601-026 | 1 | 4.414 | $180,633 | $40,923 | 21,522 | 4,876 | $8.39 | 4.414 | $180,633 | $40,923 | 21,522 | 4,876 | $8.39 |
| 2007 | 025-601-028 | 1 | 0.751 | $73,516 | $97,891 | 9,799 | 13,048 | $7.50 | 0.751 | $73,516 | $97,891 | 9,799 | 13,048 | $7.50 |
| **GOODHUE** | | | **30.162** | **$1,482,703** | **$49,158** | **204,677** | **6,786** | **$7.24** | **28.435** | **$1,280,415** | **$45,030** | **178,896** | **6,291** | **$7.16** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 028-603-016 | 1 | 3.830 | $308,425 | $80,529 | 55,773 | 14,562 | $5.53 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 028-603-017 | 1 | 4.570 | $128,343 | $28,084 | 21,939 | 4,801 | $5.85 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 028-603-018 | 1 | 3.830 | $142,793 | $37,283 | 17,101 | 4,465 | $8.35 | 3.830 | $142,793 | $37,283 | 17,101 | 4,465 | $8.35 |
| 2004 | 028-605-011 | 1 | 0.275 | $35,846 | $130,349 | 5,645 | 20,527 | $6.35 | 0.275 | $35,846 | $130,349 | 5,645 | 20,527 | $6.35 |
| 2004 | 028-610-016 | 1 | 0.606 | $62,230 | $102,690 | 9,648 | 15,921 | $6.45 | 0.606 | $62,230 | $102,690 | 9,648 | 15,921 | $6.45 |
| 2004 | 028-624-004 | 1 | 1.100 | $2,434 | $2,213 | 275 | 250 | $8.85 | 1.100 | $2,434 | $2,213 | 275 | 250 | $8.85 |
| 2005 | 028-629-005 | 2 | 1.282 | $136,305 | $106,322 | 15,405 | 12,016 | $8.85 | 1.282 | $136,305 | $106,322 | 15,405 | 12,016 | $8.85 |
| 2007 | 028-601-009 | 1 | 0.160 | $33,465 | $209,156 | 2,743 | 17,144 | $12.20 | 0.160 | $33,465 | $209,156 | 2,743 | 17,144 | $12.20 |
| 2007 | 028-606-020 | 1 | 0.220 | $14,896 | $67,709 | 1,760 | 8,000 | $8.46 | 0.220 | $14,896 | $67,709 | 1,760 | 8,000 | $8.46 |
| 2007 | 028-620-012 | 1 | 0.195 | $17,160 | $88,000 | 1,430 | 7,333 | $12.00 | 0.195 | $17,160 | $88,000 | 1,430 | 7,333 | $12.00 |
| **HOUSTON** | | | **16.068** | **$881,897** | **$54,885** | **131,719** | **8,198** | **$6.70** | **7.668** | **$445,129** | **$58,050** | **54,007** | **7,043** | **$8.24** |
| 2003 | 050-614-011 | 1 | 13.680 | $239,729 | $17,524 | 33,860 | 2,475 | $7.08 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 050-636-003 | 1 | 3.010 | $231,504 | $76,912 | 21,200 | 7,043 | $10.92 | 3.010 | $231,504 | $76,912 | 21,200 | 7,043 | $10.92 |
| 2005 | 050-601-028 | 2 | 0.066 | $18,870 | $285,909 | 1,700 | 25,758 | $11.10 | 0.066 | $18,870 | $285,909 | 1,700 | 25,758 | $11.10 |
| 2005 | 050-602-022 | 1 | 7.074 | $103,011 | $14,562 | 7,470 | 1,056 | $13.79 | 7.074 | $103,011 | $14,562 | 7,470 | 1,056 | $13.79 |
| 2005 | 050-607-032 | 1 | 1.578 | $147,075 | $93,203 | 15,900 | 10,076 | $9.25 | 1.578 | $147,075 | $93,203 | 15,900 | 10,076 | $9.25 |
| 2006 | 050-602-023 | 1 | 9.295 | $1,064,420 | $114,515 | 157,834 | 16,981 | $6.74 | 9.295 | $1,064,420 | $114,515 | 157,834 | 16,981 | $6.74 |
| 2006 | 050-602-024 | 2 | 0.188 | $9,619 | $51,165 | 743 | 3,952 | $12.95 | 0.188 | $9,619 | $51,165 | 743 | 3,952 | $12.95 |
| 2007 | 050-607-033 | 1 | 0.459 | $96,697 | $210,669 | 9,431 | 20,547 | $10.25 | 0.459 | $96,697 | $210,669 | 9,431 | 20,547 | $10.25 |
| 2007 | 050-646-004 | 1 | 1.383 | $223,520 | $161,620 | 20,320 | 14,693 | $11.00 | 1.383 | $223,520 | $161,620 | 20,320 | 14,693 | $11.00 |
| 2008 | 050-602-028 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 8.006 | $199,700 | $24,944 | 19,110 | 2,387 | $10.45 |
| **MOWER** | | | **36.733** | **$2,134,445** | **$58,107** | **268,458** | **7,308** | **$7.95** | **31.059** | **$2,094,416** | **$67,433** | **253,708** | **8,169** | **$8.26** |
| 2003 | 055-606-003 | 1 | 4.413 | $413,585 | $93,720 | 54,998 | 12,463 | $7.52 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 055-606-005 | 1 | 4.468 | $326,302 | $73,031 | 37,420 | 8,375 | $8.72 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 055-601-014 | 2 | 1.750 | $187,793 | $107,310 | 17,885 | 10,220 | $10.50 | 1.750 | $187,793 | $107,310 | 17,885 | 10,220 | $10.50 |
| 2004 | 055-603-031 | 1 | 3.821 | $289,222 | $75,693 | 39,084 | 10,229 | $7.40 | 3.821 | $289,222 | $75,693 | 39,084 | 10,229 | $7.40 |
| 2006 | 055-606-006 | 1 | 2.540 | $162,762 | $64,080 | 21,193 | 8,344 | $7.68 | 2.540 | $162,762 | $64,080 | 21,193 | 8,344 | $7.68 |
| 2007 | 055-601-017 | 1 | 2.369 | $278,880 | $117,721 | 26,560 | 11,211 | $10.50 | 2.369 | $278,880 | $117,721 | 26,560 | 11,211 | $10.50 |
| **OLMSTED** | | | **19.361** | **$1,658,544** | **$85,664** | **197,140** | **10,182** | **$8.41** | **10.480** | **$918,657** | **$87,658** | **104,722** | **9,993** | **$8.77** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2004 | 066-602-006 | 1 | 4.089 | $360,245 | $88,101 | 56,970 | 13,933 | $6.32 | 4.089 | $360,245 | $88,101 | 56,970 | 13,933 | $6.32 |
| 2004 | 066-603-007 | 1 | 5.864 | $5,213 | $889 | 750 | 128 | $6.95 | 5.864 | $5,213 | $889 | 750 | 128 | $6.95 |
| 2005 | 066-631-006 | 1 | 1.936 | $193,119 | $99,752 | 29,394 | 15,183 | $6.57 | 1.936 | $193,119 | $99,752 | 29,394 | 15,183 | $6.57 |
| 2006 | 066-608-012 | 2 | 0.250 | $40,766 | $163,064 | 7,002 | 28,008 | $5.82 | 0.250 | $40,766 | $163,064 | 7,002 | 28,008 | $5.82 |
| 2006 | 066-612-016 | 1 | 7.713 | $10,920 | $1,416 | 1,500 | 194 | $7.28 | 7.713 | $10,920 | $1,416 | 1,500 | 194 | $7.28 |
| 2007 | 066-611-011 | 1 | 0.318 | $46,769 | $147,072 | 6,192 | 19,472 | $7.55 | 0.318 | $46,769 | $147,072 | 6,192 | 19,472 | $7.55 |
| 2007 | 066-638-006 | 1 | 0.118 | $10,609 | $89,907 | 1,375 | 11,653 | $7.72 | 0.118 | $10,609 | $89,907 | 1,375 | 11,653 | $7.72 |
| 2007 | 066-696-001 | 2 | 0.460 | $23,217 | $50,472 | 7,363 | 16,007 | $3.15 | 0.460 | $23,217 | $50,472 | 7,363 | 16,007 | $3.15 |
| 2008 | 066-611-012 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.440 | $68,947 | $156,698 | 7,980 | 18,136 | $8.64 |
| 2008 | 066-628-007 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.936 | $125,456 | $134,034 | 12,646 | 13,511 | $9.92 |
| **RICE** | | | **20.748** | **$690,858** | **$33,298** | **110,546** | **5,328** | **$6.25** | **22.124** | **$885,261** | **$40,014** | **131,172** | **5,929** | **$6.75** |
| 2004 | 074-645-022 | 1 | 2.503 | $207,706 | $82,983 | 24,875 | 9,938 | $8.35 | 2.503 | $207,706 | $82,983 | 24,875 | 9,938 | $8.35 |
| 2005 | 074-612-031 | 2 | 0.409 | $1,691 | $4,134 | 151 | 369 | $11.20 | 0.409 | $1,691 | $4,134 | 151 | 369 | $11.20 |
| 2005 | 074-634-011 | 2 | 0.744 | $16,600 | $22,312 | 1,169 | 1,571 | $14.20 | 0.744 | $16,600 | $22,312 | 1,169 | 1,571 | $14.20 |
| 2006 | 074-635-007 | 1 | 0.735 | $77,464 | $105,393 | 6,402 | 8,710 | $12.10 | 0.735 | $77,464 | $105,393 | 6,402 | 8,710 | $12.10 |
| 2006 | 074-645-026 | 1 | 0.610 | $65,074 | $106,679 | 5,492 | 9,003 | $11.85 | 0.610 | $65,074 | $106,679 | 5,492 | 9,003 | $11.85 |
| **STEELE** | | | **5.001** | **$368,535** | **$73,692** | **38,089** | **7,616** | **$9.68** | **5.001** | **$368,535** | **$73,692** | **38,089** | **7,616** | **$9.68** |
| 2003 | 079-654-001 | 1 | 0.670 | $24,439 | $36,476 | 2,726 | 4,069 | $8.97 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 079-605-011 | 2 | 1.525 | $127,529 | $83,626 | 15,819 | 10,373 | $8.06 | 1.525 | $127,529 | $83,626 | 15,819 | 10,373 | $8.06 |
| 2006 | 079-633-006 | 1 | 2.820 | $26,078 | $9,247 | 2,745 | 973 | $9.50 | 2.820 | $26,078 | $9,247 | 2,745 | 973 | $9.50 |
| 2007 | 079-604-041 | 1 | 2.519 | $174,455 | $69,256 | 31,031 | 12,319 | $5.62 | 2.519 | $174,455 | $69,256 | 31,031 | 12,319 | $5.62 |
| 2008 | 079-607-019 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.770 | $57,056 | $32,235 | 6,740 | 3,808 | $8.47 |
| **WABASHA** | | | **7.534** | **$352,501** | **$46,788** | **52,321** | **6,945** | **$6.74** | **8.634** | **$385,118** | **$44,605** | **56,335** | **6,525** | **$6.84** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 085-629-022 | 2 | 0.521 | $116,355 | $223,330 | 11,188 | 21,474 | $10.40 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 085-625-051 | 1 | 1.816 | $215,550 | $118,695 | 21,555 | 11,869 | $10.00 | 1.816 | $215,550 | $118,695 | 21,555 | 11,869 | $10.00 |
| 2005 | 085-606-016 | 1 | 0.474 | $95,305 | $201,065 | 8,025 | 16,930 | $11.88 | 0.474 | $95,305 | $201,065 | 8,025 | 16,930 | $11.88 |
| 2005 | 085-621-014 | 2 | 1.458 | $344,975 | $236,608 | 34,671 | 23,780 | $9.95 | 1.458 | $344,975 | $236,608 | 34,671 | 23,780 | $9.95 |
| 2005 | 085-625-054 | 1 | 3.428 | $48,714 | $14,211 | 3,450 | 1,006 | $14.12 | 3.428 | $48,714 | $14,211 | 3,450 | 1,006 | $14.12 |
| 2005 | 085-632-013 | 2 | 0.142 | $19,751 | $139,092 | 1,807 | 12,725 | $10.93 | 0.142 | $19,751 | $139,092 | 1,807 | 12,725 | $10.93 |
| 2006 | 085-612-025 | 1 | 1.666 | $300,190 | $180,186 | 29,344 | 17,613 | $10.23 | 1.666 | $300,190 | $180,186 | 29,344 | 17,613 | $10.23 |
| 2007 | 085-625-052 | 2 | 0.628 | $217,631 | $346,546 | 19,174 | 30,532 | $11.35 | 0.628 | $217,631 | $346,546 | 19,174 | 30,532 | $11.35 |
| 2007 | 085-625-055 | 1 | 0.242 | $51,345 | $212,169 | 4,606 | 19,033 | $11.15 | 0.242 | $51,345 | $212,169 | 4,606 | 19,033 | $11.15 |
| 2007 | 085-625-056 | 1 | 1.775 | $24,053 | $13,551 | 1,787 | 1,007 | $13.46 | 1.775 | $24,053 | $13,551 | 1,787 | 1,007 | $13.46 |
| **WINONA** | | | **12.150** | **$1,433,869** | **$118,014** | **135,607** | **11,161** | **$10.57** | **11.629** | **$1,317,514** | **$113,296** | **124,419** | **10,699** | **$10.59** |
| **DISTRICT 6** | | | **227.453** | **$13,326,997** | **$58,592** | **1,646,614** | **7,239** | **$8.09** | **185.180** | **$11,057,223** | **$59,711** | **1,346,379** | **7,271** | **$8.21** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 007-643-004 | 1 | 0.304 | $21,276 | $69,987 | 3,106 | 10,217 | $6.85 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 007-682-002 | 2 | 0.587 | $28,951 | $49,320 | 2,227 | 3,794 | $13.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 007-616-026 | 2 | 1.708 | $207,322 | $121,383 | 34,073 | 19,949 | $6.08 | 1.708 | $207,322 | $121,383 | 34,073 | 19,949 | $6.08 |
| 2004 | 007-638-004 | 1 | 0.812 | $100,553 | $123,834 | 15,642 | 19,264 | $6.43 | 0.812 | $100,553 | $123,834 | 15,642 | 19,264 | $6.43 |
| 2005 | 007-624-004 | 1 | 2.996 | $222,615 | $74,304 | 26,190 | 8,742 | $8.50 | 2.996 | $222,615 | $74,304 | 26,190 | 8,742 | $8.50 |
| 2005 | 007-633-012 | 1 | 0.432 | $21,338 | $49,394 | 3,138 | 7,264 | $6.80 | 0.432 | $21,338 | $49,394 | 3,138 | 7,264 | $6.80 |
| 2005 | 007-648-003 | 1 | 0.895 | $83,391 | $93,174 | 9,987 | 11,159 | $8.35 | 0.895 | $83,391 | $93,174 | 9,987 | 11,159 | $8.35 |
| 2006 | 007-620-020 | 2 | 0.606 | $100,722 | $166,208 | 12,446 | 20,538 | $8.09 | 0.606 | $100,722 | $166,208 | 12,446 | 20,538 | $8.09 |
| 2006 | 007-657-002 | 2 | 2.454 | $251,546 | $102,504 | 33,184 | 13,522 | $7.58 | 2.454 | $251,546 | $102,504 | 33,184 | 13,522 | $7.58 |
| 2007 | 007-603-011 | 1 | 0.687 | $70,915 | $103,224 | 7,815 | 11,376 | $9.07 | 0.687 | $70,915 | $103,224 | 7,815 | 11,376 | $9.07 |
| 2007 | 007-650-002 | 1 | 0.435 | $39,597 | $91,028 | 4,235 | 9,736 | $9.35 | 0.435 | $39,597 | $91,028 | 4,235 | 9,736 | $9.35 |
| 2008 | 007-682-004 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.606 | $124,945 | $206,180 | 12,869 | 21,236 | $9.71 |
| **BLUE EARTH** | | | **11.916** | **$1,148,226** | **$96,360** | **152,043** | **12,760** | **$7.55** | **11.631** | **$1,222,944** | **$105,145** | **159,579** | **13,720** | **$7.66** |
| 2003 | 008-602-016 | 1 | 1.300 | $21,124 | $16,249 | 4,515 | 3,473 | $4.68 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 008-624-029 | 1 | 1.250 | $97,963 | $78,370 | 22,296 | 17,837 | $4.39 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 008-604-007 | 2 | 0.813 | $51,336 | $63,144 | 8,244 | 10,140 | $6.23 | 0.813 | $51,336 | $63,144 | 8,244 | 10,140 | $6.23 |
| 2004 | 008-624-030 | 1 | 1.330 | $23,800 | $17,895 | 4,900 | 3,684 | $4.86 | 1.330 | $23,800 | $17,895 | 4,900 | 3,684 | $4.86 |
| 2005 | 008-610-025 | 1 | 1.259 | $59,415 | $47,192 | 12,401 | 9,850 | $4.79 | 1.259 | $59,415 | $47,192 | 12,401 | 9,850 | $4.79 |
| 2006 | 008-612-005 | 1 | 0.418 | $15,838 | $37,890 | 2,376 | 5,684 | $6.67 | 0.418 | $15,838 | $37,890 | 2,376 | 5,684 | $6.67 |
| 2006 | 008-627-016 | 1 | 2.847 | $254,550 | $89,410 | 43,168 | 15,163 | $5.90 | 2.847 | $254,550 | $89,410 | 43,168 | 15,163 | $5.90 |
| 2007 | 008-610-026 | 1 | 4.008 | $52,200 | $13,024 | 9,135 | 2,279 | $5.71 | 4.008 | $52,200 | $13,024 | 9,135 | 2,279 | $5.71 |
| 2007 | 008-627-021 | 1 | 0.152 | $7,000 | $46,053 | 980 | 6,447 | $7.14 | 0.152 | $7,000 | $46,053 | 980 | 6,447 | $7.14 |
| **BROWN** | | | **13.377** | **$583,226** | **$43,599** | **108,015** | **8,075** | **$5.40** | **10.827** | **$464,139** | **$42,869** | **81,204** | **7,500** | **$5.72** |
| 2004 | 017-603-015 | 1 | 3.868 | $102,870 | $26,595 | 15,309 | 3,958 | $6.72 | 3.868 | $102,870 | $26,595 | 15,309 | 3,958 | $6.72 |
| 2004 | 017-611-013 | 1 | 1.000 | $45,422 | $45,422 | 8,060 | 8,060 | $5.64 | 1.000 | $45,422 | $45,422 | 8,060 | 8,060 | $5.64 |
| 2005 | 017-613-039 | 2 | 0.092 | $18,000 | $195,652 | 2,000 | 21,739 | $9.00 | 0.092 | $18,000 | $195,652 | 2,000 | 21,739 | $9.00 |
| 2005 | 017-629-001 | 1 | 0.900 | $5,632 | $6,258 | 605 | 672 | $9.31 | 0.900 | $5,632 | $6,258 | 605 | 672 | $9.31 |
| 2006 | 017-602-021 | 1 | 4.697 | $98,000 | $20,864 | 25,137 | 5,352 | $3.90 | 4.697 | $98,000 | $20,864 | 25,137 | 5,352 | $3.90 |
| 2006 | 017-602-022 | 1 | 5.013 | $56,797 | $11,330 | 25,180 | 5,023 | $2.26 | 5.013 | $56,797 | $11,330 | 25,180 | 5,023 | $2.26 |
| **COTTONWOOD** | | | **15.570** | **$326,721** | **$20,984** | **76,291** | **4,900** | **$4.28** | **15.570** | **$326,721** | **$20,984** | **76,291** | **4,900** | **$4.28** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 022-654-005 | 2 | 0.255 | $6,965 | $27,314 | 995 | 3,902 | $7.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 022-616-016 | 1 | 3.234 | $45,765 | $14,151 | 8,100 | 2,505 | $5.65 | 3.234 | $45,765 | $14,151 | 8,100 | 2,505 | $5.65 |
| 2004 | 022-616-017 | 1 | 4.705 | $66,388 | $14,110 | 11,750 | 2,497 | $5.65 | 4.705 | $66,388 | $14,110 | 11,750 | 2,497 | $5.65 |
| 2004 | 022-653-006 | 2 | 0.485 | $50,939 | $105,029 | 9,256 | 19,085 | $5.50 | 0.485 | $50,939 | $105,029 | 9,256 | 19,085 | $5.50 |
| 2006 | 022-621-020 | 1 | 2.836 | $520,334 | $183,475 | 54,772 | 19,313 | $9.50 | 2.836 | $520,334 | $183,475 | 54,772 | 19,313 | $9.50 |
| 2007 | 022-621-023 | 1 | 2.784 | $707,705 | $254,204 | 54,649 | 19,630 | $12.95 | 2.784 | $707,705 | $254,204 | 54,649 | 19,630 | $12.95 |
| 2008 | 022-621-025 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.672 | $237,349 | $353,198 | 15,630 | 23,259 | $15.19 |
| **FARIBAULT** | | | **14.299** | **$1,398,096** | **$97,776** | **139,522** | **9,757** | **$10.02** | **14.716** | **$1,628,480** | **$110,661** | **154,157** | **10,475** | **$10.56** |
| 2003 | 032-634-019 | 1 | 6.358 | $72,695 | $11,434 | 14,310 | 2,251 | $5.08 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 032-634-013 | 1 | 7.000 | $231,649 | $33,093 | 37,399 | 5,343 | $6.19 | 7.000 | $231,649 | $33,093 | 37,399 | 5,343 | $6.19 |
| 2005 | 032-609-052 | 1 | 3.162 | $42,928 | $13,576 | 4,310 | 1,363 | $9.96 | 3.162 | $42,928 | $13,576 | 4,310 | 1,363 | $9.96 |
| 2005 | 032-624-030 | 1 | 0.093 | $13,022 | $140,022 | 766 | 8,237 | $17.00 | 0.093 | $13,022 | $140,022 | 766 | 8,237 | $17.00 |
| 2005 | 032-634-022 | 1 | 7.633 | $100,852 | $13,213 | 15,327 | 2,008 | $6.58 | 7.633 | $100,852 | $13,213 | 15,327 | 2,008 | $6.58 |
| 2006 | 032-634-015 | 1 | 9.075 | $379,873 | $41,859 | 39,819 | 4,388 | $9.54 | 9.075 | $379,873 | $41,859 | 39,819 | 4,388 | $9.54 |
| 2007 | 032-645-001 | 1 | 0.775 | $94,838 | $122,372 | 6,632 | 8,557 | $14.30 | 0.775 | $94,838 | $122,372 | 6,632 | 8,557 | $14.30 |
| 2008 | 032-624-034 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.398 | $30,118 | $75,673 | 2,692 | 6,764 | $11.19 |
| 2008 | 032-649-002 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.439 | $33,763 | $76,909 | 3,017 | 6,872 | $11.19 |
| 2008 | 032-653-001 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.924 | $74,181 | $80,282 | 6,182 | 6,690 | $12.00 |
| **JACKSON** | | | **34.096** | **$935,857** | **$27,448** | **118,563** | **3,477** | **$7.89** | **29.499** | **$1,001,224** | **$33,941** | **116,144** | **3,937** | **$8.62** |
| 2003 | 040-626-039 | 2 | 0.318 | $39,780 | $125,094 | 5,200 | 16,352 | $7.65 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 040-616-004 | 1 | 0.040 | $1,444 | $36,100 | 175 | 4,375 | $8.25 | 0.040 | $1,444 | $36,100 | 175 | 4,375 | $8.25 |
| 2004 | 040-626-041 | 2 | 0.305 | $45,344 | $148,669 | 5,212 | 17,089 | $8.70 | 0.305 | $45,344 | $148,669 | 5,212 | 17,089 | $8.70 |
| 2004 | 040-628-017 | 1 | 3.009 | $214,503 | $71,287 | 29,246 | 9,720 | $7.33 | 3.009 | $214,503 | $71,287 | 29,246 | 9,720 | $7.33 |
| 2004 | 040-628-020 | 1 | 0.010 | $480 | $48,000 | 40 | 4,000 | $12.00 | 0.010 | $480 | $48,000 | 40 | 4,000 | $12.00 |
| 2005 | 040-613-007 | 1 | 0.310 | $35,202 | $113,555 | 3,345 | 10,790 | $10.52 | 0.310 | $35,202 | $113,555 | 3,345 | 10,790 | $10.52 |
| 2005 | 040-615-014 | 1 | 2.610 | $276,000 | $105,747 | 28,550 | 10,939 | $9.67 | 2.610 | $276,000 | $105,747 | 28,550 | 10,939 | $9.67 |
| 2005 | 040-615-015 | 2 | 0.292 | $36,192 | $123,945 | 4,275 | 14,640 | $8.47 | 0.292 | $36,192 | $123,945 | 4,275 | 14,640 | $8.47 |
| 2005 | 040-646-003 | 2 | 0.279 | $23,488 | $84,186 | 2,775 | 9,946 | $8.46 | 0.279 | $23,488 | $84,186 | 2,775 | 9,946 | $8.46 |
| 2007 | 040-629-005 | 2 | 0.640 | $97,100 | $151,719 | 13,041 | 20,377 | $7.45 | 0.640 | $97,100 | $151,719 | 13,041 | 20,377 | $7.45 |
| 2008 | 040-602-018 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 4.790 | $89,100 | $18,601 | 9,900 | 2,067 | $9.00 |
| **LE SUEUR** | | | **7.813** | **$769,533** | **$98,494** | **91,859** | **11,757** | **$8.38** | **12.285** | **$818,853** | **$66,655** | **96,559** | **7,860** | **$8.48** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2004 | 046-653-008 | 1 | 5.966 | $194,250 | $32,560 | 26,250 | 4,400 | $7.40 | 5.966 | $194,250 | $32,560 | 26,250 | 4,400 | $7.40 |
| 2007 | 046-637-003 | 1 | 8.885 | $402,123 | $45,259 | 38,815 | 4,369 | $10.36 | 8.885 | $402,123 | $45,259 | 38,815 | 4,369 | $10.36 |
| **MARTIN** | | | **14.851** | **$596,373** | **$40,157** | **65,065** | **4,381** | **$9.17** | **14.851** | **$596,373** | **$40,157** | **65,065** | **4,381** | **$9.17** |
| 2003 | 052-605-039 | 1 | 2.423 | $25,959 | $10,712 | 3,366 | 1,389 | $7.71 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 052-605-044 | 1 | 2.043 | $35,000 | $17,132 | 5,000 | 2,447 | $7.00 | 2.043 | $35,000 | $17,132 | 5,000 | 2,447 | $7.00 |
| 2004 | 052-605-046 | 1 | 3.178 | $35,000 | $11,013 | 5,000 | 1,573 | $7.00 | 3.178 | $35,000 | $11,013 | 5,000 | 1,573 | $7.00 |
| 2004 | 052-606-006 | 1 | 4.139 | $6,160 | $1,488 | 700 | 169 | $8.80 | 4.139 | $6,160 | $1,488 | 700 | 169 | $8.80 |
| 2004 | 052-620-010 | 2 | 0.747 | $91,200 | $122,088 | 14,364 | 19,229 | $6.35 | 0.747 | $91,200 | $122,088 | 14,364 | 19,229 | $6.35 |
| 2005 | 052-605-048 | 1 | 3.314 | $31,500 | $9,505 | 4,500 | 1,358 | $7.00 | 3.314 | $31,500 | $9,505 | 4,500 | 1,358 | $7.00 |
| 2005 | 052-605-055 | 1 | 2.483 | $56,000 | $22,553 | 7,000 | 2,819 | $8.00 | 2.483 | $56,000 | $22,553 | 7,000 | 2,819 | $8.00 |
| 2006 | 052-605-053 | 1 | 2.538 | $65,290 | $25,725 | 6,931 | 2,731 | $9.42 | 2.538 | $65,290 | $25,725 | 6,931 | 2,731 | $9.42 |
| 2006 | 052-620-012 | 2 | 0.530 | $170,754 | $322,177 | 14,440 | 27,245 | $11.83 | 0.530 | $170,754 | $322,177 | 14,440 | 27,245 | $11.83 |
| 2007 | 052-623-007 | 1 | 0.231 | $31,014 | $134,260 | 2,117 | 9,165 | $14.65 | 0.231 | $31,014 | $134,260 | 2,117 | 9,165 | $14.65 |
| **NICOLLET** | | | **21.626** | **$547,877** | **$25,334** | **63,418** | **2,932** | **$8.64** | **19.203** | **$521,918** | **$27,179** | **60,052** | **3,127** | **$8.69** |
| 2003 | 053-619-020 | 2 | 0.272 | $14,250 | $52,390 | 2,100 | 7,721 | $6.79 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 053-620-005 | 2 | 0.581 | $21,000 | $36,145 | 2,800 | 4,819 | $7.50 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 053-635-016 | 1 | 3.974 | $71,008 | $17,868 | 13,202 | 3,322 | $5.38 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 053-635-019 | 1 | 2.015 | $38,021 | $18,869 | 6,958 | 3,453 | $5.46 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 053-635-017 | 1 | 8.305 | $197,550 | $23,787 | 30,730 | 3,700 | $6.43 | 8.305 | $197,550 | $23,787 | 30,730 | 3,700 | $6.43 |
| 2007 | 053-635-021 | 1 | 6.951 | $203,775 | $29,315 | 29,260 | 4,209 | $6.96 | 6.951 | $203,775 | $29,315 | 29,260 | 4,209 | $6.96 |
| **NOBLES** | | | **22.098** | **$545,604** | **$24,690** | **85,050** | **3,849** | **$6.42** | **15.256** | **$401,325** | **$26,306** | **59,990** | **3,932** | **$6.69** |
| 2003 | 067-604-019 | 1 | 2.746 | $128,237 | $46,700 | 24,426 | 8,895 | $5.25 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 067-637-001 | 2 | 0.527 | $43,470 | $82,486 | 6,210 | 11,784 | $7.00 | 0.527 | $43,470 | $82,486 | 6,210 | 11,784 | $7.00 |
| 2006 | 067-604-024 | 1 | 4.183 | $296,664 | $70,921 | 37,083 | 8,865 | $8.00 | 4.183 | $296,664 | $70,921 | 37,083 | 8,865 | $8.00 |
| **ROCK** | | | **7.456** | **$468,371** | **$62,818** | **67,719** | **9,082** | **$6.92** | **4.710** | **$340,134** | **$72,215** | **43,293** | **9,192** | **$7.86** |
| 2003 | 072-608-042 | 1 | 2.321 | $7,296 | $3,143 | 3,491 | 1,504 | $2.09 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 072-608-044 | 1 | 0.095 | $21,385 | $225,105 | 2,027 | 21,337 | $10.55 | 0.095 | $21,385 | $225,105 | 2,027 | 21,337 | $10.55 |
| 2005 | 072-611-015 | 1 | 0.360 | $2,720 | $7,556 | 170 | 472 | $16.00 | 0.360 | $2,720 | $7,556 | 170 | 472 | $16.00 |
| 2005 | 072-628-004 | 2 | 0.168 | $48,050 | $286,012 | 3,100 | 18,452 | $15.50 | 0.168 | $48,050 | $286,012 | 3,100 | 18,452 | $15.50 |
| 2008 | 072-621-017 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.919 | $49,020 | $53,341 | 18,530 | 20,163 | $2.65 |
| **SIBLEY** | | | **2.944** | **$79,451** | **$26,987** | **8,788** | **2,985** | **$9.04** | **1.542** | **$121,175** | **$78,583** | **23,827** | **15,452** | **$5.09** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2007 | 081-601-006 | 2 | 0.362 | $83,915 | $231,809 | 9,849 | 27,207 | $8.52 | 0.362 | $83,915 | $231,809 | 9,849 | 27,207 | $8.52 |
| 2007 | 081-604-021 | 2 | 0.845 | $130,343 | $154,252 | 15,517 | 18,363 | $8.40 | 0.845 | $130,343 | $154,252 | 15,517 | 18,363 | $8.40 |
| 2007 | 081-613-005 | 1 | 1.804 | $232,144 | $128,683 | 23,834 | 13,212 | $9.74 | 1.804 | $232,144 | $128,683 | 23,834 | 13,212 | $9.74 |
| **WASECA** | | | **3.011** | **$446,402** | **$148,257** | **49,200** | **16,340** | **$9.07** | **3.011** | **$446,402** | **$148,257** | **49,200** | **16,340** | **$9.07** |
| 2003 | 083-605-031 | 2 | 0.848 | $2,900 | $3,420 | 378 | 446 | $7.67 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 083-612-015 | 1 | 8.263 | $107,300 | $12,986 | 13,986 | 1,693 | $7.67 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 083-612-016 | 2 | 0.358 | $32,672 | $91,263 | 3,580 | 10,000 | $9.13 | 0.358 | $32,672 | $91,263 | 3,580 | 10,000 | $9.13 |
| 2005 | 083-658-006 | 1 | 1.434 | $127,935 | $89,215 | 8,021 | 5,593 | $15.95 | 1.434 | $127,935 | $89,215 | 8,021 | 5,593 | $15.95 |
| 2006 | 083-614-025 | 1 | 2.010 | $164,000 | $81,592 | 15,498 | 7,710 | $10.58 | 2.010 | $164,000 | $81,592 | 15,498 | 7,710 | $10.58 |
| 2006 | 083-624-001 | 2 | 0.248 | $18,630 | $75,121 | 1,956 | 7,887 | $9.52 | 0.248 | $18,630 | $75,121 | 1,956 | 7,887 | $9.52 |
| 2006 | 083-659-002 | 1 | 1.009 | $90,000 | $89,197 | 8,505 | 8,429 | $10.58 | 1.009 | $90,000 | $89,197 | 8,505 | 8,429 | $10.58 |
| **WATONWAN** | | | **14.170** | **$543,437** | **$38,351** | **51,924** | **3,664** | **$10.47** | **5.059** | **$433,237** | **$85,637** | **37,560** | **7,424** | **$11.53** |
| **DISTRICT 7** | | | **183.228** | **$8,389,174** | **$45,786** | **1,077,457** | **5,880** | **$7.79** | **158.160** | **$8,322,925** | **$52,623** | **1,022,921** | **6,468** | **$8.14** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 012-604-007 | 1 | 1.038 | $31,783 | $30,619 | 5,387 | 5,190 | $5.90 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 012-604-008 | 1 | 3.176 | $16,277 | $5,125 | 2,415 | 760 | $6.74 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 012-618-002 | 1 | 1.560 | $44,426 | $28,478 | 7,877 | 5,049 | $5.64 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2005 | 012-605-017 | 1 | 4.922 | $110,216 | $22,393 | 18,400 | 3,738 | $5.99 | 4.922 | $110,216 | $22,393 | 18,400 | 3,738 | $5.99 |
| 2008 | 012-601-016 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 6.011 | $396,944 | $66,036 | 45,365 | 7,547 | $8.75 |
| 2008 | 012-615-025 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.216 | $40,052 | $185,426 | 3,102 | 14,361 | $12.91 |
| **CHIPPEWA** | | | **10.696** | **$202,702** | **$18,951** | **34,079** | **3,186** | **$5.95** | **11.149** | **$547,212** | **$49,082** | **66,867** | **5,998** | **$8.18** |
| 2003 | 034-601-029 | 1 | 0.338 | $25,911 | $76,660 | 4,737 | 14,015 | $5.47 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 034-601-032 | 1 | 2.967 | $26,102 | $8,797 | 4,265 | 1,437 | $6.12 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 034-602-027 | 1 | 5.671 | $46,900 | $8,270 | 11,725 | 2,068 | $4.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 034-610-016 | 1 | 0.723 | $7,004 | $9,687 | 1,484 | 2,053 | $4.72 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 034-624-006 | 2 | 0.926 | $117,644 | $127,045 | 23,576 | 25,460 | $4.99 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 034-628-008 | 1 | 1.090 | $12,471 | $11,441 | 2,659 | 2,439 | $4.69 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 034-608-021 | 1 | 0.379 | $38,700 | $102,111 | 6,684 | 17,636 | $5.79 | 0.379 | $38,700 | $102,111 | 6,684 | 17,636 | $5.79 |
| 2004 | 034-623-018 | 1 | 1.020 | $19,576 | $19,192 | 4,490 | 4,402 | $4.36 | 1.020 | $19,576 | $19,192 | 4,490 | 4,402 | $4.36 |
| 2004 | 034-623-019 | 1 | 1.020 | $15,622 | $15,316 | 3,583 | 3,513 | $4.36 | 1.020 | $15,622 | $15,316 | 3,583 | 3,513 | $4.36 |
| 2004 | 034-644-005 | 1 | 2.005 | $118,638 | $59,171 | 14,923 | 7,443 | $7.95 | 2.005 | $118,638 | $59,171 | 14,923 | 7,443 | $7.95 |
| 2005 | 034-604-018 | 1 | 0.544 | $34,890 | $64,136 | 3,489 | 6,414 | $10.00 | 0.544 | $34,890 | $64,136 | 3,489 | 6,414 | $10.00 |
| 2005 | 034-607-013 | 1 | 13.409 | $951,254 | $70,941 | 153,428 | 11,442 | $6.20 | 13.409 | $951,254 | $70,941 | 153,428 | 11,442 | $6.20 |
| 2005 | 034-623-014 | 1 | 1.630 | $83,822 | $51,425 | 6,209 | 3,809 | $13.50 | 1.630 | $83,822 | $51,425 | 6,209 | 3,809 | $13.50 |
| 2005 | 034-623-021 | 2 | 1.120 | $141,475 | $126,317 | 20,039 | 17,892 | $7.06 | 1.120 | $141,475 | $126,317 | 20,039 | 17,892 | $7.06 |
| 2005 | 034-660-001 | 2 | 0.056 | $2,399 | $42,839 | 387 | 6,911 | $6.20 | 0.056 | $2,399 | $42,839 | 387 | 6,911 | $6.20 |
| 2006 | 034-609-018 | 1 | 0.562 | $38,580 | $68,648 | 6,430 | 11,441 | $6.00 | 0.562 | $38,580 | $68,648 | 6,430 | 11,441 | $6.00 |
| 2006 | 034-610-014 | 1 | 5.817 | $437,204 | $75,160 | 76,168 | 13,094 | $5.74 | 5.817 | $437,204 | $75,160 | 76,168 | 13,094 | $5.74 |
| 2006 | 034-610-015 | 1 | 2.623 | $193,806 | $73,887 | 32,301 | 12,315 | $6.00 | 2.623 | $193,806 | $73,887 | 32,301 | 12,315 | $6.00 |
| 2007 | 034-604-019 | 1 | 2.678 | $159,923 | $59,717 | 21,323 | 7,962 | $7.50 | 2.678 | $159,923 | $59,717 | 21,323 | 7,962 | $7.50 |
| 2007 | 034-647-002 | 1 | 1.085 | $252,050 | $232,304 | 33,340 | 30,728 | $7.56 | 1.085 | $252,050 | $232,304 | 33,340 | 30,728 | $7.56 |
| 2008 | 034-607-014 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 2.518 | $222,712 | $88,448 | 21,394 | 8,496 | $10.41 |
| 2008 | 034-610-018 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.950 | $91,308 | $96,114 | 12,326 | 12,975 | $7.41 |
| **KANDIYOHI** | | | **45.663** | **$2,723,971** | **$59,654** | **431,240** | **9,444** | **$6.32** | **37.416** | **$2,801,959** | **$74,887** | **416,514** | **11,132** | **$6.73** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 037-607-030 | 1 | 4.073 | $74,358 | $18,256 | 13,770 | 3,381 | $5.40 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 037-802-001 | 1 | 0.188 | $25,215 | $134,122 | 4,100 | 21,809 | $6.15 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 037-804-001 | 2 | 0.189 | $13,698 | $72,476 | 1,535 | 8,122 | $8.92 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 037-623-013 | 2 | 0.343 | $59,732 | $174,146 | 8,240 | 24,023 | $7.25 | 0.343 | $59,732 | $174,146 | 8,240 | 24,023 | $7.25 |
| 2005 | 037-619-014 | 2 | 1.052 | $71,732 | $68,186 | 8,439 | 8,022 | $8.50 | 1.052 | $71,732 | $68,186 | 8,439 | 8,022 | $8.50 |
| 2006 | 037-806-002 | 2 | 0.062 | $6,600 | $106,452 | 600 | 9,677 | $11.00 | 0.062 | $6,600 | $106,452 | 600 | 9,677 | $11.00 |
| **LAC QUI PARLE** | | | **5.907** | **$251,335** | **$42,549** | **36,684** | **6,210** | **$6.85** | **1.457** | **$138,064** | **$94,759** | **17,279** | **11,859** | **$7.99** |
| 2003 | 041-608-022 | 1 | 0.502 | $22,230 | $44,283 | 3,900 | 7,769 | $5.70 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 041-608-023 | 1 | 2.007 | $87,210 | $43,453 | 15,300 | 7,623 | $5.70 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 041-618-014 | 1 | 3.013 | $124,825 | $41,429 | 30,445 | 10,105 | $4.10 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 041-618-015 | 1 | 3.013 | $62,400 | $20,710 | 12,000 | 3,983 | $5.20 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 041-601-027 | 1 | 4.991 | $251,712 | $50,433 | 45,600 | 9,136 | $5.52 | 4.991 | $251,712 | $50,433 | 45,600 | 9,136 | $5.52 |
| 2005 | 041-618-009 | 1 | 0.464 | $41,688 | $89,845 | 6,670 | 14,375 | $6.25 | 0.464 | $41,688 | $89,845 | 6,670 | 14,375 | $6.25 |
| 2006 | 041-615-018 | 1 | 4.819 | $366,727 | $76,100 | 59,825 | 12,414 | $6.13 | 4.819 | $366,727 | $76,100 | 59,825 | 12,414 | $6.13 |
| **LINCOLN** | | | **18.809** | **$956,792** | **$50,869** | **173,740** | **9,237** | **$5.51** | **10.274** | **$660,127** | **$64,252** | **112,095** | **10,911** | **$5.89** |
| 2003 | 042-610-027 | 1 | 2.940 | $15,263 | $5,191 | 1,650 | 561 | $9.25 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 042-610-028 | 1 | 2.940 | $181,570 | $61,759 | 28,775 | 9,787 | $6.31 | 2.940 | $181,570 | $61,759 | 28,775 | 9,787 | $6.31 |
| 2004 | 042-613-023 | 1 | 3.520 | $130,075 | $36,953 | 23,650 | 6,719 | $5.50 | 3.520 | $130,075 | $36,953 | 23,650 | 6,719 | $5.50 |
| 2005 | 042-605-026 | 1 | 3.456 | $137,144 | $39,683 | 21,099 | 6,105 | $6.50 | 3.456 | $137,144 | $39,683 | 21,099 | 6,105 | $6.50 |
| 2007 | 042-635-001 | 2 | 0.503 | $38,080 | $75,706 | 5,600 | 11,133 | $6.80 | 0.503 | $38,080 | $75,706 | 5,600 | 11,133 | $6.80 |
| 2008 | 042-605-032 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 7.564 | $756,400 | $100,000 | 115,400 | 15,256 | $6.55 |
| **LYON** | | | **13.359** | **$502,132** | **$37,588** | **80,774** | **6,046** | **$6.22** | **17.983** | **$1,243,269** | **$69,136** | **194,524** | **10,817** | **$6.39** |
| 2003 | 043-603-027 | 2 | 0.234 | $261,369 | $1,116,962 | 29,041 | 124,107 | $9.00 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 043-715-002 | 1 | 1.482 | $102,202 | $68,962 | 15,141 | 10,217 | $6.75 | 1.482 | $102,202 | $68,962 | 15,141 | 10,217 | $6.75 |
| 2005 | 043-615-009 | 2 | 0.361 | $36,120 | $100,055 | 4,200 | 11,634 | $8.60 | 0.361 | $36,120 | $100,055 | 4,200 | 11,634 | $8.60 |
| 2006 | 043-602-023 | 1 | 3.152 | $173,574 | $55,068 | 15,179 | 4,816 | $11.44 | 3.152 | $173,574 | $55,068 | 15,179 | 4,816 | $11.44 |
| 2007 | 043-607-012 | 1 | 6.236 | $488,171 | $78,283 | 74,838 | 12,001 | $6.52 | 6.236 | $488,171 | $78,283 | 74,838 | 12,001 | $6.52 |
| 2008 | 043-615-011 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.478 | $111,073 | $232,370 | 11,439 | 23,931 | $9.71 |
| 2008 | 043-715-003 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.670 | $252,573 | $376,975 | 39,242 | 58,570 | $6.44 |
| **MC LEOD** | | | **11.465** | **$1,061,436** | **$92,581** | **138,399** | **12,071** | **$7.67** | **12.379** | **$1,163,713** | **$94,007** | **160,039** | **12,928** | **$7.27** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 047-601-016 | 1 | 4.160 | $85,650 | $20,589 | 19,186 | 4,612 | $4.46 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 047-635-006 | 1 | 6.093 | $223,330 | $36,654 | 57,585 | 9,451 | $3.88 | 6.093 | $223,330 | $36,654 | 57,585 | 9,451 | $3.88 |
| 2005 | 047-601-018 | 1 | 8.422 | $147,548 | $17,519 | 36,358 | 4,317 | $4.06 | 8.422 | $147,548 | $17,519 | 36,358 | 4,317 | $4.06 |
| 2005 | 047-614-017 | 1 | 0.660 | $50,682 | $76,791 | 6,592 | 9,988 | $7.69 | 0.660 | $50,682 | $76,791 | 6,592 | 9,988 | $7.69 |
| 2005 | 047-634-014 | 1 | 1.717 | $25,740 | $14,991 | 3,952 | 2,302 | $6.51 | 1.717 | $25,740 | $14,991 | 3,952 | 2,302 | $6.51 |
| 2006 | 047-614-018 | 1 | 6.743 | $299,647 | $44,438 | 57,730 | 8,561 | $5.19 | 6.743 | $299,647 | $44,438 | 57,730 | 8,561 | $5.19 |
| 2007 | 047-614-019 | 1 | 6.700 | $141,600 | $21,134 | 22,400 | 3,343 | $6.32 | 6.700 | $141,600 | $21,134 | 22,400 | 3,343 | $6.32 |
| **MEEKER** | | | **34.495** | **$974,197** | **$28,242** | **203,803** | **5,908** | **$4.78** | **30.335** | **$888,547** | **$29,291** | **184,617** | **6,086** | **$4.81** |
| 2003 | 051-617-006 | 1 | 2.968 | $86,185 | $29,038 | 16,735 | 5,638 | $5.15 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 051-617-007 | 1 | 1.072 | $31,853 | $29,714 | 6,185 | 5,770 | $5.15 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 051-640-002 | 1 | 2.326 | $101,150 | $43,487 | 13,856 | 5,957 | $7.30 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 051-645-005 | 1 | 4.339 | $126,072 | $29,056 | 24,480 | 5,642 | $5.15 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 051-617-008 | 1 | 4.047 | $167,844 | $41,474 | 28,400 | 7,018 | $5.91 | 4.047 | $167,844 | $41,474 | 28,400 | 7,018 | $5.91 |
| 2004 | 051-640-003 | 1 | 2.326 | $89,490 | $38,474 | 15,700 | 6,750 | $5.70 | 2.326 | $89,490 | $38,474 | 15,700 | 6,750 | $5.70 |
| 2004 | 051-645-006 | 1 | 4.339 | $170,799 | $39,364 | 28,900 | 6,661 | $5.91 | 4.339 | $170,799 | $39,364 | 28,900 | 6,661 | $5.91 |
| 2008 | 051-602-017 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.818 | $18,297 | $22,368 | 1,710 | 2,090 | $10.70 |
| 2008 | 051-604-025 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.644 | $133,763 | $207,707 | 13,050 | 20,264 | $10.25 |
| 2008 | 051-630-020 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 7.024 | $143,724 | $20,462 | 20,650 | 2,940 | $6.96 |
| **MURRAY** | | | **21.417** | **$773,393** | **$36,111** | **134,256** | **6,269** | **$5.76** | **19.198** | **$723,917** | **$37,708** | **108,410** | **5,647** | **$6.68** |
| 2004 | 059-604-003 | 1 | 4.657 | $494,956 | $106,282 | 89,992 | 19,324 | $5.50 | 4.657 | $494,956 | $106,282 | 89,992 | 19,324 | $5.50 |
| 2005 | 059-609-002 | 1 | 6.157 | $371,372 | $60,317 | 82,527 | 13,404 | $4.50 | 6.157 | $371,372 | $60,317 | 82,527 | 13,404 | $4.50 |
| 2005 | 059-609-004 | 1 | 0.576 | $44,150 | $76,649 | 8,830 | 15,330 | $5.00 | 0.576 | $44,150 | $76,649 | 8,830 | 15,330 | $5.00 |
| 2005 | 059-635-002 | 2 | 0.356 | $44,378 | $124,657 | 5,917 | 16,621 | $7.50 | 0.356 | $44,378 | $124,657 | 5,917 | 16,621 | $7.50 |
| 2007 | 059-618-027 | 1 | 1.332 | $122,975 | $92,324 | 25,064 | 18,817 | $4.91 | 1.332 | $122,975 | $92,324 | 25,064 | 18,817 | $4.91 |
| 2007 | 059-630-009 | 1 | 0.976 | $133,730 | $137,018 | 17,596 | 18,029 | $7.60 | 0.976 | $133,730 | $137,018 | 17,596 | 18,029 | $7.60 |
| 2008 | 059-617-013 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.331 | $41,220 | $124,532 | 5,496 | 16,604 | $7.50 |
| **PIPESTONE** | | | **14.054** | **$1,211,561** | **$86,208** | **229,926** | **16,360** | **$5.27** | **14.385** | **$1,252,781** | **$87,089** | **235,422** | **16,366** | **$5.32** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 064-606-026 | 1 | 10.602 | $239,372 | $22,578 | 43,130 | 4,068 | $5.55 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 064-611-010 | 1 | 6.240 | $13,466 | $2,158 | 2,517 | 403 | $5.35 | 6.240 | $13,466 | $2,158 | 2,517 | 403 | $5.35 |
| 2005 | 064-606-027 | 1 | 3.544 | $193,970 | $54,732 | 27,710 | 7,819 | $7.00 | 3.544 | $193,970 | $54,732 | 27,710 | 7,819 | $7.00 |
| 2005 | 064-607-035 | 1 | 5.605 | $364,156 | $64,970 | 53,084 | 9,471 | $6.86 | 5.605 | $364,156 | $64,970 | 53,084 | 9,471 | $6.86 |
| 2008 | 064-609-012 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 5.480 | $102,888 | $18,775 | 12,861 | 2,347 | $8.00 |
| 2008 | 064-609-013 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 5.480 | $384,677 | $70,197 | 65,042 | 11,869 | $5.91 |
| 2008 | 064-615-014 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.701 | $9,525 | $13,588 | 972 | 1,387 | $9.80 |
| **REDWOOD** | | | **25.991** | **$810,964** | **$31,202** | **126,441** | **4,865** | **$6.41** | **27.050** | **$1,068,682** | **$39,508** | **162,186** | **5,996** | **$6.59** |
| 2003 | 065-621-018 | 1 | 0.360 | $30,408 | $84,467 | 5,559 | 15,442 | $5.47 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 065-609-009 | 1 | 6.348 | $375,564 | $59,163 | 71,400 | 11,248 | $5.26 | 6.348 | $375,564 | $59,163 | 71,400 | 11,248 | $5.26 |
| 2005 | 065-609-010 | 1 | 7.304 | $378,200 | $51,780 | 61,000 | 8,352 | $6.20 | 7.304 | $378,200 | $51,780 | 61,000 | 8,352 | $6.20 |
| 2005 | 065-611-042 | 1 | 5.233 | $862,274 | $164,776 | 132,700 | 25,358 | $6.50 | 5.233 | $862,274 | $164,776 | 132,700 | 25,358 | $6.50 |
| 2006 | 065-604-016 | 1 | 5.949 | $479,500 | $80,602 | 68,500 | 11,515 | $7.00 | 5.949 | $479,500 | $80,602 | 68,500 | 11,515 | $7.00 |
| 2008 | 065-611-043 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 5.278 | $732,291 | $138,744 | 97,623 | 18,496 | $7.50 |
| **RENVILLE** | | | **25.194** | **$2,125,946** | **$84,383** | **339,159** | **13,462** | **$6.27** | **30.112** | **$2,827,829** | **$93,910** | **431,223** | **14,321** | **$6.56** |
| 2004 | 087-604-016 | 1 | 4.000 | $222,750 | $55,688 | 38,500 | 9,625 | $5.79 | 4.000 | $222,750 | $55,688 | 38,500 | 9,625 | $5.79 |
| 2004 | 087-645-001 | 2 | 0.053 | $9,750 | $183,962 | 1,229 | 23,189 | $7.93 | 0.053 | $9,750 | $183,962 | 1,229 | 23,189 | $7.93 |
| 2004 | 087-647-002 | 2 | 0.539 | $86,250 | $160,019 | 10,868 | 20,163 | $7.94 | 0.539 | $86,250 | $160,019 | 10,868 | 20,163 | $7.94 |
| 2005 | 087-604-015 | 1 | 4.580 | $257,400 | $56,201 | 43,680 | 9,537 | $5.89 | 4.580 | $257,400 | $56,201 | 43,680 | 9,537 | $5.89 |
| 2005 | 087-617-012 | 1 | 4.340 | $315,414 | $72,676 | 41,580 | 9,581 | $7.59 | 4.340 | $315,414 | $72,676 | 41,580 | 9,581 | $7.59 |
| 2005 | 087-642-002 | 2 | 0.120 | $31,855 | $265,458 | 3,154 | 26,283 | $10.10 | 0.120 | $31,855 | $265,458 | 3,154 | 26,283 | $10.10 |
| 2007 | 087-603-027 | 1 | 11.992 | $932,932 | $77,796 | 114,170 | 9,521 | $8.17 | 11.992 | $932,932 | $77,796 | 114,170 | 9,521 | $8.17 |
| 2007 | 087-624-003 | 1 | 0.870 | $99,061 | $113,863 | 12,901 | 14,829 | $7.68 | 0.870 | $99,061 | $113,863 | 12,901 | 14,829 | $7.68 |
| 2008 | 087-615-017 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.997 | $212,100 | $106,209 | 21,210 | 10,621 | $10.00 |
| **YELLOW MEDICINE** | | | **26.494** | **$1,955,412** | **$73,806** | **266,082** | **10,043** | **$7.35** | **28.491** | **$2,167,512** | **$76,077** | **287,292** | **10,084** | **$7.54** |
| **DISTRICT 8** | | | **253.544** | **$13,549,841** | **$53,442** | **2,194,583** | **8,656** | **$6.17** | **240.229** | **$15,483,612** | **$64,454** | **2,376,468** | **9,893** | **$6.52** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2004 | 013-623-004 | 1 | 2.829 | $404,565 | $143,006 | 55,802 | 19,725 | $7.25 | 2.829 | $404,565 | $143,006 | 55,802 | 19,725 | $7.25 |
| 2004 | 013-637-005 | 1 | 3.759 | $501,834 | $133,485 | 87,115 | 23,172 | $5.76 | 3.759 | $501,834 | $133,485 | 87,115 | 23,172 | $5.76 |
| 2005 | 013-607-011 | 1 | 4.670 | $632,528 | $135,445 | 67,650 | 14,486 | $9.35 | 4.670 | $632,528 | $135,445 | 67,650 | 14,486 | $9.35 |
| 2005 | 013-609-024 | 1 | 0.351 | $22,697 | $64,664 | 2,522 | 7,185 | $9.00 | 0.351 | $22,697 | $64,664 | 2,522 | 7,185 | $9.00 |
| 2006 | 013-617-005 | 2 | 1.739 | $252,583 | $145,246 | 28,768 | 16,543 | $8.78 | 1.739 | $252,583 | $145,246 | 28,768 | 16,543 | $8.78 |
| 2007 | 013-607-012 | 1 | 3.710 | $414,359 | $111,687 | 38,545 | 10,389 | $10.75 | 3.710 | $414,359 | $111,687 | 38,545 | 10,389 | $10.75 |
| 2008 | 013-614-006 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 3.492 | $473,467 | $135,586 | 52,638 | 15,074 | $8.99 |
| **CHISAGO** | | | **17.058** | **$2,228,566** | **$130,643** | **280,402** | **16,438** | **$7.95** | **20.550** | **$2,702,033** | **$131,483** | **333,040** | **16,206** | **$8.11** |
| 2003 | 019-609-012 | 1 | 0.369 | $32,683 | $88,572 | 6,980 | 18,916 | $4.68 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 019-650-011 | 2 | 1.113 | $76,705 | $68,917 | 9,998 | 8,983 | $7.67 | 1.113 | $76,705 | $68,917 | 9,998 | 8,983 | $7.67 |
| 2004 | 019-660-004 | 2 | 0.380 | $68,933 | $181,401 | 7,445 | 19,592 | $9.26 | 0.380 | $68,933 | $181,401 | 7,445 | 19,592 | $9.26 |
| 2005 | 019-609-015 | 1 | 0.253 | $10,303 | $40,723 | 1,053 | 4,162 | $9.78 | 0.253 | $10,303 | $40,723 | 1,053 | 4,162 | $9.78 |
| 2005 | 019-626-015 | 2 | 1.080 | $109,727 | $101,599 | 30,319 | 28,073 | $3.62 | 1.080 | $109,727 | $101,599 | 30,319 | 28,073 | $3.62 |
| 2005 | 019-631-031 | 2 | 1.000 | $149,061 | $148,994 | 27,767 | 27,755 | $5.37 | 1.000 | $149,061 | $148,994 | 27,767 | 27,755 | $5.37 |
| 2005 | 019-660-005 | 2 | 1.090 | $318,326 | $292,042 | 31,665 | 29,050 | $10.05 | 1.090 | $318,326 | $292,042 | 31,665 | 29,050 | $10.05 |
| 2005 | 019-670-009 | 1 | 0.497 | $28,989 | $58,328 | 2,962 | 5,960 | $9.79 | 0.497 | $28,989 | $58,328 | 2,962 | 5,960 | $9.79 |
| 2006 | 019-626-018 | 2 | 0.327 | $14,784 | $45,211 | 1,136 | 3,474 | $13.01 | 0.327 | $14,784 | $45,211 | 1,136 | 3,474 | $13.01 |
| 2006 | 019-631-033 | 2 | 0.796 | $35,621 | $44,750 | 2,737 | 3,438 | $13.01 | 0.796 | $35,621 | $44,750 | 2,737 | 3,438 | $13.01 |
| 2007 | 019-642-042 | 2 | 1.679 | $605,227 | $360,469 | 75,008 | 44,674 | $8.07 | 1.679 | $605,227 | $360,469 | 75,008 | 44,674 | $8.07 |
| 2007 | 019-650-005 | 2 | 0.696 | $147,232 | $211,540 | 17,392 | 24,989 | $8.47 | 0.696 | $147,232 | $211,540 | 17,392 | 24,989 | $8.47 |
| 2007 | 019-656-004 | 2 | 0.507 | $110,600 | $218,146 | 10,452 | 20,615 | $10.58 | 0.507 | $110,600 | $218,146 | 10,452 | 20,615 | $10.58 |
| 2008 | 019-605-025 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.524 | $133,090 | $253,989 | 25,154 | 48,004 | $5.29 |
| 2008 | 019-647-018 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.525 | $82,322 | $156,804 | 13,600 | 25,905 | $6.05 |
| 2008 | 019-670-008 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.310 | $509,970 | $389,290 | 96,384 | 73,576 | $5.29 |
| 2008 | 019-686-008 | 1 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.398 | $47,064 | $118,251 | 7,775 | 19,535 | $6.05 |
| **DAKOTA** | | | **9.787** | **$1,708,191** | **$174,529** | **224,914** | **22,980** | **$7.59** | **12.175** | **$2,447,954** | **$201,057** | **360,847** | **29,637** | **$6.78** |

| | | | 2003 thru 2007 | | | | | | 2004 thru 2008 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Project Number | Rural/Urban | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price | Length** | Total Cost | Cost per Mile | Total Qty | Qty Per Mile | Unit Price |
| 2003 | 062-612-014 | 2 | 0.960 | $101,319 | $105,541 | 9,132 | 9,513 | $11.09 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 062-696-010 | 2 | 1.162 | $200,184 | $172,305 | 23,815 | 20,498 | $8.41 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 062-603-014 | 1 | 0.668 | $69,116 | $103,467 | 6,250 | 9,356 | $11.06 | 0.668 | $69,116 | $103,467 | 6,250 | 9,356 | $11.06 |
| 2004 | 062-623-040 | 2 | 1.540 | $322,430 | $209,367 | 32,073 | 20,826 | $10.05 | 1.540 | $322,430 | $209,367 | 32,073 | 20,826 | $10.05 |
| 2004 | 062-651-041 | 2 | 0.278 | $25,456 | $91,568 | 2,302 | 8,281 | $11.06 | 0.278 | $25,456 | $91,568 | 2,302 | 8,281 | $11.06 |
| 2004 | 062-668-043 | 2 | 0.380 | $19,000 | $50,000 | 1,436 | 3,779 | $13.23 | 0.380 | $19,000 | $50,000 | 1,436 | 3,779 | $13.23 |
| 2004 | 062-677-023 | 2 | 0.120 | $13,250 | $110,417 | 1,002 | 8,350 | $13.22 | 0.120 | $13,250 | $110,417 | 1,002 | 8,350 | $13.22 |
| 2005 | 062-619-025 | 1 | 0.413 | $39,825 | $96,429 | 5,066 | 12,266 | $7.86 | 0.413 | $39,825 | $96,429 | 5,066 | 12,266 | $7.86 |
| 2005 | 062-651-038 | 2 | 0.679 | $56,032 | $82,521 | 7,004 | 10,315 | $8.00 | 0.679 | $56,032 | $82,521 | 7,004 | 10,315 | $8.00 |
| 2007 | 062-665-042 | 2 | 0.180 | $47,111 | $261,728 | 3,124 | 17,356 | $15.08 | 0.180 | $47,111 | $261,728 | 3,124 | 17,356 | $15.08 |
| 2008 | 062-672-004 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.890 | $236,264 | $125,007 | 19,136 | 10,125 | $12.35 |
| **RAMSEY** | | | **6.380** | **$893,723** | **$140,086** | **91,204** | **14,296** | **$9.80** | **6.148** | **$828,484** | **$134,756** | **77,393** | **12,588** | **$10.70** |
| 2003 | 082-613-007 | 1 | 1.270 | $253,208 | $199,376 | 27,346 | 21,532 | $9.26 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2003 | 082-613-020 | 1 | 0.508 | $175,800 | $346,063 | 16,613 | 32,703 | $10.58 | 0.000 | $0 | $0 | 0 | 0 | $0.00 |
| 2004 | 082-619-013 | 1 | 0.120 | $5,400 | $45,000 | 450 | 3,750 | $12.00 | 0.120 | $5,400 | $45,000 | 450 | 3,750 | $12.00 |
| 2005 | 082-613-023 | 2 | 0.710 | $51,272 | $72,214 | 6,409 | 9,027 | $8.00 | 0.710 | $51,272 | $72,214 | 6,409 | 9,027 | $8.00 |
| 2005 | 082-616-017 | 1 | 0.918 | $10,075 | $10,975 | 1,172 | 1,277 | $8.60 | 0.918 | $10,075 | $10,975 | 1,172 | 1,277 | $8.60 |
| 2007 | 082-613-021 | 2 | 1.980 | $693,310 | $350,151 | 68,966 | 34,831 | $10.05 | 1.980 | $693,310 | $350,151 | 68,966 | 34,831 | $10.05 |
| 2008 | 082-616-016 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 0.551 | $136,003 | $246,829 | 13,889 | 25,207 | $9.79 |
| 2008 | 082-618-014 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.294 | $195,132 | $150,798 | 26,343 | 20,358 | $7.41 |
| 2008 | 082-625-002 | 2 | 0.000 | $0 | $0 | 0 | 0 | $0.00 | 1.887 | $236,264 | $125,206 | 19,136 | 10,141 | $12.35 |
| **WASHINGTON** | | | **5.506** | **$1,189,065** | **$215,957** | **120,956** | **21,968** | **$9.83** | **7.460** | **$1,327,456** | **$177,942** | **136,365** | **18,279** | **$9.73** |
| **DISTRICT 9** | | | **38.732** | **$6,019,545** | **$155,416** | **717,476** | **18,524** | **$8.39** | **46.334** | **$7,305,927** | **$157,680** | **907,645** | **19,589** | **$8.05** |
| **STATE TOTALS** | | | **2,060.554** | **$114,558,118** | **$55,596** | **16,716,673** | **8,113** | **$6.85** | **1,901.978** | **$116,054,065** | **$61,018** | **16,299,685** | **8,570** | **$7.12** |

# Bituminous Comparison

**June 2009**

**Revised**

| | County | Gravel Base | Bit Rural Increment | Bit Urban Increment | Inflated Bituminous Average |
|---|---|---|---|---|---|
| 9 | Carlton | 7.88 | 45.35 | 56.19 | 41.85 |
| 16 | Cook | 10.99 | 48.46 | 59.30 | 56.77 |
| 31 | Itasca | 7.54 | 45.01 | 55.85 | 45.33 |
| 36 | Koochiching | 7.81 | 45.28 | 56.12 | 47.83 |
| 38 | Lake | 5.98 | 43.45 | 54.29 | 48.28 |
| 58 | Pine | 7.46 | 44.93 | 55.77 | 44.01 |
| 69 | St. Louis | 6.64 | 44.11 | 54.95 | 45.56 |
| | | | | | |
| 4 | Beltrami | 6.90 | 44.37 | 55.21 | 44.94 |
| 15 | Clearwater | 4.93 | 42.40 | 53.24 | 39.93 |
| 29 | Hubbard | 5.59 | 43.06 | 53.90 | 44.09 |
| 35 | Kittson | 7.23 | 44.70 | 55.54 | 46.13 |
| 39 | Lake of the Woods | 6.37 | 43.84 | 54.68 | 45.30 |
| 45 | Marshall | 5.57 | 43.04 | 53.88 | 44.76 |
| 54 | Norman | 7.12 | 44.59 | 55.43 | 41.84 |
| 57 | Pennington | 7.03 | 44.50 | 55.34 | 42.43 |
| 60 | Polk | 6.54 | 44.01 | 54.85 | 44.25 |
| 63 | Red Lake | 5.60 | 43.07 | 53.91 | 39.99 |
| 68 | Roseau | 7.35 | 44.82 | 55.66 | 47.52 |
| | | | | | |
| 1 | Aitkin | 7.89 | 45.36 | 56.20 | 46.38 |
| 5 | Benton | 8.39 | 45.86 | 56.70 | 52.32 |
| 11 | Cass | 7.60 | 45.07 | 55.91 | 46.80 |
| 18 | Crow Wing | 7.75 | 45.22 | 56.06 | 45.27 |
| 30 | Isanti | 7.39 | 44.86 | 55.70 | 47.27 |
| 33 | Kanabec | 6.05 | 43.52 | 54.36 | 43.59 |
| 48 | Mille Lacs | 6.59 | 44.06 | 54.90 | 40.72 |
| 49 | Morrison | 6.11 | 43.58 | 54.42 | 39.25 |
| 71 | Sherburne | 8.66 | 46.13 | 56.97 | 49.07 |
| 73 | Stearns | 8.73 | 46.20 | 57.04 | 47.64 |
| 77 | Todd | 5.92 | 43.39 | 54.23 | 37.07 |
| 80 | Wadena | 5.66 | 43.13 | 53.97 | 44.83 |
| 86 | Wright | 9.64 | 47.11 | 57.95 | 49.07 |
| | | | | | |
| 3 | Becker | 6.01 | 43.48 | 54.32 | 40.34 |
| 6 | Big Stone | 7.02 | 44.49 | 55.33 | 43.69 |
| 14 | Clay | 5.97 | 43.44 | 54.28 | 38.04 |
| 21 | Douglas | 5.09 | 42.56 | 53.40 | 39.28 |
| 26 | Grant | 5.35 | 42.82 | 53.66 | 43.72 |
| 44 | Mahnomen | 6.38 | 43.85 | 54.69 | 47.05 |
| 56 | Otter Tail | 5.84 | 43.31 | 54.15 | 46.30 |
| 61 | Pope | 5.09 | 42.56 | 53.40 | 40.82 |
| 75 | Stevens | 4.70 | 42.17 | 53.01 | 42.61 |
| 76 | Swift | 9.40 | 46.87 | 57.71 | 39.04 |
| 78 | Traverse | 7.77 | 45.24 | 56.08 | 52.40 |
| 84 | Wilkin | 9.71 | 47.18 | 58.02 | 41.46 |

# Bituminous Comparison

**June 2009**

**Revised**

| | County | Gravel Base | Bit Rural Increment | Bit Urban Increment | Inflated Bituminous Average |
|---|---|---|---|---|---|
| 2 | Anoka | 8.36 | 58.69 | 58.69 | 62.59 |
| 10 | Carver | 9.77 | 60.10 | 60.10 | 43.83 |
| 27 | Hennepin | 11.41 | 61.74 | 61.74 | 60.35 |
| 70 | Scott | 8.20 | 58.53 | 58.53 | 61.36 |
| | | | | | |
| 20 | Dodge | 10.35 | 47.82 | 58.66 | 47.61 |
| 23 | Fillmore | 8.53 | 46.00 | 56.84 | 50.39 |
| 24 | Freeborn | 6.70 | 44.17 | 55.01 | 39.36 |
| 25 | Goodhue | 7.50 | 44.97 | 55.81 | 41.22 |
| 28 | Houston | 9.35 | 46.82 | 57.66 | 61.63 |
| 50 | Mower | 8.26 | 45.73 | 56.57 | 43.54 |
| 55 | Olmsted | 9.56 | 47.03 | 57.87 | 52.59 |
| 66 | Rice | 7.41 | 44.88 | 55.72 | 48.52 |
| 74 | Steele | 10.34 | 47.81 | 58.65 | 47.43 |
| 79 | Wabasha | 7.16 | 44.63 | 55.47 | 53.71 |
| 85 | Winona | 11.02 | 48.49 | 59.33 | 63.60 |
| | | | | | |
| 7 | Blue Earth | 8.09 | 45.56 | 56.40 | 40.53 |
| 8 | Brown | 5.77 | 43.24 | 54.08 | 50.22 |
| 17 | Cottonwood | 4.63 | 42.10 | 52.94 | 42.97 |
| 22 | Faribault | 10.40 | 47.87 | 58.71 | 44.80 |
| 32 | Jackson | 8.95 | 46.42 | 57.26 | 50.65 |
| 40 | Le Sueur | 9.30 | 46.77 | 57.61 | 55.91 |
| 46 | Martin | 9.51 | 46.98 | 57.82 | 49.76 |
| 52 | Nicollet | 9.18 | 46.65 | 57.49 | 46.25 |
| 53 | Nobles | 6.75 | 44.22 | 55.06 | 42.70 |
| 67 | Rock | 7.42 | 44.89 | 55.73 | 39.01 |
| 72 | Sibley | 6.79 | 44.26 | 55.10 | 45.53 |
| 81 | Waseca | 9.06 | 46.53 | 57.37 | 42.95 |
| 83 | Watonwan | 10.63 | 48.10 | 58.94 | 50.07 |
| | | | | | |
| 12 | Chippewa | 8.30 | 45.77 | 56.61 | 39.53 |
| 34 | Kandiyohi | 6.90 | 44.37 | 55.21 | 49.30 |
| 37 | Lac qui Parle | 8.17 | 45.64 | 56.48 | 43.30 |
| 41 | Lincoln | 6.25 | 43.72 | 54.56 | 41.95 |
| 42 | Lyon | 6.78 | 44.25 | 55.09 | 42.31 |
| 43 | Mc Leod | 7.22 | 44.69 | 55.53 | 49.26 |
| 47 | Meeker | 5.04 | 42.51 | 53.35 | 39.39 |
| 51 | Murray | 7.55 | 45.02 | 55.86 | 43.62 |
| 59 | Pipestone | 5.87 | 43.34 | 54.18 | 45.65 |
| 64 | Redwood | 6.85 | 44.32 | 55.16 | 39.73 |
| 65 | Renville | 6.90 | 44.37 | 55.21 | 49.16 |
| 87 | Yellow Medicine | 7.76 | 45.23 | 56.07 | 47.66 |
| | | | | | |
| 13 | Chisago | 8.75 | 59.08 | 59.08 | 53.63 |
| 19 | Dakota | 6.87 | 57.20 | 57.20 | 53.41 |
| 62 | Ramsey | 12.04 | 62.37 | 62.37 | 66.38 |
| 82 | Washington | 9.52 | 59.85 | 59.85 | 65.11 |

# Variances Requested for 2008-2009

**June 2009**

| Request | Agency | Hearing or Admin. Process Date | Request: Rule Number Standard Proposed/Lieu of Standard Required | Approval Date and Status (*Full approval or **Pend HH*) | Denial Date | Project Number Route Name, Number, Location, Termini, Tied to Project Numbers |
|---|---|---|---|---|---|---|
| 2008-03 | Fillmore County | 6/25/2008 | **8820.9920,** 30 MPH horizontal curves in lieu of the 40 MPH. | 7/11/2008 HH??? | | SAP 023-615-012, Bridge #23J86 |
| 2008-05 | Winona County | 9/24/2008 | **8820.9922**, 20 MPH horz curves in lieu of 30 MPH: contigent on the County working with the DSAE with respect to approach tapers. | 10/10/2008 Conditional | | SAP 85-599-64, (Inplace) Bridge #L1489 |
| 2008-06 | Hennepin County | 9/24/2008 | **8820.9995,** CSAH 19 in Loretto, so as to allow surface width of 6.0' in lieu of 8.0' | 10/10/2008 | | SP 27-090-15; Multi-use trail along CSAH 19 in the City of Loretto |
| 2008-10 | Kandiyohi County | 12/20/2008 | **8820.9920**, Design speed of 30 MPH sag vertical curve from station 14+00 to 19+75 in lieu of the minimum 40 MPH. | 1/8/2008 Pending HH | | SAP 34-639-04; Proposed reconstr/bridge replacement of CSAH 39 between 0.26 miles S of CSAH 39's intersection with CR 105 in section 36, Twp 122 N, Range 33 W. |
| 2009-02 | Lyon County | 3/19/2009 | **8820.9936**, 20 MPH vertical sag curve in lieu of the required minimum 30 MPH design. | 3/25/2009 | | SAP 42-627-003; CSAH 27 between T.H. 14 and County Road 63 in the City of Balaton. |

# Hardship Transfers

**June 2009**

**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** | |

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# Maintenance Facilities

**June 2009**

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 | | |

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## 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 | 109,816.45 | Access to maintenance facility |
| Hennepin | 260,000.00 | Salt/Sand storage facility-Orono |
| | $538,214.71 | |
| | **CY 2003** | |
| Cottonwood | $90,458.55 | Salt shed |
| | $90,458.55 | |
| | **CY 2004** | |
| Carlton | $550,000.00 | Maintenance Facility |
| Cottonwood | $147,429.02 | Windom addition |
| | $697,429.02 | |
| | **CY 2005** | |
| Dodge | $160,000.00 | Maintenance Facility |
| Morrison | 1,134,368.89 | Public Works Bldg |
| Swift | 417,102.00 | Admin office & Outshops |
| | $1,711,470.89 | |
| | **CY 2006** | |
| Hubbard | $280,000.00 | Maintenance Facility |
| Kandiyohi | 1,164576.40 | Maintenance Facility |
| Meeker | 1,000,000.00 | Maintenance Facility |
| Pennington | $66,811.40 | Hwy Facility Upgrade |
| Renville | 313,500.00 | Franklin Facility |
| | $2,824,887.80 | |
| | **CY 2007** | |
| Lake of the Woods | $97,464.00 | Salt/Sand Storage |
| | $97,464.00 | |
| **Total to Date** | **$11,147,414.35** | |

***** - Projects funded with bonds

# MAINTENANCE FACILITIES – CURRENT PROCESS

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

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

## Approval Process

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

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

2. DSAE reviews request, makes recommendation for reimbursement and forwards to SALT Engineer for review and final approval.

3. SALT Engineer notifies county of the approved percent or lump sum and forwards copy of county request and approval letter to State Aid Finance (SAF).

## Partial Payment Process

1. County obtains State Aid Project number from SALT.

2. County submits State Aid Payment Request identifying the costs as Maintenance Facility in the "Other Costs" section of the form, for up to 95% of the estimated cost of the facility.
    - The amount requested should use the same percentage of total cost or lump sum amount as approved by SALT.
    - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities. Payment request may be sent directly to SALT.

3. If the facility is being funded with State Aid Bonds
    - The county must submit a bond schedule to SAF.
    - A State Aid Payment Request is required to be applied against the bond.
    - If the final cost is less than bond principal, excess funds must be repaid to the county or municipalities state aid account or bond principal payments reduced to total cost and remaining principal paid from local funds.

## Final Payment Process

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

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

**State Aid Advances**

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

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

**State Aid Advance Code Levels**

Guidelines for advances are determined by the following codes.

| | |
|---|---|
| **SEVERE** | Code RED - SEVERE - Fund Balances too low. NO ADVANCES - NO EXCEPTIONS |
| **HIGH** | Code ORANGE - HIGH - Fund Balance below acceptable levels. Priority system in use. Advances approved thru DSAE and State Aid Engineer only. Resolution required. Approved projects are automatically reserved. |
| **GUARDED** | Code BLUE- GUARDED - Fund balance low. Priority system and/or first-come first-serve are used. Resolution required. Reserve option available only prior to bid advertisement by email or phone. |
| **LOW** | Code GREEN - LOW - Plush Fund Balance. Advances approved on first-come-first-serve basis while funds are available. Resolution required. Request to Reserve form optional. |

**General Guidelines for State Aid & Federal Aid Advance Construction**

County Board Resolution

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

Request to Reserve Advanced Funding

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

Priority System

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

**Advance Limitations**

Statutory - None

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

State Aid Rules - None

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

State Aid Guidelines

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

# Local Road Research Board Program for Calendar Year 2009

**June 2009**

| | TITLE | PROJECT TOTAL | LRRB $ | LRRB Paid to Date | FY2007 | FY2008 | FY2009 | FY2010 | FY2011 | FY2012 | FY2013 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 645 | 2005-2006 Implementation of Research Findings | 675,525 | 401,340 | $396,187 | | 5,153 | | | | | |
| 645 | 2007-2008 Implementation of Research Findings | 432,569 | 399,989 | $213,707 | | | 186,282 | | | | |
| 645 | FY2009-2011 Implementation of Research Findings | 600,000 | 600,000 | | | | | 200,000 | 400,000 | | |
| 668* | FY2008 Technology Transfer Center, U of M - Base | 185,000 | 185,000 | 58,003 | | | 126,997 | | | | |
| | Technology Transfer Center, U of M - Cont. Projects: | | | | | | | | | | |
| 883 | Circuit Training & Assist.Program (CTAP), Instructor-$74,500 (Comes to Mn/DOT) | 74,840 | 74,840 | 74,840 | | | | | | | |
| | Circuit Training & Assist.Program (CTAP) $T^2$ Center-$84,000 | 84,000 | 84,000 | 8,875 | | | | 75,125 | | | |
| | Minnesota Maintenance Research Expos | 26,000 | 26,000 | 26,000 | | | | | | | |
| | Transportation Student Development | 5,500 | 5,500 | 5,500 | | | | | | | |
| 668* | FY2009 Technology Transfer Center, U of M - Base | 185,000 | 92,500 | | | | 50,345 | | | | |
| | Technology Transfer Center, U of M - Cont. Projects: | | | | | | | | | | |
| 883 | Circuit Training & Assist.Program (CTAP), Instructor-$74,500 (Comes to Mn/DOT) | 74,500 | 74,500 | 74,500 | | | | | | | |
| | Circuit Training & Assist.Program (CTAP) $T^2$ Center-$84,000 | 84,000 | 84,000 | | | | 0 | | | | |
| | Minnesota Maintenance Research Expos | 26,000 | 0 | | | | 0 | | | | |
| | Transportation Student Development | 5,500 | 0 | | | | 0 | | | | |
| 675 | Salary for two positions for Research Services | 130,000 | 130,000 | 130,000 | | | | | | | |
| 676 | FY2008 MnROAD Research: Facility Support (FY09 per K.S.) | 560,000 | 560,000 | 560,000 | | | | | | | |
| 676 | FY2009 MnROAD Research: Facility Support (FY09/ half payment FY10 per K.S.) | 560,000 | 560,000 | | | | 280,000 | 280,000 | | | |
| 745 | FY2008 Library Services for Local Governments | 60,000 | 60,000 | 60,000 | | | | | | | |
| 745 | FY2009 Library Services for Local Governments | 60,000 | 60,000 | | | | 60,000 | | | | |
| 768 | Geosynthetics in Roadway Design thru 2011 | 30,000 | 30,000 | 19,000 | | | | 2500 | 2500 | 4000 | |
| 773* | Shredded Tires Used for Road Bases | 137,210 | 137,210 | 95,082 | | | 42,128 | | | | |
| 808 | Pavement Rehabilitation Selection (co PI U of M & Lab) | 102,000 | 102,000 | 102,000 | | | | | | | |
| 809 | Research Tracking for Local Roads funded thru CY08 | 60,000 | 60,000 | 55,961 | | 4,039 | | | | | |
| 815* | Calibration of the 2002 AASHTO Pavement Design Guide for Minnesota Portland Cement Concrete Pavements and Hot Mix Asphalt Pavements | 292,385 | 126,600 | 126,600 | | | | | | | |
| 825 | Perf Monitoring of Olmsted CR 177/104 & Aggregate Base Material thru CU2010 @ $8K/year | 60,000 | 40,000 | 16,000 | | | 8,000 | 8,000 | 8,000 | | |
| 826 | Appropriate Use of RAP | 30,789 | 30,789 | 5,770 | | | 25,019 | | | | |
| 827 | Winter Pavement Tenting | 25,126 | 25,126 | 12,480 | | | 12,646 | | | | |
| 830 | Evaluating Roadway Subsurface Drainage Practices | 186,735 | 186,735 | 177,385 | | | 9,350 | | | | |
| 831* | Stripping in MN Class 7 (Rap) & Full Depth Reclamation Base Material | 101,621 | 39,850 | 11,758 | 11,242 | 14,215 | 2,635 | | | | |
| 833* | Design Tool for Controlling Runoff & Sediment from Highway Construction | 89,000 | 44,500 | 44,500 | | | | | | | |
| 840 | Performance of PG 52-34 Oil | 76,200 | 76,200 | 33,600 | | | 28,400 | 14,200 | | | |
| 841 | Long-Term Maintenace Effect on Hot Mix Asphalts | 43,257 | 43,257 | 12,625 | | | 30,632 | | | | |
| 842 | Best Practices for Dust Control on Agg Surfc Road | 75,000 | 75,000 | 61,127 | | 13,873 | | | | | |
| 843 | Predicting Bumps in Overlays - thru 09- CO PROJECT WITH LAB | 64,540 | 64,540 | 21,780 | | 10,097 | 32,663 | | | | |
| 844* | Update Vehicle Classification for CR Pavement Design | 139,094 | 94,094 | 33,952 | | 23,986 | 34,215 | 1,941 | | | |
| 845* | Analysis of Highway Design and Geometric Effects on Crashes - Part I and II (Subcontract with CH2MHill) | 144,115 | 74,310 | 59,077 | | | 15,233 | | | | |
| 846 | Hydraulic, Mechanical, and Leaching Characteristics of Recylcled Materials | 155,225 | 155,225 | 54,648 | | 21,676 | 77,551 | 1,350 | | | |
| 847 | Use of Fly Ash for Reconstruction of Bitum Roads | 170,055 | 170,055 | 35,712 | 34,980 | 3,551 | 95,812 | | | | |

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# Local Road Research Board Program for Calendar Year 2009

**June 2009**

| | TITLE | PROJECT TOTAL | LRRB $ | LRRB Paid to Date | FY2007 | FY2008 | FY2009 | FY2010 | FY2011 | FY2012 | FY2013 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 848 | Warning Efficacy of Active Passive Warnings for Unsignalized Intersection & Mid-Block Pedestrian Sidewalks | 118,908 | 118,908 | 107,017 | | | 11,891 | | | | |
| 850 | Mechanistic Modeling of DCP Test | 105,000 | 105,000 | 94,500 | | 5,250 | 5,250 | | | | |
| 851* | Allowable Axle Loads on Pavements | 126,042 | 110,000 | 10,239 | 26,199 | 24,062 | 49,500 | | | | |
| 852 | Subsurface Drainage Manual for Pavements in MN | 71,638 | 71,638 | 40,678 | 6,270 | 23,455 | 1,235 | | | | |
| 853 | Development of Flexural Vibration Equipment PhsII | 52,980 | 52,980 | 7,947 | 14,380 | 21,337 | 9,316 | | | | |
| 854* | The Effects of Implements of Husbandry - Pooled Fund Prjct | 1,023,464 | 105,000 | 8,045 | | 23,955 | 32,000 | 34119 | 6881 | | |
| 855* | A Property-Based Spec for Coarse Aggregate in Pavement Apps | 92,624 | 46,312 | 2,738 | | 30,863 | 12,711 | | | | |
| 856* | Investigation of In-Place Asphalt Film Thickness and Performance of MN Hot Mix Asphalt Mixtures | 77,905 | 38,905 | | | 23,250 | 15,655 | | | | |
| 858* | Crack & Concrete Deck Sealant Performance | 75,000 | 37,500 | 30,000 | | 2,173 | 5,327 | | | | |
| 860 | Compaction Specifications for Unbound Materials | 105,000 | 105,000 | 60,561 | | 9,939 | 34,500 | | | | |
| 861 | Best Mgmt Practices for Pavement Preservation of Hot mix Asphalt | 71,050 | 71,050 | 10,493 | | 39,507 | 21,050 | | | | |
| 862* | Real Time Arterial Performance - U of M contribute | 140,000 | 70,000 | 70,000 | | | | | | | |
| 863* | Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements-Pooled Fund Project | 412,771 | 55,000 | PENDING CONTRACT | | | | 10,000 | 30,000 | 15,000 | |
| 864* | Recycled Asphalt Pavements-Pooled Fund Project | 392,000 | 75,000 | | | 15,000 | 15,000 | 15,000 | 15,000 | 15000 | |
| 865* | Low Temp Cracking in Asphalt Phase II - Pooled Fund Project | 733,947 | 50,000 | | | | 10,530 | 23,289 | 16,181 | | |
| 867* | Composite Pavements - Pooled Fund Project | 651,800 | 50,000 | | | 12,500 | 12,500 | 12,500 | 12,500 | | |
| 868* | HMA Surface Characteristics-Pooled Fund Project | 300,000 | 75,000 | | | 15,000 | 15,000 | 15,000 | 15,000 | 15000 | |
| 869 | FY2009 TERRA | 75,000 | 12,500 | 6,035 | | | 5,423 | 1,042 | | | |
| 870 | Cost Analysis of Alternative Culvert Installation Practices in MN | 50,663 | 50,663 | 15,453 | | 9,162 | 26,048 | | | | |
| 871* | Statistical Methods for Material Testing | 94,876 | 47,438 | 32,358 | | | 11,622 | 3,558 | | | |
| 872* | Mn/ROAD Data Mining, Evaluation and Qualification Phase 1 | 63,500 | 27,501 | 11,469 | | | 13,915 | 2,117 | | | |
| 873 | Use of Foamed Asphalt Base Reclamation on Local Roads | 20,000 | 20,000 | 7,000 | | 5,000 | 8,000 | | | | |
| 874* | Assessment of the Underground Stormwater Management Devices | 123,000 | 61,499 | | | 23,651 | 34,269 | 3,579 | | | |
| 875* | Estimating Size Distribution of Suspended Sediments in MN Stormwater | 55,000 | 55,000 | 7,975 | | 7,889 | 31,556 | 7,580 | | | |
| 876 | Best Preventive Maintenance Treatments for Recreational Trails | 53,569 | 53,569 | | | | 16,785 | 30,784 | 6,000 | | |
| 877 | Development and Field Test of Advance Dynamic LED Warning Signals | 99,940 | 99,940 | | | 26,250 | 51,190 | 22,500 | | | |
| 878 | Porous Asphalt Pavement Performance in Cold Regions | 82,400 | 82,400 | 17,200 | | | 44,525 | 20,675 | | | |
| 879 | Pervious Concrete Pavement in Mn/ROAD Low Volume Road - Pooled Fund Prjct | 171,493 | 50,000 | | | 25,000 | 25,000 | | | | |
| 880* | Snow Plow Route Optimization | 146,787 | 45,000 | 15,000 | | | 15,000 | 15,000 | | | |
| 881* | Technical Synthesis Reports (Guardrls, rmble strips, trfc clm, drainage 90612) | 17,912 | 10,000 | 2,665 | | | 7,335 | | | | |
| | 2007 Program CY07 LRRB Contingency Account | 50,000 | 50,000 | 31,875 | 0 | | | | | | |
| | FY2008 Program CY07 LRRB Contingency Account | 32,000 | 32,000 | 0 | | 0 | | | | | |
| | FY2009 Program LRRB Contingency Account | 50,000 | 50,000 | 13,597 | | | 36,403 | | | | |
| 885 | Research Test Section Tracking Phase II | 130,000 | 55,000 | PENDING CONTRACT | | | | 10,000 | 25,000 | 10,000 | 10,000 |
| 886* | Cost-Effective Pavement Preservation Solutions for the Real World | 109,984 | 54,992 | | | | | 28,662 | 21,704 | 4,626 | |
| 887* | Structural Evaluation of Asphalt Pavements with Full-depth Reclaimed Base | 79,808 | 39,904 | | | | | 4,980 | 29,450 | 5,474 | |
| 888 | MN Local Agency Pavement Marking Practices - Phase 1 | 18,720 | 18,720 | | | | | 18,720 | | | |
| 889 | Performance of Recycled Asphalt & High RAP Asphalt Mix | 60,000 | 60,000 | | | | | 15,000 | 30,000 | 15,000 | |
| 890 | Driver Behavior Impacts of Residential Street Warning Signs | 80,273 | 80,273 | | | | | 37,323 | 42,950 | | |

# Local Road Research Board Program for Calendar Year 2009

**June 2009**

| | TITLE | PROJECT TOTAL | LRRB $ | LRRB Paid to Date | FY2007 | FY2008 | FY2009 | FY2010 | FY2011 | FY2012 | FY2013 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 891* | Performance Assessment of Oversized Culverts to Accommodate Fish Passage | 83,428 | 41,714 | | | | | 19,814 | 19,814 | 2,086 | |
| 997 | Outreach Contract FY09 | 20,597 | 20,597 | 3,170 | | | 17,427 | | | | |
| 998 | FY2009 Operational Research Program | 90,000 | 90,000 | | | | 60,384 | 29,616 | | | |
| 999 | FY2008 Program Administration (includes web, outreach & publishing) | 250,331 | 250,331 | 243,228 | | 7,103 | | | | | |
| | FY2009 Program Adminsitration (includes web, outreach & publishing) | 112,975 | 112,975 | 68,272 | | | 44,703 | | | | |
| | **TOTALS** | 12,583,171 | 7,669,494 | 3,504,184 | 93,071 | 446,936 | 1,818,958 | 963,974 | 680,980 | 86,186 | 10,000 |
| | Uncommitted Balance Carryforward | | | | | | $537,556 | ($30) | | | |
| | Apportionment | | | | | | $2,391,365 | $2,525,135 | $2,400,000 | $2,400,000 | $2,400,000 |
| | Amount Available | | | | | | $2,928,921 | $2,525,105 | $2,400,000 | $2,400,000 | $2,400,000 |
| | (BSR) Less Expended | | | | | | -$1,109,993 | | | | |
| | Less Total Commitments | | | | | | -$1,818,958 | -$963,974 | -$680,980 | -$86,186 | -$10,000 |
| | Amount Available | | | | | | **($30)** | **$1,561,131** | **$1,719,020** | **$2,313,814** | **$2,390,000** |
| | INV668: Tech Tranfer Center | | | | | | | $375,000 | $375,000 | $375,000 | $375,000 |
| | INV998: Operational Research Program | | | | | | | $90,000 | $90,000 | $90,000 | $90,000 |
| | INV676: MnROAD | | | | | | | $500,000 | $500,000 | $500,000 | $500,000 |
| | INV676: MnROAD Technology Transfer and Support | | | | | | | $70,000 | $70,000 | $70,000 | $70,000 |
| | INV745: Library Services | | | | | | | $60,000 | $60,000 | $60,000 | $60,000 |
| | INV675: Research Services | | | | | | | $160,000 | $160,000 | $160,000 | $160,000 |
| | INV999: Project Administration | | | | | | | $107,975 | $107,975 | $107,975 | $107,975 |
| | INV869: TERRA Board | | | | | | | $12,500 | $12,500 | $12,500 | $12,500 |
| | INV645 Implementation of Research Findings | | | | | | | | | $200,000 | $200,000 |
| | Contingency | | | | | | | $50,000 | $50,000 | $50,000 | $50,000 |
| | Total On-going Program Commitments | | | | | | | $1,425,475 | $1,425,475 | $1,625,475 | $1,625,475 |
| | Total Available after On-going Program Commitments | | | | | | **($30)** | **$135,656** | **$293,545** | **$688,339** | **$764,525** |

Add: $36,403 remaining FY09 Contigency account
Add: $7,103 remaining FY08 INV999
Spendable Assets: $179,162

Notes:

FY09 is from July 1, 2008 to June 30, 2009.
Pending Projects
Projects co-funded from other sources are marked with an *
Projects in green are completed.
FY09 contigency account: Decreased by $10,000 for FY09 Travel INV999 and $3,596.97 for Outreach Contract INV 997; therefore, $36,403 remaining
INV997 Outreach Contract will be managed by RIC
Removed Research Services salary from INV999 FY2009 Program Administration and made it INV 675
INV 668 FY2009 Technology Transfer was reduced in cost because FY08 contract also uses FY09 funds.
**INV 668 FY2009 Technology Transfer was again reduced in cost from $134,500 to $50,345, which is a $84,155 cost savings.**

N:\CSAH\Books\Spring 2009\3.5.09 LRRB Budget Table.xls

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 22 & 23, 2008
MADDEN'S ON GULL LAKE, BRAINERD

Chairman, John Welle, Aitkin County Engineer called the meeting to order at 1:05 p.m., October 22, 2008.

**ATTENDANCE**

Roll call of members:

| | |
|---|---|
| Dave Christy, Itasca | District 1 |
| Bruce Hasbargen, Lake of the Woods | District 2 |
| John Welle, Aitkin | District 3 |
| Brian Noetzelman, Pope | District 4 |
| Mitch Rasmussen, Scott | Metro |
| Bill Malin, Chisago | Metro |
| Guy Kohlnhofer, Dodge | District 6 |
| John McDonald, Faribault | District 7 |
| John Brunkhorst, McLeod | District 8 |
| Don Theisen, Washington | Urban (absent) Wayne Sandberg sitting in |
| Doug Fischer, Anoka | Urban |
| Mark Krebsbach, Dakota | Urban |
| Jim Grube, Hennepin | Urban |
| Ken Haider, Ramsey | Urban |
| Pete Eakman, St. Louis | Urban |

Chairman, John Welle asked for a motion to approve the June 18 & 20, 2008 Screening Board Minutes held at Holiday Inn Select, Bloomington. Motion by Jim Grube and seconded by John McDonald, motion passed unanimously.

Chairman, John Welle had the secretary recognized the following alternates and other engineers in attendance:

| | |
|---|---|
| Mark LeBrun, Pine | District 1 (absent) |
| Mike Fllaagan, Pennington | District 2 |
| Bob Kozel, Benton | District 3 |
| Brian Giese, Stevens | District 4 |
| Roger Gustafson, Carver | Metro |
| Dietrich Flesch, Wabasha | District 6 |
| Tim Stahl, Jackson | District 7 |
| Ron Mortenson, Meeker | District 8 |

Chairman, John Welle recognized the General Subcommittee: Chairman, Anita Benson, Steele County, Mitch Rasmussen, Scott County and Al Goodman, Lake County. And the Mileage Subcommittee, Chairman, Bruce Hasbargen, Lake of the Woods County, Guy Kohlnhofer, Dodge County and Bill Malin, Chisago County.

Roll call of MnDOT personnel will be reflected on the attached sign in sheet as well as the other engineers in attendance. Attachment 1

## REVIEW OF SCREENING BOARD REPORT

Chairman, John Welle asked Kim DeLaRosa to review the Screening Board book. Kim brought our attention to the Total Distribution on page 3 was a February forecast (which is high) used for figuring our CSAH Mileage, Needs and Distribution for 2009.. Chairman, John Welle suggested that any action taken on the report should wait until Thursday, October 23, 2008.

A) **General Information and Basic Needs Data** - Pages 1-6, is general information showing the CSAH Mileage, Needs and Distribution from 1958 through 2009, Kim stated that the dollar amount is $17.15 per $1,000 and this will go down with total dollars anticipated. Page 4 (use the corrected yellow sheet handed out attachment 2) which shows the comparison of the Basic 2007 to the Basic 2008 25-Year Construction Needs which is broken down into four sections: 1) Normal Update which reflects the changes in needs because of construction accomplishments, system revisions, needs reinstatement of anything that happened on your system this year (which shows a 1% increase for the year), 2) effect of the 36 counties Traffic updates counted in 2007 (21 dropped and 9 increased and 6 stayed the same), which shows a minus 1.0 decrease state wide, 3) effect of the Unit Price Update and the effect of the 2007 Structure and RR updates were combined because the commutation program is not very forgiving. The effect of the Unit Prices are effected by your gravel base prices from the spring and 73 counties dropped in their gravel base price, the cost of bridges relatively stayed the same, railroad protection was taken out and will be treated as after the fact (this removed 86 million dollars in needs) and the railroad over bridges also took out 90 million dollars. There were no changes to the culvert prices for this year. So the over all affect on these items was 0.1% increase statewide.

B) **Needs Adjustment** - Pages 7-11, the resolution states that the CSAH construction needs change in anyone county from the previous year's restricted CSAH needs to the current year's basic 25 year CSAH construction needs shall be restricted to 20 percentage points greater than or 5 percentage points less than the statewide average, which was -0.6%. There were 13 counties restricted to -5.6%. 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 2007 for rural projects and 1987 to 2007 for urban projects to the needs cost on those same sections of road that are in the needs study. The second part uses that comparison to adjust the remaining complete grading needs in your needs study, so the results in the last column of all the charts is actually what your county is receiving in needs for complete rural design and for complete urban design grading. There were no comments or questions.

B2) **Construction Fund Balance "Needs" Deductions** - Pages 36-39 this is based on your construction fund balance, the adjustments shown are as of September 1, 2008, however the ending balance will be as of December 31, 2008. Note the change in the Municipal Account balance restriction was changed from 100,000 to 500,000 so they could carry a larger balance and save for a project before a deduction is made. There were no comments or questions.

B3) **Bond Account Adjustments and Transportation Revolving Loan Fund** - Pages 40-41, bond amount applied to project minus the principal paid to date is how the Bond Account

adjustment is made, this information comes straight from State Aid Finance as of December 31, 2007. Kim mentioned the Screening Board has to decide if they are going to set aside monies for the CSAH account for a Transportation Revolving Loan Fund based on the 1997 statute that allows this if new money was funded. No comments or questions.

B4) **Special Resurfacing Projects** - Pages 42-44, the Screening Board last spring voted to stop the deduction for these projects but will continue to show the phase out of these existing projects, it has dropped 17.5 million since last year. So no new projects will be added, but remember if you use State Aid funds to do an overlay and you plan to move the miles before 10 years there will be a pay back to the fund. No comments or questions.

B5) **After the Fact Bridge Deck Rehabilitation Needs** - Page 45, this is only eligible on adequate structures in the needs study, which is earned for 15 years. Kim stated that any of these adjustments for after the fact or credit for local effort there is no time frame to submit the information even for years past.

B6) **After the Fact MnDOT Bridge Needs** - Page 46, an improvement to a trunk highway bridge carrying a CSAH route, which is earned for 35 years. Kim mentioned the proposed resolution (attachment 3) is needed to handle loops and ramps for after the fact adjustments for work on MnDOT projects.

B7) **After the Fact Right of Way Needs** - Pages 48-49, these are items that are not in your needs study. To get these needs you have to report these items to your DSAE by July 1 each year, which is earned for 25 years. If you miss a year or forget just send it in and it will be taken care of the year it was submitted.

B8) **After the Fact Miscellaneous Needs** - Pages 50-51, Traffic Signals, Lighting, Retaining Walls, Sidewalk, Wetland Mitigation, RR-Xing Surfacing, RR Protection (new this year) and Concrete Paving items earn needs for 25 years. No comments or questions.

B9) **Credit for Local Effort Needs Adjustment** - Pages 52-53, this is similar to After the Fact Needs but quite different. It's an adjustment for local dollars that are used on State Aid projects that reduce needs and has to be reported to your DSAE by July 1, which is earned for a period of 20 years. No comments.

B10) **Non Existing CSAH Needs Adjustment** - Pages 54, 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.

B11) **Mill Levy Deductions** - Pages 56-57, Minnesota Statutes, Chapter 162.07, Subdivision 3 and 4 requires that a two-mill levy on each rural county, and one and two-tenths mill levy on each urban county be computed and subtracted from such county's total estimated construction cost, which is an annual deduction. No comments or questions.

B12) **Minimum County Apportionments and Adjustments** - Pages 58-60, Minnesota Statutes, Chapter 162.07, Subdivision 3, this shows how to compute the minimum county adjustment and page 66 shows the breakdown of the February forecast of the dollars used illustrate the apportionment in the October book. Historically we have used last year's numbers but

chose to use the February forecast due to the new money expected. The adjustment is only made to the old money apportionment.

C) **Tentative 2008 CSAH Money Needs Apportionment** - Page 62and Figure A, this is a development of a tentative 2009CSAH Money Needs Apportionment. (All the information is based on February's forecast of dollars.) No comments.

Kim commented page 63 through 71 is a copy of the letter to the Transportation Commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used for apportioning to the counties the 2009 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, 2009.) Pages 66 through 68 shows a tentative 2009 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 and also the motor vehicle excess sum (40%) and the money needs excess sum (60%). Pages 69-71, show a Comparison of the Actual 2008 to the Tentative 2009 CSAH Apportionment. Kim mentioned that that January Apportionment book will not be mailed out but it will be on line, if you really want one she'll send one out.

D) **CSAH Mileage requests** pages 73 through 77, a list of criteria for State Aid Designation is included and the history of CSAH's that have been approved to date. Banked mileage is shown on page 78 and Hubbard County should show 0.40 miles. This is where a county has made a change in their system and they end up with less mileage then they started with, so this becomes banked mileage until they want to use it sometime in the future. Kim advised not to leave it there too long because it does not draw needs or mileage apportionment.

Pages 79 through 85 shows a recap of Anoka, Carver, Dakota, Lake, Olmsted, St. Louis, Washington, and Wright County's recent requests. These have not been totally completed as they are completed they are removed from the book.

E) **State Park Road Account**, pages 87 to 90, shows a Historical review of projects, there was a project from Winona County received to late to have in the book (attachment 4) approval by the Screening Board is needed tomorrow. New contact for State Park Road funding is JoAnn Brown 651-259-5441.

F) **Traffic Project Factors**, pages 92 & 93, shows those counties counted in 2007 and the map showing what is in the system this year for traffic projection factors. No comments or questions.

F1) **Transportation Revolving Loan Fund,** page 93, shows the history of its enactment in 1995.

F2) **Hardship Transfers** are shown on page 94 and there has been no activity since 2005, **Maintenance Facilities** information is shown on pages 95 to 97 and **Variances Requested for 2007-2008** are shown on page 98, the deduction was removed for variances last year so this is information of those that were approved by the committee.

G) **Minutes** of the June 18 & 20, 2008 Screening Board, pages 99 through 105.

H) **Current list of the resolutions of the Screening Board**, pages 106 through 115. The current County Engineers and addresses are shown on pages 116 to 124.

Chairman, John Welle commented that the Research Account resolution should be approved Thursday, it reads: "Be it resolved that an amount of $1,819,374 (not to exceed ½ of 1% of the 2008 CSAH Apportionment sum of $363,874,873) shall be set aside from the 2009 Apportionment Fund and be credited to the research account."

Chairman, John Welle asked Brian Giese and Mitch Rasmussen to give the group an update on the Needs Study Task Force and explain the possible proposed resolution changes. (attachment 5) The committee's report was reviewed and highlighted by Brian Giese, good job Brian. No questions or comments.

Chairman, John Welle asked Julie or Rick if they had any comments, Julie reminded the group of a couple legislative proposals that need attention. One item is with no more needs adjustments for variances that this could be taken out of the statute, show it as a housekeeping item. Second item is the Park Roads were suppose to be getting an adjustment, but nothing has never been done on this either, also show it as a housekeeping item. Unless the board does not want this done then let her know so they can be pulled from the list. Julie suggested that a decision can be made tomorrow.

Rick informed the group that Gordy Bergstrom and the person handling future variances has not been decided yet. So call Paul Stine or himself if you have anything that needs attention. Rick commented with the law change for roads to 10 ton that we should be designing to 10 ton if the future is truck traffic. The standards committee is going to convene to review the new design charts for concrete and bituminous and some other items that have been directed by the board. Rick apologized for not writing a white paper on what the trucking bill said. He commented that the AMC information was not correct that was published so MnDOT did one but Rick was not favorable of what was done. Rick commented they are still gathering information and fielding questions and hope to put out a white paper with Greg Hayes help on the truck weight statute. He also hopes to provide some help in the area of writing permits and how to evaluate when to let trucks cross bridges if they are over weight.

Doug Fischer wanted to clarify what the Needs Task Force was asking for action on after the presentation. One was the proposed schedule and time line to move on from here. Recommend the General Subcommittee review the increment method/unit cost method and consider the resolution change on loops and ramps.

Chairman, John Welle asked for a motion to recess the meeting until 8:30 a.m. on Thursday morning, motion by John Brunkhorst second by Guy Kohlnhofer, motion carried.

Chairman, John Welle reconvened the meeting at 8:30 a.m. Thursday, October 23, 2008.

## ACTION ON SCREENING BOOK

Chairman, John Welle asked for a motion to accept the book as reviewed and discussed Wednesday and approve the letter to the Commissioner of Transportation, Doug Fischer made a motion to approve the book as presented, seconded by Jim Grube. Motion passed unanimously.

Chairman, John Welle asked for a motion on the TRLF account recommendation. Motion by David Christy to have no money set aside for the CSAH fund for a TRIF account, seconded by John McDonald. Motion passed unanimously.

Chairman, John Welle asked for a motion to approve the State Park Road request from Winona County request for $712,000 for project SAP 85-603-03 in 2009 and SAP 85-603-XX for $306,000 in 2010 from the State Park Road Account. Motion by Guy Kohlnhofer to approve Winona County's request, seconded by John Brunkhorst. Motion passed unanimously.

Chairman, John Welle asked for a motion to approve the resolution on resolving the Loops and Ramps issue. Motion by Guy Kohlnhofer to change the Loops and Ramps resolution as shown in Attachment 6, seconded by John McDonald. Discussion followed by the board members. Motion was voted on by a raise of hands, the vote was 7 to 7 and Chairman John Welle voted no to break the tie, the motion failed 7 to 8. Chairman John Welle felt issue still needs to action taken. Motion by Doug Fischer and seconded by Mitch Rasmussen to approve the resolution as submitted, attachment 3, with some discussion Kim felt this resolution will take care what is happening, motion passed 9 to 5.

Resolution for the research account, Chairman, John Welle stated the resolution: "Be it resolved that an amount of $1,819,374 (not to exceed ½ of 1% of the 2008 CSAH Apportionment sum of $363,874,873) shall be set aside from the 2009 Apportionment Fund and be credited to the research account." Motion by Bruce Hasbargen and second by Brian Noetzelman, the motion passed unanimously.

Chairman, John Welle asked Julie if she wanted action from the board on the legislative initiatives discussed yesterday to delete the language requiring needs deduction for any variances and any Park Road projects requested, action needed if we wanted them pulled out from the proposed MnDOT bill. Julie did feel if she had to testify on these items it would be nice to have board approval. Motion by Jim Grube and seconded by Dave Christy approving the deletion of this two items from statute, motion carried unanimously.

Chairman, John Welle asked if there was further direction to be given to the Needs Task Force. Motion by Doug Fischer and seconded by John McDonald to accept the Needs Task Force schedule and continue on their suggested time line and further move that the General Subcommittee be tasked with looking at and review the present increment/unit cost method for establishing unit cost as recommended by the Needs Task Force, motion carried unanimously.

Chairman, John Welle thanked Bruce Hasbargen, Lake of the Woods County for his work on the Mileage Subcommittee and Dave Enblom, Cass County will replace him for next year.

Chairman, John Welle thanked the outgoing district representatives from District 1, Dave Christy, District 3, John Welle, District 7, John McDonald and David Olsonawski will be stepping down as secretary of the Screening Board for the past 17 years, John felt we owe him something, one suggestion was a moment of silence than around of applause. David thanked everyone for the opportunity, it has been a fun ride. John Welle was appointed for the next four years to replace David and will take over next spring with Guy Kohlnhofer as Chairman.

Chairman, John Welle announced the Spring Screening Board will meet June 17-19, 2009 in Alexandria at Arrowwood Resort at our Third Annual Summer Conference.

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

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

attachments

# Minutes of the CSAH General Subcommittee Meeting

**April 16, 2009**

The meeting was started at 10:00 a.m. April 16, 2009 at the Transportation Building, St. Paul, Minnesota.

| | | |
|---|---|---|
| Members Present: | Anita Benson, Chairman | Steele County |
| | Al Goodman | Lake County |
| | Mitch Rasmussen | Scott County |
| Others in attendance: | Kim DeLaRosa | State Aid |
| | Patti Loken | State Aid |
| | Lisa Krenz | State Aid |

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

**Unit Prices**

Kim explained the procedure for inflating gravel base 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. The group supports the idea of using the inflated gravel base prices for each county.

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

Sixty counties inflated gravel base prices decreased this year. The decrease in gravel base was due to the use of reclaimed material as base and closely examining the type of projects included. The recommendation from the General Subcommittee was to eliminate projects where small quantities of aggregate were used for sub-grade preparation, reconditioning, milling, approaches and intersection improvements. Reclaimed material was only used when it was part of the typical section, the base needs were removed or if it was part of the second stage of a complete construction project to put down additional base before surfacing.

State Aid put together a “revised” guide for the counties to self report their gravel base costs for 2008 projects. This new guide gave more detailed instructions and a “sample” form with a check list to determine what projects should be used. This was the second year for this process and we had over 50% of the counties report that had grading projects but few reported the true cost of their full base. A possible recommendation is to have the county send in their aggregate base

amount with their pay request to their DSAE in order to receive payment. This format will speed the process for counties reporting in a timely manner.

The Subcommittee asked that a list be made of counties with gravel base projects that did not report to the needs office.

The General Subcommittee examined individual inflated county bituminous prices. This was prepared the way gravel base is prepared. This was requested by District 8 last year and discussed by the Needs Task Force. It was the consensus of the group to recommend individual bituminous prices rather than using the increment method for bituminous. The rationale is that bituminous is not tied to gravel costs like they were in the past. Because of higher oil costs and reclaimed material, bituminous varies greatly in different areas of the state and an individual inflated cost is more representative for each county. They feel it is the right way to do it.

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

The 2008 state wide gravel base cost is $7.37.

**For Rural Design:**

| | |
|---|---|
| Gravel Surf 2118/ton | $8.93 - $7.37(GB) = GB +$1.56 |
| Gravel Shldr 2221/ton | $9.80 - $7.37(GB) = GB +$2.43 |

The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Mn/DOT recommended $289,290/mile for complete storm sewer construction and $92,772/mile for partial storm sewer systems. The Subcommittee recommends using these prices for the 2009 CSAH Needs Study.

The approved cost for curb and gutter is $10.72/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 2009 CSAH Needs Study.

The 2008 average bridge costs were compiled based on 2008 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 2008 bridge construction were:

$117/sq. ft. for 0 – 149 ft. long bridges
$138/sq. ft. for 150 ft. and over bridges

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

In the past box culvert prices have not been updated on a regular basis. The needs unit has relied on Mn/DOT's estimating office to provide a five year average on culverts and end sections. It was the General Subcommittee's recommendation last year to collect data from the counties for the last five years. New sizes were added and end sections to single culverts. A new box culvert table was created with data from county projects from the last five years by culvert size and end sections. The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts. This chart is still being revised and a conference call to the subcommittee will conclude the chart for the spring book.

The needs section will work on modifying the data collector to include end section costs on single culverts. Now that arches have been replaced with box culverts the there are 658 deficient single boxes in the system, 423 doubles, 76 triples and 4 quads.

Meeting adjourned at 12:30 p.m.

# CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED*:*

## ADMINISTRATIVE

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

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

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

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

### Appearance at Screening Board - Oct. 1962

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

### Construction Cut Off Date - Oct. 1962- June 1983(Latest Rev. June 2007)

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

### Screening Board Vice-chairman - June 1968

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

### Screening Board Meeting Dates and Locations - June, 1996

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

### Screening Board Secretary - Oct. 1961

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

**Research Account - Oct. 1961**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## NEEDS ADJUSTMENTS

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

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

### Minimum Apportionment - Oct. 1961, Dec. 1966 (Latest Rev. June 2008)

That any county whose ~~total~~ apportionment sum 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 sum factor shall at least equal the minimum percentage factor.

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

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

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

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

**County State Aid Construction Fund Balances - May 1975 - June 2003 (Latest Rev. October 2006)**

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as December 31 of the current year; not including the last two years regular account construction apportionment and not including the last three years of municipal account construction apportionment or $500,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisition which is being actively engaged in or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

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

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

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

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

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

That, annually, a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustments shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of

grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

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

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

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

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

| 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 – Oct 1992 (Latest Rev. June 2007)**

Any non-existing CSAH designation not a part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years.

## TRAFFIC

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

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where a traffic count or a traffic study warrant a change, with the approval of the District State Aid Engineer.
Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

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

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

## ROAD NEEDS

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

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

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

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

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

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

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

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

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

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

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

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

**Rural Design Grade Widening - June 1980**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Loops and Ramps - May 1966 (Latest Rev. October 2008)**

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

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

## BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

## AFTER THE FACT NEEDS

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

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

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

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

**Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation, Concrete Paving and Railroad Protection - June 1984 – June 2003 (Latest Rev. Oct 2007)**

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

**Railroad Over Highway Bridges – October 2007**

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

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

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

**After the Fact Loops & Ramps – October 2008**

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

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