2010
COUNTY SCREENING BOARD DATA

Rock County
CSAH 16
2009 Bridge Project

June 2010

The State Aid Program Mission Study

Mission Statement:

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

Program Goals:

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

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

Key Program Concepts:

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

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

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

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

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

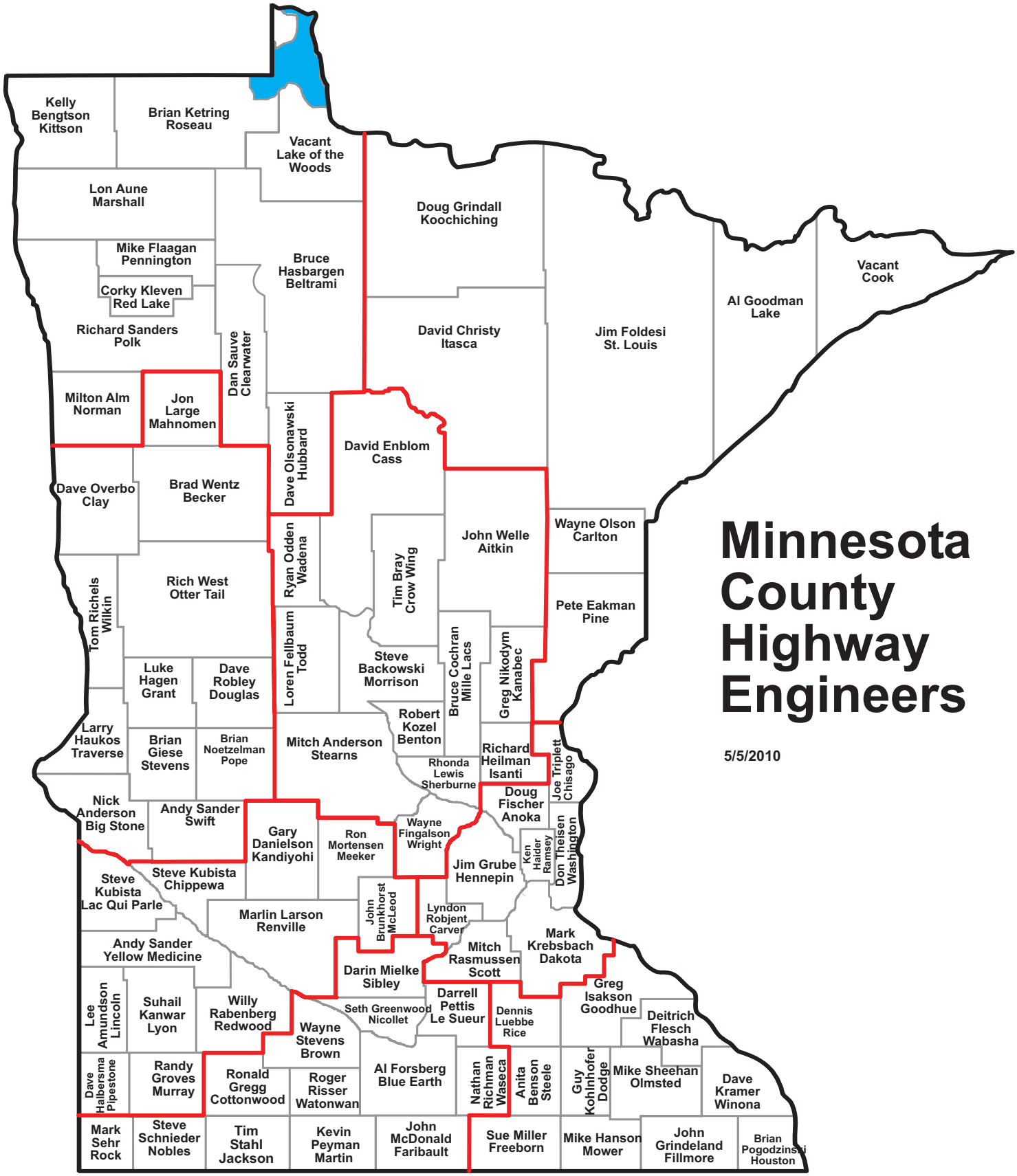
The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

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

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

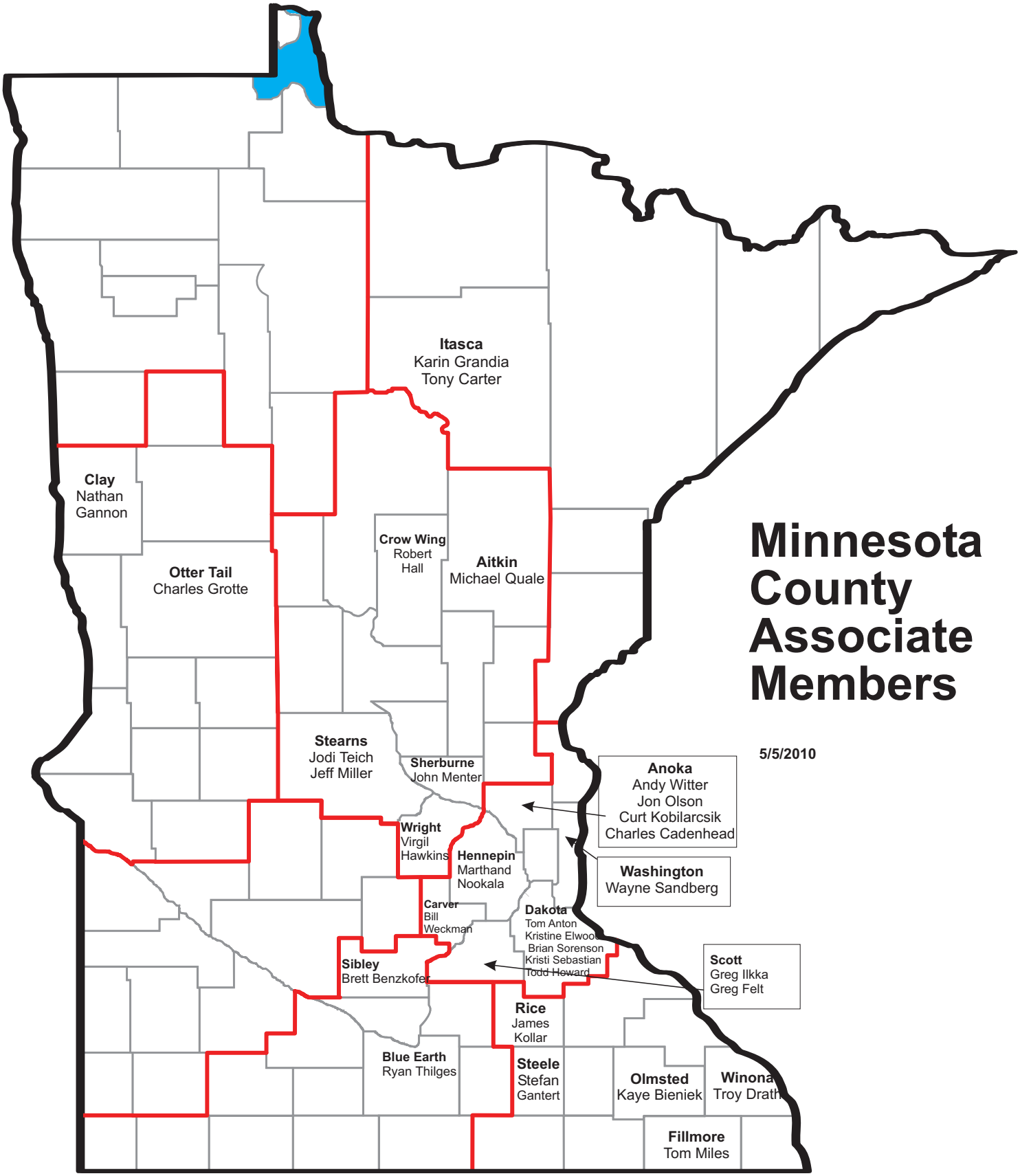
Minnesota County Highway Engineers

5/5/2010



Minnesota County Associate Members

5/5/2010



2010 COUNTY SCREENING BOARD

Doug Grindall	(09-10)	Koochiching County	District 1
Mike Flaagan	(10-11)	Pennington County	District 2
Bob Kozel	(09-10)	Benton County	District 3
Brian Giese	(10-11)	Stevens County	District 4
Lyndon Robjent	(10-12)	Carver County	Metro
Joe Triplett	(08-11)	Chisago County	Metro
Dietrich Flesch	(10-11)	Wabasha County	District 6
Tim Stahl	(09-10)	Jackson County	District 7
Ron Mortenson	(10-11)	Meeker County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Ken Haider	Permanent	Ramsey County	Urban
Jim Foldesi, Chair	Permanent	St. Louis County	Urban
Don Theisen	Permanent	Washington County	Urban
John Welle, Secretary		Aitkin County	

2010 SCREENING BOARD ALTERNATES

Pete Eakman	Pine County	District 1
Rich Sanders	Polk County	District 2
Rhonda Lewis	Sherburne County	District 3
John Large	Mahnomen County	District 4
Mitch Rasmussen	Scott County	Metro
Mike Hanson	Mower County	District 6
Kevin Peyman	Martin County	District 7
Lee Amundson	Lincoln County	District 8

2010 CSAH GENERAL SUBCOMMITTEE

Mitch Rasmussen	June 2010	Scott County
Al Goodman	June 2011	Lake County
Roger Risser	June 2012	Watonwan County

2010 CSAH MILEAGE SUBCOMMITTEE

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

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If you wish to obtain more copies of this report you can do so from our website: http://www.dot.state.mn.us/stateaid/res_csah_books.html.

Introduction

June 2010

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2010 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 2004 construction projects and added the 2009 construction projects. The awarded of bid on all State Aid and Federal Aid projects, let from 2005 through 2009, are the basic source of information for compiling the data used for computing the recommended 2010 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 2009 projects.

Minutes of the General Subcommittee meetings held May 3, 2010 are included in the "Reference Material" section of this report. Mitch Rasmussen, Scott County, Chairman, along with Al Goodman, Lake County and Roger Risser, Watonwan County will attend the Screening Board meeting to review and explain the recommendations of the group.

Gravel Base Inflation Factor Study

June 2010

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	
2005	3,810,739	$26,436,622	$6.94	$8.17/$6.94=	1.18
2006	3,213,456	$24,987,514	$7.78	$8.17/$7.78=	1.05
2007	3,064,726	$23,895,854	$7.80	$8.17/$7.80=	1.05
2008	2,666,018	$19,854,768	$7.45	$8.17/$7.45=	1.10
2009	2,434,844	$19,881,805	$8.17		

In order to reflect current prices in the 2005-2009 five-year average unit price study, each county's gravel base cost was multiplied by the appropriate factor.

N:\CSAH\Books\Spring 2010\Inflation Gravel Factors Spring 2010.xls

Procedure for Inflating Gravel Base Unit Prices

June 2010

05-May-10

NO.	COUNTY	2005 COSTS	INFLATED 2005 COSTS (X 1.18)	2006 COSTS	INFLATED 2006 COSTS (X 1.05)	2007 COSTS	INFLATED 2007 COSTS (X 1.05)	2008 COSTS	INFLATED 2008 COSTS (X 1.10)	2009 Costs	TOTAL 2005-2009 INFLATED COSTS	TOTAL 2005-2009 QUANTITY	200\5-2009 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	$135,813	$160,259	$334,999	$351,749	$0	$0	$0	$0	$0	512,008	58,793	$8.71	Carlton
16	Cook	186,120	219,622	0	0	351,520	369,096	0	0	22,674	611,392	51,493	11.87	Cook
31	Itasca	719,055	848,485	245,448	257,720	77,484	81,358	549,115	604,027	0	1,791,590	236,927	7.56	Itasca
36	Koochiching	921,644	1,087,540	0	0	139,000	145,950	416,555	458,211	289,884	1,981,585	236,794	8.37	Koochiching
38	Lake	382,742	451,636	0	0	1,418,585	1,489,514	637,064	700,770	43,504	2,685,424	417,848	6.43	Lake
58	Pine	124,973	147,468	242,707	254,842	244,734	256,971	170,239	187,263	152,309	998,853	123,764	8.07	Pine
69	St. Louis	233,768	275,846	459,832	482,824	157,717	165,603	891,578	980,736	151,078	2,056,087	301,889	6.81	St. Louis
	District 1 Totals	**2,704,115**	**3,190,856**	**1,282,986**	**1,347,135**	**2,389,040**	**2,508,492**	**2,664,551**	**2,931,007**	**659,449**	**10,636,939**	**1,427,508**	**7.45**	**District 1 Totals**
4	Beltrami	546,574	644,957	514,672	540,406	539,700	566,685	690,165	759,182	1,303,609	3,814,839	473,691	8.05	Beltrami
15	Clearwater	23,600	27,848	193,600	203,280	332,325	348,941	303,563	333,919	0	913,988	153,775	5.94	Clearwater
29	Hubbard	404,522	477,336	294,233	308,945	651,107	683,662	0	0	262,306	1,732,249	287,748	6.02	Hubbard
35	Kittson	763,198	900,574	0	0	225,437	236,709	26,048	28,653	437,370	1,603,306	194,807	8.23	Kittson
39	Lake of the Woods	70,470	83,155	76,197	80,007	0	0	0	0	0	163,162	15,284	10.68	Lake of the Woods
45	Marshall	579,720	684,070	304,723	319,959	730,516	767,042	250,741	275,815	293,476	2,340,362	360,303	6.50	Marshall
54	Norman	278,176	328,248	426,828	448,169	65,593	68,873	0	0	0	845,290	94,946	8.90	Norman
57	Pennington	438,256	517,142	1,050,994	1,103,544	392,605	412,235	227,669	250,436	0	2,283,357	294,191	7.76	Pennington
60	Polk	666,580	786,564	837,900	879,795	152,822	160,463	825,495	908,045	1,136,919	3,871,786	517,932	7.48	Polk
63	Red Lake	131,250	154,875	0	0	0	0	0	0	0	154,875	25,000	6.20	Red Lake
68	Roseau	385,990	455,468	498,674	523,608	127,088	133,442	0	0	57,021	1,169,539	142,168	8.23	Roseau
	District 2 Totals	**4,288,336**	**5,060,237**	**4,197,821**	**4,407,713**	**3,217,193**	**3,378,052**	**2,323,681**	**2,556,050**	**3,490,701**	**18,892,753**	**2,559,845**	**7.38**	**District 2 Totals**
1	Aitkin	0	0	357,704	375,589	110,367	115,885	202,830	223,113	553,474	1,268,061	155,971	8.13	Aitkin
5	Benton	696,573	821,956	119,024	124,975	38,909	40,854	688,556	757,412	160,600	1,905,797	209,816	9.08	Benton
11	Cass	25,724	30,354	214,237	224,949	471,167	494,725	96,969	106,666	462,145	1,318,839	192,630	6.85	Cass
18	Crow Wing	5,694	6,719	18,144	19,051	0	0	356,973	392,670	643,380	1,061,820	141,725	7.49	Crow Wing
30	Isanti	71,981	84,938	478,907	502,852	0	0	238,871	262,758	0	850,548	101,428	8.39	Isanti
33	Kanabec	295,440	348,619	154,261	161,974	333,657	350,340	620,959	683,055	0	1,543,988	225,215	6.86	Kanabec
48	Mille Lacs	0	0	259,685	272,669	58,927	61,873	278,345	306,180	0	640,722	87,269	7.34	Mille Lacs
49	Morrison	340,021	401,225	4,806	5,046	50,798	53,338	298,813	328,694	36,957	825,260	122,683	6.73	Morrison
71	Sherburne	345,653	407,871	420,165	441,173	773,949	812,646	464,102	510,512	218,568	2,390,770	252,777	9.46	Sherburne
73	Stearns	330,348	389,811	254,510	267,236	205,505	215,780	0	0	433,296	1,306,123	143,311	9.11	Stearns
77	Todd	30,240	35,683	146,688	154,022	191,400	200,970	0	0	55,283	445,958	63,693	7.00	Todd
80	Wadena	61,690	72,794	0	0	255,997	268,797	156,531	172,184	329,403	843,178	122,543	6.88	Wadena
86	Wright	593,270	700,059	0	0	189,279	198,743	640,735	704,809	164,933	1,768,544	178,508	9.91	Wright
	District 3 Totals	**2,796,634**	**3,300,029**	**2,428,131**	**2,549,536**	**2,679,955**	**2,813,951**	**4,043,684**	**4,448,053**	**3,058,039**	**16,169,608**	**1,997,569**	**8.09**	**District 3 Totals**
3	Becker	180,645	213,161	938,444	985,366	280,276	294,290	132,124	145,336	79,350	1,717,503	260,731	6.59	Becker
6	Big Stone	30,600	36,108	24,528	25,754	0	0	51,042	56,146	0	118,008	14,819	7.96	Big Stone
14	Clay	838,492	989,421	0	0	0	0	122,400	134,640	659,952	1,784,013	277,773	6.42	Clay
21	Douglas	104,436	123,234	15,705	16,490	0	0	233,559	256,915	378,306	774,945	119,601	6.48	Douglas
26	Grant	0	0	363,860	382,053	58,259	61,172	84,151	92,566	88,770	624,561	104,618	5.97	Grant
44	Mahnomen	201,327	237,566	49,591	52,071	0	0	0	0	222,199	511,836	72,003	7.11	Mahnomen
56	Otter Tail	848,805	1,001,590	994,551	1,044,279	378,426	397,347	300,133	330,146	0	2,773,362	429,600	6.46	Otter Tail
61	Pope	318,481	375,808	248,775	261,214	293,952	308,650	104,500	114,950	129,822	1,190,444	211,830	5.62	Pope
75	Stevens	879,471	1,037,776	0	0	0	0	0	0	588,034	1,625,810	285,757	5.69	Stevens
76	Swift	0	0	0	0	589,840	619,332	0	0	32,371	651,703	62,374	10.45	Swift
78	Traverse	179,172	211,423	0	0	0	0	189,240	208,164	463,750	883,337	101,190	8.73	Traverse
84	Wilkin	718,364	847,670	0	0	716,429	752,250	0	0	0	1,599,920	149,320	10.71	Wilkin
	District 4 Totals	**4,299,793**	**5,073,757**	**2,635,454**	**2,767,227**	**2,317,182**	**2,433,041**	**1,217,149**	**1,338,863**	**2,642,554**	**14,255,442**	**2,089,616**	**6.82**	**District 4 Totals**

Procedure for Inflating Gravel Base Unit Prices

June 2010

05-May-10

NO.	COUNTY	2005 COSTS	INFLATED 2005 COSTS (X 1.18)	2006 COSTS	INFLATED 2006 COSTS (X 1.05)	2007 COSTS	INFLATED 2007 COSTS (X 1.05)	2008 COSTS	INFLATED 2008 COSTS (X 1.10)	2009 Costs	TOTAL 2005-2009 INFLATED COSTS	TOTAL 2005-2009 QUANTITY	200\5-2009 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
2	Anoka	147,924	174,550	672,145	705,752	3,107,228	3,262,589	225,906	248,497	714,466	5,105,854	481,580	10.60	Anoka
10	Carver	1,642	1,938	2,365,330	2,483,597	151,800	159,390	740,163	814,179	0	3,459,104	318,895	10.85	Carver
27	Hennepin	1,250,914	1,476,079	2,218,812	2,329,753	298,143	313,050	553,995	609,395	351,307	5,079,584	414,270	12.26	Hennepin
70	Scott	806,007	951,088	1,259,719	1,322,705	1,256,426	1,319,247	239,904	263,894	1,820,747	5,677,681	590,370	9.62	Scott
	District 5 Totals	**2,206,487**	**2,603,655**	**6,516,006**	**6,841,807**	**4,813,597**	**5,054,276**	**1,759,968**	**1,935,965**	**2,886,520**	**19,322,223**	**1,805,115**	**10.70**	**District 5 Totals**
20	Dodge	$182,287	215,099	$329,945	346,442	$436,546	458,373	$0	0	$0	1,019,914	89,721	$11.37	Dodge
23	Fillmore	341,647	403,143	555,346	583,113	0	0	235,358	258,894	582,613	1,827,763	195,103	9.37	Fillmore
24	Freeborn	247,408	291,941	120,360	126,378	36,465	38,288	30,163	33,179	0	489,786	73,486	6.67	Freeborn
25	Goodhue	317,244	374,348	382,549	401,676	254,149	266,856	0	0	205,301	1,248,181	151,637	8.23	Goodhue
28	Houston	136,305	160,840	0	0	65,521	68,797	0	0	0	229,637	21,338	10.76	Houston
50	Mower	268,956	317,368	1,074,039	1,127,741	320,217	336,228	199,700	219,670	118,380	2,119,387	248,375	8.53	Mower
55	Olmsted	0	0	162,762	170,900	278,880	292,824	0	0	222,377	686,101	66,519	10.31	Olmsted
66	Rice	193,119	227,880	51,686	54,270	80,595	84,625	194,403	213,843	722,238	1,302,856	154,147	8.45	Rice
74	Steele	18,291	21,583	142,538	149,665	0	0	0	0	126,457	297,705	25,635	11.61	Steele
79	Wabasha	0	0	26,078	27,382	174,455	183,178	57,056	62,762	42,616	315,938	45,843	6.89	Wabasha
85	Winona	508,745	600,319	300,190	315,200	293,029	307,680	0	0	139,355	1,362,554	117,832	11.56	Winona
	District 6 Totals	**2,214,002**	**2,612,521**	**3,145,493**	**3,302,767**	**1,939,857**	**2,036,849**	**716,680**	**788,348**	**2,159,337**	**10,899,822**	**1,189,636**	**9.16**	**District 6 Totals**
7	Blue Earth	327,344	386,266	352,268	369,881	110,512	116,038	124,945	137,440	472,040	1,481,665	157,068	9.43	Blue Earth
8	Brown	59,415	70,110	270,388	283,907	59,200	62,160	0	0	0	416,177	68,060	6.11	Brown
17	Cottonwood	23,632	27,886	154,797	162,537	0	0	0	0	53,648	244,071	57,628	4.24	Cottonwood
22	Faribault	0	0	520,334	546,351	707,705	743,090	237,349	261,084	313,618	1,864,143	151,186	12.33	Faribault
32	Jackson	156,802	185,026	379,873	398,867	94,838	99,580	138,062	151,868	68,873	904,214	85,006	10.64	Jackson
40	Le Sueur	370,882	437,641	0	0	97,100	101,955	89,100	98,010	0	637,606	61,886	10.30	Le Sueur
46	Martin	0	0	0	0	402,123	422,229	0	0	0	422,229	38,815	10.88	Martin
52	Nicollet	87,500	103,250	236,044	247,846	31,014	32,565	367,500	404,250	0	787,911	69,988	11.26	Nicollet
53	Nobles	197,550	233,109	0	0	203,775	213,964	0	0	67,200	514,273	65,870	7.81	Nobles
67	Rock	43,470	51,295	296,664	311,497	0	0	0	0	368,419	731,211	91,730	7.97	Rock
72	Sibley	72,155	85,143	0	0	0	0	49,020	53,922	17,707	156,772	28,195	5.56	Sibley
81	Waseca	0	0	0	0	446,402	468,722	0	0	366,375	835,097	91,198	9.07	Waseca
83	Watonwan	127,935	150,963	272,630	286,262	0	0	0	0	77,705	514,930	46,413	11.09	Watonwan
	District 7 Totals	**1,466,685**	**1,730,689**	**2,482,998**	**2,607,148**	**2,152,669**	**2,260,303**	**1,005,976**	**1,106,574**	**1,805,585**	**9,510,299**	**1,013,043**	**9.39**	**District 7 Totals**
12	Chippewa	110,216	130,055	0	0	0	0	436,996	480,696	65,450	676,201	86,679	7.80	Chippewa
34	Kandiyohi	1,213,840	1,432,331	669,590	703,070	411,973	432,572	314,020	345,422	821,118	3,734,513	480,251	7.78	Kandiyohi
37	Lac qui Parle	71,732	84,644	6,600	6,930	0	0	0	0	128,035	219,609	38,518	5.70	Lac Qui Parle
41	Lincoln	41,688	49,192	366,727	385,063	0	0	0	0	335,748	770,003	111,015	6.94	Lincoln
42	Lyon	137,144	161,830	0	0	38,080	39,984	756,400	832,040	34,875	1,068,729	145,974	7.32	Lyon
43	Mc Leod	36,120	42,622	173,574	182,253	488,171	512,580	363,646	400,011	0	1,137,466	144,898	7.85	Mc Leod
47	Meeker	223,970	264,285	299,647	314,629	141,600	148,680	0	0	183,018	910,612	156,061	5.83	Meeker
51	Murray	0	0	0	0	0	0	295,784	325,362	439,310	764,672	104,445	7.32	Murray
59	Pipestone	459,900	542,682	0	0	256,705	269,540	41,220	45,342	276,563	1,134,127	199,285	5.69	Pipestone
64	Redwood	558,126	658,589	0	0	0	0	497,090	546,799	79,861	1,285,249	168,859	7.61	Redwood
65	Renville	1,240,474	1,463,759	479,500	503,475	0	0	732,291	805,520	147,061	2,919,815	376,527	7.75	Renville
87	Yellow Medicine	604,669	713,509	0	0	1,031,993	1,083,593	212,100	233,310	0	2,030,412	236,695	8.58	Yellow Medicine
	District 8 Totals	**4,697,879**	**5,543,498**	**1,995,638**	**2,095,420**	**2,368,522**	**2,486,949**	**3,649,547**	**4,014,502**	**2,511,039**	**16,651,408**	**2,249,207**	**7.40**	**District 8 Totals**
13	Chisago	655,225	773,166	252,583	265,212	414,359	435,077	473,467	520,814	357,862	2,352,131	221,771	10.61	Chisago
19	Dakota	616,406	727,359	50,405	52,925	863,059	906,212	772,446	849,691	0	2,536,187	343,404	7.39	Dakota
62	Ramsey	95,857	113,111	0	0	47,111	49,467	236,264	259,890	54,204	476,672	42,867	11.12	Ramsey
82	Washington	395,204	466,341	0	0	693,310	727,976	991,355	1,090,491	256,515	2,541,323	250,202	10.16	Washington
	District 9 Totals	**1,762,692**	**2,079,977**	**302,988**	**318,137**	**2,017,839**	**2,118,732**	**2,473,532**	**2,720,886**	**668,581**	**7,906,313**	**858,244**	**9.21**	**District 9 Totals**
	STATE TOTALS	**$26,436,622**	**$31,195,219**	**$24,987,514**	**$26,236,890**	**$23,895,854**	**$25,090,645**	**19,854,768**	**21,840,248**	**19,881,805**	**$124,244,807**	**15,189,783**	**$8.17**	**STATE TOTALS**

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

June 2010

District 2	TONS (1,000)		INFLATED UNIT PRICE			
LAKE OF THE WOODS	15	X	10.88	=	163.20	
Surrounding	35	X	8.17	=	285.95	
	50				449.15	= $8.98

Surrounding Counties -	Inflated Cost		Quantity		
Roseau	$1,169,539	-	142,168		
Beltrami	3,814,839	-	473,691		
Koochching	1,981,585	-	236,794		
	$6,965,963		852,653	=	$8.17

District 2	TONS (1,000)		INFLATED UNIT PRICE			
RED LAKE	25	X	6.20	=	155.00	
Surrounding	25	X	7.58	=	189.50	
	50				344.50	= $6.89

Surrounding Counties -	Inflated Cost		Quantity		
Polk	$3,871,786	-	517,932		
Pennington	2,283,357	-	294,191		
	$6,155,143		812,123	=	$7.58

District 4	TONS (1,000)		INFLATED UNIT PRICE			
BIG STONE	15	X	7.96	=	119.40	
Surrounding	35	X	7.16	=	250.60	
	50				370.00	= $7.40

Surrounding Counties -	Inflated Cost		Quantity		
Traverse	$883,337	-	101,190		
Stevens	1,625,810	-	285,757		
Swift	651,703	-	62,374		
Chippewa	676,201	-	86,679		
	$3,837,051		536,000	=	$7.16

District 6	TONS (1,000)		INFLATED UNIT PRICE			
HOUSTON	21	X	10.76	=	225.96	
Surrounding	29	X	10.19	=	295.51	
	50				521.47	= $10.43

Surrounding Counties -	Inflated Cost		Quantity		
Winona	$1,362,554	-	117,832		
Fillmore	1,827,763	-	195,103		
	$3,190,317		312,935	=	$10.19

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

June 2010

District 6	TONS (1,000)		INFLATED UNIT PRICE			
STEELE	26	X	11.61	=	301.86	
Surrounding	24	X	8.62	=	206.88	
	50				508.74	= $10.17

Surrounding Counties -	Inflated Cost		Quantity		
Rice	$1,302,856	-	154,147		
Goodhue	1,248,181	-	151,637		
Dodge	1,019,914	-	89,721		
Mower	2,119,387	-	248,375		
Freeborn	489,786	-	73,486		
	$6,180,124		717,366	=	$8.62

District 6	TONS (1,000)		INFLATED UNIT PRICE			
WABASHA	45	X	6.89	=	310.05	
Surrounding	5	X	9.81	=	49.05	
	50				359.10	= $7.18

Surrounding Counties -	Inflated Cost		Quantity		
Winona	$1,362,554	-	117,832		
Olmsted	686,101	-	66,519		
Goodhue	1,248,181	-	151,637		
	$3,296,836		335,988	=	$9.81

District 7	TONS (1,000)		INFLATED UNIT PRICE			
MARTIN	39	X	10.88	=	424.32	
Surrounding	11	X	9.97	=	109.67	
	50				533.99	= $10.68

Surrounding Counties -	Inflated Cost		Quantity		
Jackson	$904,214	-	85,006		
Cottonwood	244,071	-	57,628		
Blue Earth	1,481,665	-	157,068		
Faribault	1,864,143	-	151,186		
	$4,494,093		450,888	=	$9.97

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

June 2010

District 7	TONS (1,000)		INFLATED UNIT PRICE			
SIBLEY	28	X	5.56	=	155.68	
Surrounding	22	X	9.36	=	205.92	
	50				361.60	= $7.23

Surrounding Counties -	Inflated Cost		Quantity		
LeSueur	$637,606	-	61,886		
Nicollet	787,911	-	69,988		
McLeod	1,137,466	-	144,898		
Carver	3,459,104	-	318,895		
Scott	5,677,681	-	590,370		
Renville	2,919,815	-	376,527		
	$14,619,583		1,562,564	=	$9.36

District 7	TONS (1,000)		INFLATED UNIT PRICE			
WATONWAN	46	X	11.09	=	510.14	
Surrounding	4	X	8.28	=	33.12	
	50				543.26	= $10.87

Surrounding Counties -	Inflated Cost		Quantity		
Jackson	$904,214	-	85,006		
Cottonwood	244,071	-	57,628		
Brown	416,177	-	68,060		
Blue Earth	1,481,665	-	157,068		
	$3,046,127		367,762	=	$8.28

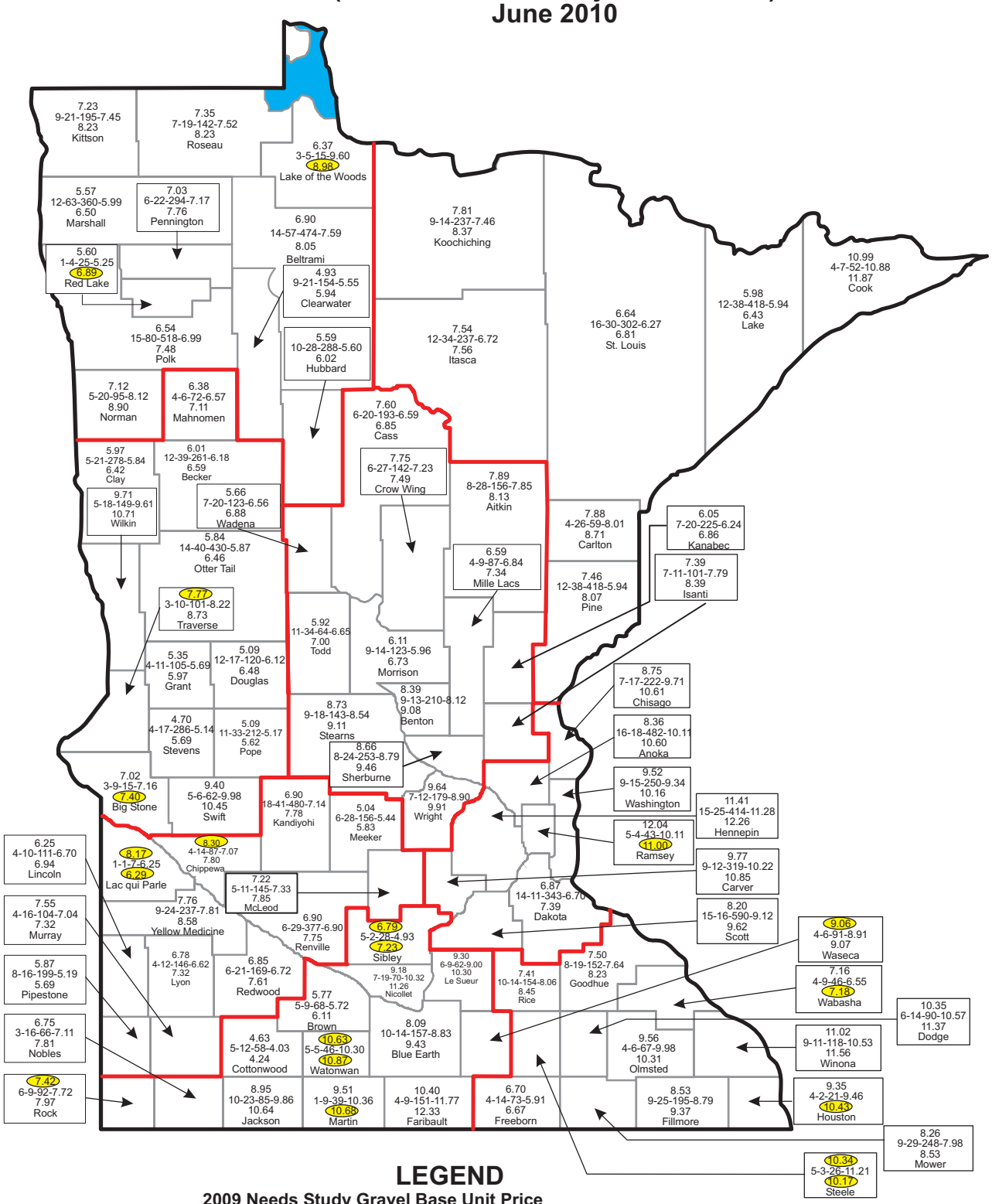
District 8	TONS (1,000)		INFLATED UNIT PRICE			
LAC QUI PARLE	39	X	5.70	=	222.30	
Surrounding	11	X	8.37	=	92.07	
	50				314.37	= $6.29

Surrounding Counties -	Inflated Cost		Quantity		
Chippewa	$676,201		86,679		
Yellow Medicine	2,030,412	-	236,695		
	$2,706,613		323,374	=	$8.37

Metro	TONS (1,000)		INFLATED UNIT PRICE			
RAMSEY	43	X	11.12	=	478.16	
Surrounding	7	X	10.25	=	71.75	
	50				549.91	= $11.00

Surrounding Counties -	Inflated Cost		Quantity		
Anoka	$5,105,854	-	481,580		
Washington	$2,541,323		250,202		
Dakota	$2,536,187		343,404		
Hennepin	$5,079,584		414,270		
	$15,262,948		1,489,456	=	$10.25

2005-2009 CSAH Gravel Base Unit Price Data
(Rural and Urban Projects Included)
June 2010



LEGEND

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

2009 Needs Study Gravel Base Unit Price
 # '05 to '09 Gravel Base Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price
2010 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 Unit Price Comparison

June 2010

	County	2008 Inflated Gravel Base Price	2009 Inflated Gravel Base Price	Change in Unit Price
9	Carlton	$7.88	$8.71	$0.83
16	Cook	10.99	11.87	0.88
31	Itasca	7.54	7.56	0.02
36	Koochiching	7.81	8.37	0.56
38	Lake	5.98	6.43	0.45
58	Pine	7.46	8.07	0.61
69	St. Louis	6.64	6.81	0.17
	District 1			
4	Beltrami	6.90	8.05	1.15
15	Clearwater	4.93	5.94	1.01
29	Hubbard	5.59	6.02	0.43
35	Kittson	7.23	8.23	1.00
39	Lake of the Woods	6.37	8.98	2.61
45	Marshall	6.38	6.50	0.12
54	Norman	7.12	8.90	1.78
57	Pennington	7.03	7.76	0.73
60	Polk	6.54	7.48	0.94
63	Red Lake	5.60	6.89	1.29
68	Roseau	7.35	8.23	0.88
	District 2			
1	Aitkin	7.89	8.13	0.24
5	Benton	8.39	9.08	0.69
11	Cass	7.60	6.85	(0.75)
18	Crow Wing	7.75	7.49	(0.26)
30	Isanti	7.39	8.39	1.00
33	Kanabec	6.05	6.86	0.81
48	Mille Lacs	6.59	7.34	0.75
49	Morrison	6.11	6.73	0.62
71	Sherburne	8.66	9.46	0.80
73	Stearns	8.73	9.11	0.38
77	Todd	5.92	7.00	1.08
80	Wadena	5.66	6.88	1.22
86	Wright	9.64	9.91	0.27
	District 3			
3	Becker	6.01	6.59	0.58
6	Big Stone	7.02	7.40	0.38
14	Clay	5.97	6.42	0.45
21	Douglas	5.09	6.48	1.39
26	Grant	5.35	5.97	0.62
44	Mahnomen	7.22	7.11	(0.11)
56	Otter Tail	5.84	6.46	0.62
61	Pope	5.09	5.62	0.53
75	Stevens	4.70	5.69	0.99
76	Swift	9.40	10.45	1.05
78	Traverse	7.77	8.73	0.96
84	Wilkin	9.71	10.71	1.00
	District 4			

Gravel Base Unit Price Comparison

June 2010

	County	2008 Inflated Gravel Base Price	2009 Inflated Gravel Base Price	Change in Unit Price
2	Anoka	8.36	10.60	2.24
10	Carver	9.77	10.85	1.08
27	Hennepin	11.41	12.26	0.85
70	Scott	8.20	9.62	1.42
	District 5			
20	Dodge	10.35	11.37	1.02
23	Fillmore	8.53	9.37	0.84
24	Freeborn	6.70	6.67	(0.03)
25	Goodhue	7.50	8.23	0.73
28	Houston	9.35	10.43	1.08
50	Mower	8.26	8.53	0.27
55	Olmsted	9.56	10.31	0.75
66	Rice	7.41	8.45	1.04
74	Steele	10.34	10.17	(0.17)
79	Wabasha	7.16	7.18	0.02
85	Winona	11.02	11.56	0.54
	District 6			
7	Blue Earth	8.09	9.43	1.34
8	Brown	5.77	6.11	0.34
17	Cottonwood	4.63	4.24	(0.39)
22	Faribault	10.40	12.33	1.93
32	Jackson	8.95	10.64	1.69
40	Le Sueur	9.30	10.30	1.00
46	Martin	5.57	10.68	5.11
52	Nicollet	9.18	11.26	2.08
53	Nobles	6.75	7.81	1.06
67	Rock	7.42	7.97	0.55
72	Sibley	6.79	7.23	0.44
81	Waseca	9.06	9.07	0.01
83	Watonwan	10.63	10.87	0.24
	District 7			
12	Chippewa	8.30	7.80	(0.50)
34	Kandiyohi	6.90	7.78	0.88
37	Lac Qui Parle	8.17	6.29	(1.88)
41	Lincoln	6.25	6.94	0.69
42	Lyon	6.78	7.32	0.54
43	Mc Leod	9.51	7.85	(1.66)
47	Meeker	5.04	5.83	0.79
51	Murray	7.55	7.32	(0.23)
59	Pipestone	5.87	5.69	(0.18)
64	Redwood	6.85	7.61	0.76
65	Renville	6.90	7.75	0.85
87	Yellow Medicine	7.76	8.58	0.82
	District 8			
13	Chisago	8.75	10.61	1.86
19	Dakota	6.87	7.39	0.52
62	Ramsey	12.04	11.00	(1.04)
82	Washington	9.52	10.16	0.64
	District 9			
	STATE TOTALS	**$7.45**	**$8.17**	**$0.72**

Counties with less than 50,000 tons

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GRAVEL BASE

Rural & Urban Projects let during 2009

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	5 (3 Urban) (2 Rural)	$659,449	80,739	$8.17	7.20
2	15 (2 Urban) (13 Rural)	3,490,701	404,830	8.62	54.18
3	17 (5 Urban) (12 Rural)	3,058,039	414,473	7.38	52.70
4	16 (4 Urban) (12 Rural)	2,642,554	374,549	7.06	30.55
6	11 (3 Urban) (8 Rural)	2,159,337	233,632	9.24	14.59
7	14 (4 Urban) (10 Rural)	1,805,585	197,422	9.15	18.31
8	19 (2 Urban) (17 Rural)	2,511,039	368,916	6.81	44.58
Metro	**13 (8 Urban) (5 Rural)**	**3,555,101**	**360,283**	**9.87**	**15.44**
State Total	**110 (29 Urban) (75 Rural)**	**$19,881,805**	**2,434,844**	**$8.17**	**237.54**
Outstate	**97 (19 Urban) (71 Rural)**	**16,326,704**	**2,074,561**	**7.87**	**222.10**

Urban* Projects let during 2009

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	3	$217,256	23,534	$9.23	0.83
2	2	74,081	9,223	8.03	0.72
3	5	119,000	13,088	9.09	1.46
4	4	330,745	47,519	6.96	3.07
6	3	427,678	41,497	10.31	2.48
7	4	209,681	25,985	8.07	1.37
8	2	74,902	12,112	6.18	0.55
Metro	**8**	**2,312,330**	**218,937**	**10.56**	**7.34**
State Total	**31**	**$3,765,673**	**391,895**	**$9.61**	**17.83**
Outstate	**23**	**1,453,343**	**172,958**	**8.40**	**10.49**

Rural Projects let during 2009

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	2	$442,193	57,205	$7.73	6.37
2	13	3,416,620	395,607	8.64	53.46
3	12	2,939,039	401,385	7.32	51.23
4	12	2,311,809	327,030	7.07	27.49
6	8	1,731,659	192,135	9.01	12.11
7	10	1,595,904	171,437	9.31	16.94
8	17	2,436,137	356,804	6.83	44.03
Metro	**5**	**1,242,771**	**141,346**	**8.79**	**8.10**
State Total	**79**	**$16,116,132**	**2,042,949**	**$7.89**	**219.72**
Outstate	**74**	**14,873,361**	**1,901,603**	**7.82**	**211.62**

*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 2010

Revised

Approved at the June 2009 Screening Board Meeting a five year individual, inflated bituminous price will be used instead of the increment method.

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	
2005	3,227,908	$93,512,582	$28.97	$46.45/$28.97=	1.60
2006	2,474,542	$96,175,030	$38.87	$46.45/$38.13=	1.20
2007	2,763,093	$111,075,846	$40.20	$46.45/$39.83=	1.16
2008	2,649,594	$124,230,293	$46.89	$46.45/$46.76=	0.99
2009	2,516,449	$116,879,951	$46.45		

In order to reflect current prices in the 2005-2009 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 2010

Revised

14-Jun-10

NO.	COUNTY	2005 COSTS	INFLATED 2005 COSTS (X 1.60)	2006 COSTS	INFLATED 2006 COSTS (X 1.20)	2007 COSTS	INFLATED 2007 COSTS (X 1.16)	2008 COSTS	INFLATED 2008 COSTS (X 0.99)	2009 COSTS	TOTAL 2005-2009 INFLATED COSTS	TOTAL 2005-2009 QUANTITY	2005-2009 INFLATED BITUMINOUS PRICE	COUNTY
9	Carlton	$1,799,102	$2,878,563	$0	$0	$2,030,643	$2,355,546	$494,206	$489,264	$1,219,356	6,942,729	169,829	$40.88	Carlton
16	Cook	775,595	1,240,952	258,583	310,300	253,800	294,408	0	0	1,051,835	2,897,495	53,587	54.07	Cook
31	Itasca	1,891,681	3,026,690	3,529,312	4,235,174	2,633,858	3,055,275	2,886,400	2,857,536	3,778,666	16,953,341	379,025	44.73	Itasca
36	Koochiching	64,492	103,187	0	0	1,267,985	1,470,863	48,250	47,768	1,098,440	2,720,258	48,590	55.98	Koochiching
38	Lake	1,305,276	2,088,442	0	0	56,014	64,976	2,916,956	2,887,786	232,661	5,273,865	119,730	44.05	Lake
58	Pine	2,046,709	3,274,734	629,100	754,920	667,729	774,566	2,729,299	2,702,006	1,306,398	8,812,624	185,204	47.58	Pine
69	St. Louis	1,798,061	2,876,898	4,659,282	5,591,138	705,414	818,280	5,243,333	5,190,900	7,625,298	22,102,514	461,749	47.87	St. Louis
	District 1 Totals	**9,680,916**	**15,489,466**	**9,076,277**	**10,891,532**	**7,615,443**	**8,833,914**	**14,318,444**	**14,175,260**	**16,312,654**	**65,702,826**	**1,417,714**	**46.34**	**District 1 Totals**
4	Beltrami	1,723,521	2,757,634	1,650,281	1,980,337	1,677,815	1,946,265	1,239,759	1,227,361	2,823,389	10,734,986	238,695	44.97	Beltrami
15	Clearwater	1,387,347	2,219,755	706,645	847,974	643,710	746,704	687,413	680,539	2,141,168	6,636,140	169,030	39.26	Clearwater
29	Hubbard	777,300	1,243,680	508,805	610,566	1,009,560	1,171,090	0	0	2,186,682	5,212,018	118,397	44.02	Hubbard
35	Kittson	122,753	196,405	1,600,315	1,920,378	141,363	163,981	1,185,131	1,173,280	2,007,329	5,461,373	119,083	45.86	Kittson
39	Lake of the Woods	101,937	163,099	1,313,646	1,576,375	1,108,577	1,285,949	1,061,304	1,050,691	1,296,602	5,372,716	111,754	48.08	Lake of the Woods
45	Marshall	168,710	269,936	629,450	755,340	1,184,245	1,373,724	2,003,662	1,983,625	342,308	4,724,933	106,622	44.31	Marshall
54	Norman	0	0	1,653,339	1,984,007	635,123	736,743	1,744,070	1,726,629	0	4,447,379	103,830	42.83	Norman
57	Pennington	467,876	748,602	952,577	1,143,092	618,976	718,012	387,512	383,637	2,261,977	5,255,320	128,388	40.93	Pennington
60	Polk	4,131,801	6,610,882	75,242	90,290	1,299,554	1,507,483	3,588,232	3,552,350	2,313,378	14,074,383	306,923	45.86	Polk
63	Red Lake	1,108,700	1,773,920	827,554	993,065	610,305	707,954	1,043,861	1,033,422	0	4,508,361	116,168	38.81	Red Lake
68	Roseau	908,817	1,454,107	0	0	2,551,374	2,959,594	842,636	834,210	3,576,330	8,824,241	185,701	47.52	Roseau
	District 2 Totals	**10,898,762**	**17,438,020**	**9,917,854**	**11,901,424**	**11,480,602**	**13,317,499**	**13,783,580**	**13,645,744**	**18,949,163**	**75,251,850**	**1,704,591**	**44.15**	**District 2 Totals**
1	Aitkin	0	0	1,469,174	1,763,009	807,181	936,330	2,574,775	2,549,027	1,088,973	6,337,339	139,218	45.52	Aitkin
5	Benton	861,064	1,377,702	325,582	390,698	415,292	481,739	1,437,401	1,423,027	259,876	3,933,042	75,777	51.90	Benton
11	Cass	54,518	87,229	0	0	1,248,651	1,448,435	511,146	506,035	690,612	2,732,311	59,804	45.69	Cass
18	Crow Wing	690,603	1,104,965	679,730	815,676	1,432,474	1,661,670	1,890,637	1,871,731	2,631,616	8,085,658	195,260	41.41	Crow Wing
30	Isanti	339,192	542,707	775,470	930,564	1,114,639	1,292,981	736,430	729,066	191,679	3,686,997	79,925	46.13	Isanti
33	Kanabec	581,384	930,214	476,400	571,680	585,433	679,102	2,432,076	2,407,755	0	4,588,751	99,376	46.18	Kanabec
48	Mille Lacs	1,221,808	1,954,893	1,223,494	1,468,193	813,350	943,486	639,408	633,014	1,223,102	6,222,688	157,995	39.39	Mille Lacs
49	Morrison	846,481	1,354,370	24,111	28,933	1,755,763	2,036,685	2,085,526	2,064,671	1,799,797	7,284,456	184,803	39.42	Morrison
71	Sherburne	1,136,384	1,818,214	1,959,486	2,351,383	2,252,361	2,612,739	710,016	702,916	414,131	7,899,383	164,690	47.97	Sherburne
73	Stearns	572,745	916,392	2,612,956	3,135,547	1,564,732	1,815,089	3,321,222	3,288,010	1,578,985	10,734,023	226,179	47.46	Stearns
77	Todd	714,612	1,143,379	1,326,762	1,592,114	833,075	966,367	1,011,103	1,000,992	1,627,844	6,330,696	170,831	37.06	Todd
80	Wadena	600,718	961,149	0	0	532,280	617,445	1,205,246	1,193,194	1,341,228	4,113,016	92,484	44.47	Wadena
86	Wright	1,338,970	2,142,352	0	0	684,098	793,554	2,210,448	2,188,344	1,036,180	6,160,430	128,247	48.04	Wright
	District 3 Totals	**8,958,479**	**14,333,566**	**10,873,165**	**13,047,797**	**14,039,329**	**16,285,622**	**20,765,434**	**20,557,782**	**13,884,023**	**78,108,790**	**1,774,589**	**44.02**	**District 3 Totals**
3	Becker	1,032,378	1,651,805	2,369,900	2,843,880	1,767,486	2,050,284	2,707,696	2,680,619	2,741,313	11,967,901	291,952	40.99	Becker
6	Big Stone	409,872	655,795	1,021,562	1,225,874	0	0	987,540	977,665	598,203	3,457,537	81,603	42.37	Big Stone
14	Clay	919,765	1,471,624	0	0	240,513	278,995	1,910,625	1,891,519	573,463	4,215,601	112,584	37.44	Clay
21	Douglas	1,038,892	1,662,227	2,129,756	2,555,707	1,517,135	1,759,877	1,490,003	1,475,103	1,545,654	8,998,568	226,303	39.76	Douglas
26	Grant	186,680	298,688	0	0	946,106	1,097,483	897,885	888,906	0	2,285,077	53,081	43.05	Grant
44	Mahnomen	444,550	711,280	530,755	636,906	491,281	569,886	0	0	508,432	2,426,504	48,677	49.85	Mahnomen
56	Otter Tail	2,666,021	4,265,634	1,735,103	2,082,124	145,390	168,652	2,866,573	2,837,907	1,759,176	11,113,493	246,384	45.11	Otter Tail
61	Pope	603,237	965,179	602,706	723,247	1,058,134	1,227,435	523,147	517,916	648,109	4,081,886	101,280	40.30	Pope
75	Stevens	633,913	1,014,261	0	0	879,033	1,019,678	434,371	430,027	1,022,525	3,486,491	85,221	40.91	Stevens
76	Swift	0	0	0	0	1,979,973	2,296,769	979,866	970,067	828,027	4,094,863	97,907	41.82	Swift
78	Traverse	646,358	1,034,173	0	0	0	0	0	0	3,039,205	4,073,378	78,257	52.05	Traverse
84	Wilkin	974,622	1,559,395	329,540	395,448	1,361,805	1,579,694	2,152,745	2,131,218	0	5,665,755	138,862	40.80	Wilkin
	District 4 Totals	**9,556,288**	**15,290,061**	**8,719,322**	**10,463,186**	**10,386,856**	**12,048,753**	**14,950,451**	**14,800,947**	**13,264,107**	**65,867,054**	**1,562,111**	**42.17**	**District 4 Totals**

Procedure for Inflating Bituminous Prices

June 2010

Revised

14-Jun-10

NO.	COUNTY	2005 COSTS	INFLATED 2005 COSTS (X 1.60)	2006 COSTS	INFLATED 2006 COSTS (X 1.20)	2007 COSTS	INFLATED 2007 COSTS (X 1.16)	2008 COSTS	INFLATED 2008 COSTS (X 0.99)	2009 COSTS	TOTAL 2005-2009 INFLATED COSTS	TOTAL 2005-2009 QUANTITY	2005-2009 INFLATED BITUMINOUS PRICE	COUNTY
2	Anoka	740,293	1,184,469	3,185,724	3,822,869	4,808,639	5,578,021	1,075,086	1,064,335	937,522	12,587,216	208,369	60.41	Anoka
10	Carver	448,986	718,378	5,021,838	6,026,206	1,045,640	1,212,942	3,833,171	3,794,839	1,220,163	12,972,528	289,097	44.87	Carver
27	Hennepin	5,534,226	8,854,762	8,387,502	10,065,002	2,476,165	2,872,351	1,367,127	1,353,456	2,953,747	26,099,318	440,839	59.20	Hennepin
70	Scott	1,581,936	2,531,098	3,718,390	4,462,068	4,721,022	5,476,386	802,060	794,039	2,669,371	15,932,962	289,351	55.06	Scott
	District 5 Totals	**8,305,441**	**13,288,707**	**20,313,454**	**24,376,145**	**13,051,466**	**15,139,700**	**7,077,444**	**7,006,669**	**7,780,803**	**67,592,024**	**1,227,656**	**55.06**	**District 5 Totals**
20	Dodge	891,686	1,426,698	983,935	1,180,722	$1,743,298	2,022,226	$635,925	629,566	$897,335	6,156,547	129,299	$47.61	Dodge
23	Fillmore	819,537	1,311,259	1,475,141	1,770,169	1,552,286	1,800,652	1,890,402	1,871,498	899,158	7,652,736	152,423	50.21	Fillmore
24	Freeborn	1,188,799	1,902,078	1,017,004	1,220,405	1,288,526	1,494,690	1,202,494	1,190,469	2,594,122	8,401,764	220,096	38.17	Freeborn
25	Goodhue	1,540,041	2,464,066	759,881	911,857	2,149,109	2,492,966	1,971,915	1,952,196	2,071,207	9,892,292	237,834	41.59	Goodhue
28	Houston	407,892	652,627	23,084	27,701	1,416,302	1,642,910	1,129,675	1,118,378	0	3,441,616	55,263	62.28	Houston
50	Mower	1,677,594	2,684,150	363,639	436,367	1,265,719	1,468,234	1,877,747	1,858,970	296,028	6,743,749	154,914	43.53	Mower
55	Olmsted	850,961	1,361,538	1,535,022	1,842,026	1,150,783	1,334,908	109,921	108,822	0	4,647,294	90,378	51.42	Olmsted
66	Rice	804,411	1,287,058	1,439,995	1,727,994	748,136	867,838	1,079,308	1,068,515	764,994	5,716,399	119,383	47.88	Rice
74	Steele	176,914	283,062	1,096,430	1,315,716	0	0	0	0	486,830	2,085,608	43,469	47.98	Steele
79	Wabasha	438,690	701,904	2,286,612	2,743,934	1,242,237	1,440,995	933,677	924,340	1,149,319	6,960,492	140,348	49.59	Wabasha
85	Winona	993,435	1,589,496	2,164,791	2,597,749	1,590,049	1,844,457	1,351,128	1,337,617	1,706,127	9,075,446	159,316	56.97	Winona
	District 6 Totals	**9,789,960**	**15,663,936**	**13,145,534**	**15,774,640**	**14,146,445**	**16,409,876**	**12,182,192**	**12,060,371**	**10,865,120**	**70,773,943**	**1,502,723**	**47.10**	**District 6 Totals**
7	Blue Earth	2,252,365	3,603,784	1,960,734	2,352,881	1,112,227	1,290,183	1,297,830	1,284,852	2,514,389	11,046,089	202,640	54.51	Blue Earth
8	Brown	0	0	0	0	2,006,349	2,327,365	1,280,617	1,267,811	0	3,595,176	79,538	45.20	Brown
17	Cottonwood	657,539	1,052,062	0	0	1,460,080	1,693,693	0	0	1,229,343	3,975,098	93,165	42.67	Cottonwood
22	Faribault	0	0	530,144	636,173	1,318,330	1,529,263	1,758,342	1,740,759	551,810	4,458,005	93,017	47.93	Faribault
32	Jackson	2,289,303	3,662,885	0	0	3,605,411	4,182,277	824,695	816,448	859,423	9,521,033	188,770	50.44	Jackson
40	Le Sueur	1,749,044	2,798,470	0	0	2,180,055	2,528,864	5,063,600	5,012,964	0	10,340,298	191,318	54.05	Le Sueur
46	Martin	980,894	1,569,430	0	0	0	0	0	0	3,258,652	4,828,082	94,358	51.17	Martin
52	Nicollet	2,386,983	3,819,173	2,813,638	3,376,366	1,549,336	1,797,230	3,405,030	3,370,980	2,241,007	14,604,756	320,407	45.58	Nicollet
53	Nobles	2,078,848	3,326,157	520,870	625,044	2,759,416	3,200,923	1,480,195	1,465,393	3,223,188	11,840,705	276,300	42.85	Nobles
67	Rock	1,580,206	2,528,330	834,617	1,001,540	0	0	1,196,816	1,184,848	216,288	4,931,006	125,564	39.27	Rock
72	Sibley	720,663	1,153,061	596,624	715,949	834,769	968,332	1,024,136	1,013,895	1,111,676	4,962,913	105,049	47.24	Sibley
81	Waseca	525,074	840,118	675,605	810,726	580,378	673,238	844,153	835,711	475,490	3,635,283	84,047	43.25	Waseca
83	Watonwan	826,678	1,322,685	843,770	1,012,524	647,297	750,865	906,181	897,119	0	3,983,193	83,599	47.65	Watonwan
	District 7 Totals	**16,047,597**	**25,676,155**	**8,776,002**	**10,531,203**	**18,053,648**	**20,942,233**	**19,081,595**	**18,890,780**	**15,681,266**	**91,721,637**	**1,937,772**	**47.33**	**District 7 Totals**
12	Chippewa	1,429,454	2,287,126	2,370,214	2,844,257	404,029	468,674	66,290	65,627	868,190	6,533,874	167,931	38.91	Chippewa
34	Kandiyohi	790,762	1,265,219	2,490,945	2,989,134	4,409,888	5,115,470	2,332,053	2,308,732	3,448,434	15,126,989	312,563	48.40	Kandiyohi
37	Lac qui Parle	1,267,007	2,027,211	1,609,618	1,931,542	1,083,296	1,256,623	1,071,541	1,060,826	918,270	7,194,472	166,062	43.32	Lac Qui Parle
41	Lincoln	364,735	583,576	0	0	1,587,302	1,841,270	844,800	836,352	3,042,494	6,303,692	146,444	43.05	Lincoln
42	Lyon	1,053,977	1,686,363	1,269,178	1,523,014	1,421,542	1,648,989	0	0	488,775	5,347,141	123,517	43.29	Lyon
43	Mc Leod	808,249	1,293,198	740,900	889,080	0	0	0	0	765,846	2,948,124	61,034	48.30	Mc Leod
47	Meeker	860,750	1,377,200	0	0	1,322,268	1,533,831	0	0	1,662,058	4,573,089	110,503	41.38	Meeker
51	Murray	651,158	1,041,853	1,439,766	1,727,719	0	0	2,446,122	2,421,661	2,117,900	7,309,133	176,495	41.41	Murray
59	Pipestone	1,597,047	2,555,275	875,547	1,050,656	627,212	727,566	0	0	0	4,333,497	97,645	44.38	Pipestone
64	Redwood	1,475,119	2,360,190	1,682,220	2,018,664	432,775	502,019	2,430,368	2,406,064	937,932	8,224,869	206,085	39.91	Redwood
65	Renville	2,092,272	3,347,635	1,542,331	1,850,797	0	0	1,797,986	1,780,006	78,138	7,056,576	138,323	51.02	Renville
87	Yellow Medicine	1,597,392	2,555,827	0	0	2,125,731	2,465,848	559,791	554,193	1,739,002	7,117,713	160,163	44.44	Yellow Medicine
	District 8 Totals	**13,987,922**	**22,380,673**	**14,020,719**	**16,824,863**	**13,414,043**	**15,560,290**	**11,548,951**	**11,433,461**	**16,067,039**	**82,069,169**	**1,866,765**	**43.96**	**District 8 Totals**
13	Chisago	1,514,354	2,422,966	1,190,570	1,428,684	1,577,530	1,829,935	1,088,969	1,078,079	1,919,779	8,679,443	162,357	53.46	Chisago
19	Dakota	1,110,490	1,776,784	142,133	170,560	3,292,772	3,819,616	3,208,059	3,175,978	596,823	9,539,761	188,765	50.54	Dakota
62	Ramsey	1,239,333	1,982,933	0	0	1,039,657	1,206,002	1,651,208	1,634,696	108,755	4,932,386	79,419	62.11	Ramsey
82	Washington	2,423,040	3,876,864	0	0	2,978,055	3,454,544	4,573,966	4,528,226	1,450,419	13,310,053	207,124	64.26	Washington
	District 9 Totals	**6,287,217**	**10,059,547**	**1,332,703**	**1,599,244**	**8,888,014**	**10,310,097**	**10,522,202**	**10,416,979**	**4,075,776**	**36,461,643**	**637,665**	**57.18**	**District 9 Totals**
	STATE TOTALS	**$93,512,582**	**$149,620,131**	**$96,175,030**	**$115,410,034**	**$111,075,846**	**$128,847,984**	**$124,230,293**	**$122,987,993**	**$116,879,951**	**$633,548,936**	**13,631,586**	**$46.48**	**STATE TOTALS**

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

June 2010

Revised

District 1	TONS (1,000)		INFLATED UNIT PRICE			
Koochiching	49	X	55.98	=	2,743.02	
Surrounding	1	X	46.31	=	46.31	
	50				2,789.33	= $55.79

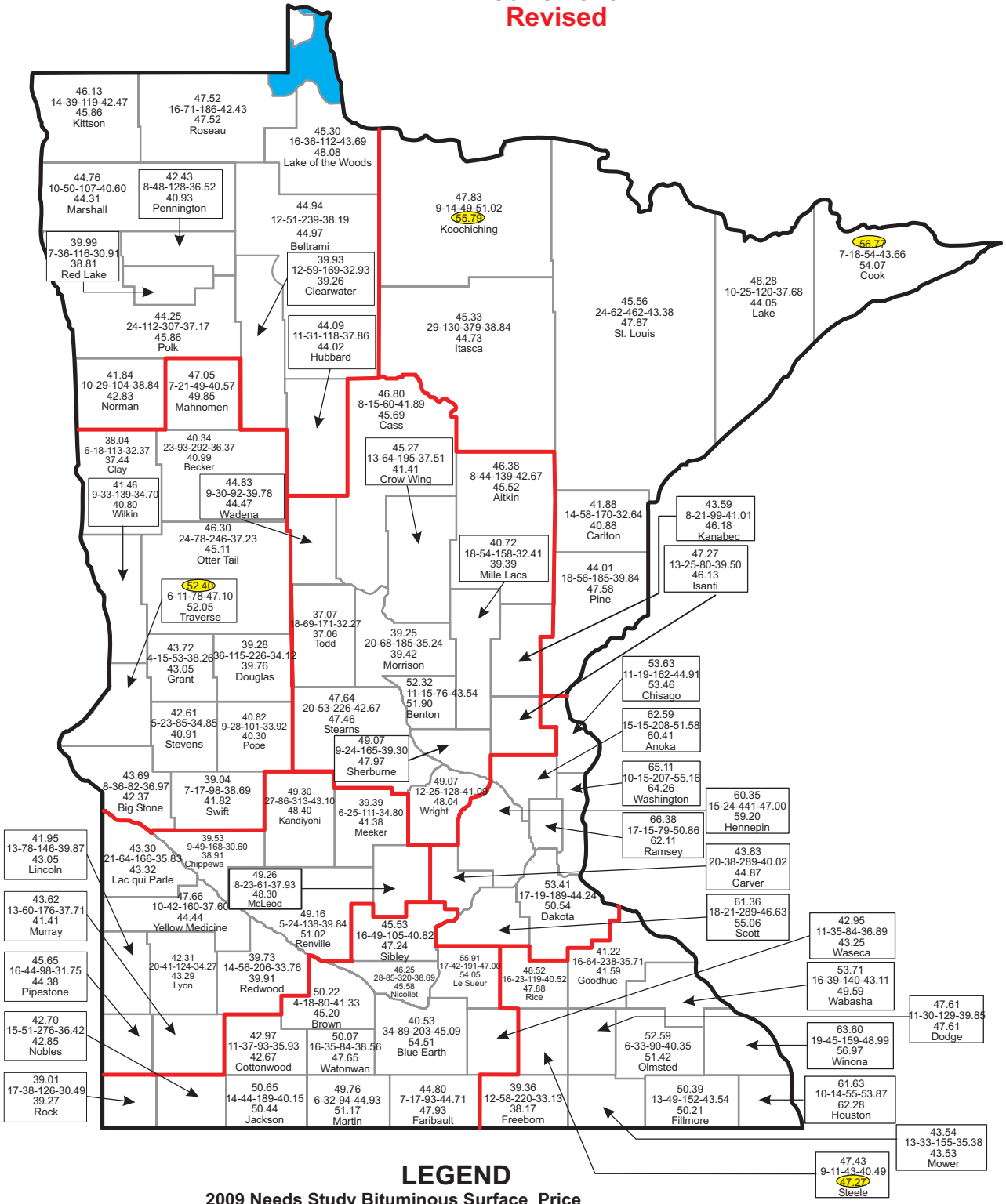
Surrounding Counties -	Inflated Cost		Quantity		
Lake of the Woods	$5,372,716	-	111,754		
Beltrami	10,734,986	-	238,695		
Itasca	16,953,341	-	379,025		
St. Louis	22,102,514	-	461,749		
	$55,163,557		1,191,223	=	$46.31

District 6	TONS (1,000)		INFLATED UNIT PRICE			
Steele	43	X	47.98	=	2063.14	
Surrounding	7	X	42.88	=	300.16	
	50				2,363.30	= $47.27

Surrounding Counties -	Inflated Cost		Quantity		
Rice	5,716,399		119,383		
Goodhue	9,892,292		237,834		
Dodge	6,156,547		129,299		
Mower	6,743,749		154,914		
Freeborn	8,401,764		220,096		
Waseca	3,635,283	-	84,047		
	$40,546,034		945,573	=	$42.88

Co without 50000 bit tons inflation 2010.xls

2005-2009 CSAH Bituminous Surfacing Unit Price Data
(Rural and Urban Projects Included)
June 2010
Revised



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39.27

2009 Needs Study Bituminous Surface Price
 # '05 to '09 Bituminous Surface Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Price
2010 Inflated Bituminous Surface Price

(As Recommended by the General Subcommittee)

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

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Bituminous Unit Price Comparison

June 2010
Revised

	County	2008 Inflated Bituminous Price	2009 Inflated Bituminous Price	Change in Unit Price
9	Carlton	$41.85	$40.88	($0.97)
16	Cook	56.77	54.07	(2.70)
31	Itasca	45.33	44.73	(0.60)
36	Koochiching	47.83	55.79	7.96
38	Lake	48.28	44.05	(4.23)
58	Pine	44.01	47.58	3.57
69	St. Louis	45.56	47.87	2.31
	District 1			
4	Beltrami	44.94	44.97	0.03
15	Clearwater	39.93	39.26	(0.67)
29	Hubbard	44.09	44.02	(0.07)
35	Kittson	46.13	45.86	(0.27)
39	Lake of the Woods	45.30	48.08	2.78
45	Marshall	44.76	44.31	(0.45)
54	Norman	41.84	42.83	0.99
57	Pennington	42.43	40.93	(1.50)
60	Polk	44.25	45.86	1.61
63	Red Lake	39.99	38.81	(1.18)
68	Roseau	47.52	47.52	-
	District 2			
1	Aitkin	46.38	45.52	(0.86)
5	Benton	52.32	51.90	(0.42)
11	Cass	46.80	45.69	(1.11)
18	Crow Wing	45.27	41.41	(3.86)
30	Isanti	47.27	46.13	(1.14)
33	Kanabec	43.59	46.18	2.59
48	Mille Lacs	40.72	39.39	(1.33)
49	Morrison	39.25	39.42	0.17
71	Sherburne	49.07	47.97	(1.10)
73	Stearns	47.64	47.46	(0.18)
77	Todd	37.07	37.06	(0.01)
80	Wadena	44.83	44.47	(0.36)
86	Wright	49.07	48.04	(1.03)
	District 3			
3	Becker	40.34	40.99	0.65
6	Big Stone	43.69	42.37	(1.32)
14	Clay	38.04	37.44	(0.60)
21	Douglas	39.28	39.76	0.48
26	Grant	43.72	43.05	(0.67)
44	Mahnomen	47.05	49.85	2.80
56	Otter Tail	46.30	45.11	(1.19)
61	Pope	40.82	40.30	(0.52)
75	Stevens	42.61	40.91	(1.70)
76	Swift	39.04	41.82	2.78
78	Traverse	52.40	52.05	(0.35)
84	Wilkin	41.46	40.80	(0.66)
	District 4			

Bituminous Unit Price Comparison

June 2010

Revised

	County	2008 Inflated Bituminous Price	2009 Inflated Bituminous Price	Change in Unit Price
2	Anoka	$62.59	$60.41	($2.18)
10	Carver	43.83	44.87	1.04
27	Hennepin	60.35	59.20	(1.15)
70	Scott	61.36	55.06	(6.30)
	District 5			
20	Dodge	47.61	47.61	-
23	Fillmore	50.39	50.21	(0.18)
24	Freeborn	39.36	38.17	(1.19)
25	Goodhue	41.22	41.59	0.37
28	Houston	61.63	62.28	0.65
50	Mower	43.54	43.53	(0.01)
55	Olmsted	52.59	51.42	(1.17)
66	Rice	48.52	47.88	(0.64)
74	Steele	47.43	47.27	(0.16)
79	Wabasha	53.71	49.59	(4.12)
85	Winona	63.60	56.97	(6.63)
	District 6			
7	Blue Earth	40.53	54.51	13.98
8	Brown	50.22	45.20	(5.02)
17	Cottonwood	42.97	42.67	(0.30)
22	Faribault	44.80	47.93	3.13
32	Jackson	50.65	50.44	(0.21)
40	Le Sueur	55.91	54.05	(1.86)
46	Martin	49.76	51.17	1.41
52	Nicollet	46.25	45.58	(0.67)
53	Nobles	42.70	42.85	0.15
67	Rock	39.01	39.27	0.26
72	Sibley	45.53	47.24	1.71
81	Waseca	42.95	43.25	0.30
83	Watonwan	50.07	47.65	(2.42)
	District 7			
12	Chippewa	39.53	38.91	(0.62)
34	Kandiyohi	49.30	48.40	(0.90)
37	Lac qui Parle	43.30	43.32	0.02
41	Lincoln	41.95	43.05	1.10
42	Lyon	42.31	43.29	0.98
43	Mc Leod	49.26	48.30	(0.96)
47	Meeker	39.39	41.38	1.99
51	Murray	43.62	41.41	(2.21)
59	Pipestone	45.65	44.38	(1.27)
64	Redwood	39.73	39.91	0.18
65	Renville	49.16	51.02	1.86
87	Yellow Medicine	47.66	44.44	(3.22)
	District 8			
13	Chisago	53.63	53.46	(0.17)
19	Dakota	53.41	50.54	(2.87)
62	Ramsey	66.38	62.11	(4.27)
82	Washington	65.11	64.26	(0.85)
	District 9			
	State Totals	**$46.70**	**$46.48**	**($0.22)**

Counties with less than 50,000 tons

ALL BITUMINOUS

June 2010

Rural & Urban Projects let during 2009

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	24 (2 Urban) (22 Rural)	$16,312,654	356,509	$45.76	93.69
2	29 (2 Urban) (27 Rural)	18,949,163	415,732	45.58	141.95
3	41 (6 Urban) (27 Rural)	13,884,023	326,522	42.52	102.49
4	29 (4 Urban) (18 Rural)	13,264,107	296,054	44.80	81.35
6	25 (2 Urban) (23 Rural)	10,865,120	235,239	46.19	78.71
7	35 (4 Urban) (31 Rural)	15,681,266	313,178	50.07	126.87
8	36 (4 Urban) (32 Rural)	16,067,039	363,927	44.15	135.78
Metro	22 (9 Urban) (13 Rural)	11,856,579	209,288	56.65	28.44
State Total	**241 (33 Urban) (193 Rural)**	**$116,879,951**	**2,516,449**	**$46.45**	**789.27**
Outstate	219 (24 Urban) (196 Rural)	105,023,372	2,307,161	45.52	760.83

Urban Projects let during 2009

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	2	$356,816	5,409	$65.97	0.63
2	2	333,059	5,680	58.64	0.72
3	6	479,164	8,700	55.08	1.71
4	4	755,490	15,021	50.30	3.13
6	2	444,920	8,335	53.38	1.98
7	4	634,873	11,275	56.31	1.47
8	4	353,914	7,181	49.28	1.06
Metro	9	5,428,997	86,479	62.78	6.31
State Total	**33**	**$8,787,233**	**148,080**	**$59.34**	**17.01**
Outstate	24	3,358,236	61,601	54.52	10.70

Rural Projects let during 2009

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	22	$15,955,838	351,100	$45.45	93.06
2	27	18,616,104	410,052	45.40	141.23
3	36	13,404,859	317,822	42.18	100.77
4	25	12,508,617	281,033	44.51	78.22
6	23	10,420,200	226,904	45.92	76.73
7	31	15,046,393	301,903	49.84	125.40
8	32	15,713,125	356,746	44.05	134.72
Metro	13	6,427,582	122,809	52.34	22.12
State Total	**209**	**$108,092,718**	**2,368,369**	**$45.64**	**772.26**
Outstate	196	101,665,136	2,245,560	45.27	750.13

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CSAH Roadway Unit Price Report

June 2010

Construction Item	2009 CSAH Needs Study Average	2005-2009 CSAH 5-Year Const. Average	2009 CSAH Construction Average	Increment Method	General Sub-Committee Recommendation
Rural Design					
Gravel Base Cl 5 & 6/Ton	$7.37	$7.57	$8.17		
Rural Gravel Base Cl 5 & 6/Ton	$7.17	$7.20	$7.89		
Gravel Surf. 2118/Ton	$8.93	$7.32	$0.00		use G.B. prices
Gravel Shldr. 2221/Ton	$9.80	$9.26	$10.65	$10.65-7.89=	G.B. +2.76
Urban Design					
Storm Sewer - Complete/mi	$289,290.00		$295,365.00		$295,365.00
Storm Sewer - Partial/mi	$92,722.00		$94,164.00		$94,164.00
Curb & Gutter - lin/ft	$10.72*		$11.03**		$11.00
Bridges					
0-149' sq.ft.	$117	$108	$107		$108
150'+ sq.ft.	$138	$149	$236		$149
Widening/Sq.ft.	$150				$150

* MSAS - 77 projects 43 cities in 2008
** Applied ENR Construction Cost Index 3.13% to 2008 cost.

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

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Box Culvert Unit Prices

June 2010

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	Current Culvert Cost/Lineal Foot	2005-2009 County Projects	Recommened Culvert Cost/Lineal Foot	Current End Section Cost/pair	2005-2009 County Projects	Recommened End Section Costs
Less than 10'	$400	$429	$400	$11,000	$9,590	$11,000
10 x 4 single	$500	$450	$500	$11,000	$8,474	$11,000
10 x 5 single	$500	$481	$500	$11,000	$11,734	$11,000
10 x 6 single	$500	$514	$500	$11,000	$12,000	$11,000
10 x 7 single	$600	$712	$600	$16,000	$15,264	$16,000
10 x 8 single	$600	$559	$600	$16,000	$15,180	$16,000
10 x 9 single	$600	$598	$600	$20,000	$18,669	$20,000
10 x 10 single	$600	$686	$600	$20,000	$20,380	$20,000
12 x 4 single	$600	$530	$600	$11,000	$11,216	$11,000
12 x 5 single	$600	$547	$600	$12,500	$11,808	$12,500
12 x 6 single	$700	$404	$600	$15,000	$14,184	$15,000
12 x 7 single	$700	$429	$600	$15,000	$15,466	$15,000
12 x 8 single	$700	$604	$700	$20,000	$16,640	$20,000
12 x 9 single	$700	$647	$700	$20,000	$17,582	$20,000
12 x 10 single	$800	$714	$800	$24,500	$23,182	$24,500
12 x12 single	$800	$761	$800	$24,500	$22,853	$24,500
14 x 5 single	$700	$682	$700	$11,000	$14,276	$14,000
14 x 7 single	$700	$722	$700	$22,000	$19,418	$22,000
14 x 8 single	$900	$812	$900	$22,000	$22,655	$22,000
14 x 10 single	$900	$805	$900	$22,000	$25,374	$22,000
Less than 10' Double	$800	$858	$800	$22,000	$19,180	$22,000
10 x 4 Double	$1,000	$900	$1,000	$22,000	$16,948	$22,000
10 x 5 Double	$1,000	$962	$1,000	$22,000	$23,468	$22,000
10 x 6 Double	$1,000	$1,028	$1,000	$22,000	$24,000	$22,000
10 x 7 Double	$1,200	$1,424	$1,200	$32,000	$30,528	$32,000
10 x 8 Double	$1,200	$1,118	$1,200	$32,000	$30,360	$32,000
10 x 9 Double	$1,200	$1,196	$1,200	$40,000	$37,338	$40,000
10 x 10 Double	$1,200	$1,372	$1,200	$40,000	$40,760	$40,000
12 x 4 Double	$1,200	$1,060	$1,200	$22,000	$22,432	$22,000
12 x 5 Double	$1,200	$1,094	$1,200	$25,000	$23,616	$25,000

Box Culvert Unit Prices

June 2010

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	Current Culvert Cost/Lineal Foot	2005-2009 County Projects	Recommened Culvert Cost/Lineal Foot	Current End Section Cost/pair	2005-2009 County Projects	Recommened End Section Costs
12 x 6 Double	$1,400	$808	$1,200	$30,000	$28,368	$30,000
12 x 7 Double	$1,400	$858	$1,200	$30,000	$30,932	$30,000
12 x 8 Double	$1,400	$1,208	$1,400	$40,000	$33,280	$40,000
12 x 9 Double	$1,400	$1,294	$1,400	$40,000	$35,164	$40,000
12 x 10 Double	$1,600	$1,428	$1,600	$49,000	$46,364	$49,000
12 x12 Double	$1,600	$1,522	$1,600	$49,000	$45,706	$49,000
14 x 5 Double	$1,400	$1,364	$1,400	$22,000	$28,552	$28,000
14x 7 Double	$1,400	$1,444	$1,400	$44,000	$38,836	$44,000
14 x 8 Double	$1,800	$1,624	$1,800	$44,000	$45,310	$44,000
14 x 10 Double	$1,800	$1,610	$1,800	$44,000	$50,748	$44,000
Less than 10' Triple	$1,200	$1,287	$1,200	$33,000	$28,770	$33,000
10 x 4 Triple	$1,500	$1,350	$1,500	$33,000	$25,422	$33,000
10 x 5 Triple	$1,500	$1,443	$1,500	$33,000	$35,202	$33,000
10 x 6 Triple	$1,500	$1,542	$1,500	$33,000	$36,000	$33,000
10 x 7 Triple	$1,800	$2,136	$1,800	$48,000	$45,792	$48,000
10 x 8 Triple	$1,800	$1,677	$1,800	$48,000	$45,540	$48,000
10 x 9 Triple	$1,800	$1,794	$1,800	$60,000	$56,007	$60,000
10 x 10 Triple	$1,800	$2,058	$1,800	$60,000	$61,140	$60,000
12 x 4 Triple	$1,800	$1,590	$1,800	$33,000	$33,648	$33,000
12x 5 Triple	$1,800	$1,641	$1,800	$37,500	$35,424	$37,500
12 x 6 Triple	$2,100	$1,212	$1,800	$45,000	$42,552	$45,000
12 x 7 Triple	$2,100	$1,287	$1,800	$45,000	$46,398	$45,000
12 x 8 Triple	$2,100	$1,812	$2,100	$60,000	$49,920	$60,000
12 x 9 Triple	$2,100	$1,941	$2,100	$60,000	$52,746	$60,000
12 x 10 Triple	$2,400	$2,142	$2,400	$73,500	$69,546	$73,500
12 x 12 Triple	$2,400	$2,283	$2,400	$73,500	$68,559	$73,500
14 x 5 Triple	$2,100	$2,046	$2,100	$33,000	$42,828	$42,000
14x 7 Triple	$2,100	$2,166	$2,100	$66,000	$58,254	$66,000
14 x 8 Triple	$2,700	$2,436	$2,700	$66,000	$67,965	$66,000
14 x 10 Triple	$2,700	$2,415	$2,700	$66,000	$76,122	$66,000

Bridges Built in Calendar Year 2009

June 2010

After compiling the information received from the State Aid Bridge Office, these are the average costs arrived at for 2009. 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.
23580	SP	023-598-011	44.58	C-SLAB	1,308	$360,301	$275
85563	SAP	085-607-009	45.00	C-SLAB	1,666	454,443	273
30514	SAP	030-613-012	48.42	PCB	1,711	230,288	135
29528	SAP	029-607-006	48.58	C-SLAB	1,835	242,017	132
31560	SAP	031-608-009	53.67	PCB	2,111	240,269	114
04526	SAP	004-598-017	57.42	PCB	2,029	303,485	150
17533	SP	017-608-009	68.90	PCB	2,986	260,527	87
05535	SAP	005-599-024	70.42	PCB	2,206	237,705	108
24548	SAP	024-599-039	73.42	PCB	2,301	230,923	100
32564	*SP*	032-620-020	74.50	C-SLAB	2,930	275,585	94
05536	SAP	005-599-023	77.58	PCB	2,431	266,412	110
25605	SP	025-599-097	79.48	PCB	2,491	263,713	106
43551	*SP*	043-607-013	80.48	PCB	3,488	289,906	83
30515	*SP*	030-606-032	81.68	PCB	3,213	264,475	82
79545	SAP	079-602-034	82.50	C-SLAB	3,245	337,721	104
29529	*SP*	029-609-022	84.04	C-SLAB	3,306	321,541	97
34528	SAP	034-599-031	86.76	C-SLAB	3,330	233,592	70
80536	SP	080-602-008	88.13	PCB	3,466	281,429	81
65562	*SP*	065-609-011	93.00	C-SLAB	4,030	282,888	70
55583	SAP	055-610-020	95.69	PCB	3,764	334,914	89
42565	*SP*	042-603-022	100.50	C-SLAB	3,953	307,407	78
71525	*SP*	071-605-028	120.10	C-SLAB	5,205	385,992	74
63517	SP	063-601-016	121.03	PCB	4,760	475,238	100
01529	SAP	001-599-032	123.21	C-SLAB	3,450	336,588	98
24545	SAP	024-619-009	124.50	C-SLAB	5,395	587,177	109
31551	SAP	031-610-014	126.58	C-SLAB	5,485	576,313	105
35535	SP	035-599-111	137.35	PCB	4,853	499,173	103
07591	SP	007-599-051	138.50	C-SLAB	4,225	445,465	105
70543	SP	070-686-001	138.67	PCB	6,564	706,281	108
35536	*SP*	035-601-031	140.50	C-SLAB	5,526	557,009	101
70544	SP	070-686-001	141.07	PCB	6,701	808,462	121
81530	*SP*	081-603-029	141.92	PCB	6,150	556,140	90
23579	SP	023-599-163	143.04	C-SLAB	4,196	447,248	107
62627	SAP	062-649-015	147.42	PCB	9,546	1,510,186	158
TOTAL					**129,856**	**$13,910,813**	**$107**

BRIDGE LENGTH 150 FEET & OVER

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
28546	SAP	028-599-069	152.50	C-SLAB	4,778	$439,635	$92.01
12551	*SP*	012-632-001	168.50	C-SLAB	6,291	474,797	75.47
01531	*SP*	001-614-011	172.56	PCB	8,686	874,947	100.73
67557	SP	067-616-002	182.92	PCB	6,463	559,453	86.56
07589	*SP*	007-612-010	218.52	PCB	17,325	2,369,100	136.74
01527	*SP*	001-601-017	219.92	PCB	8,650	728,025	84.16
45573	*SP*	045-605-020	221.46	C-SLAB	8,710	949,236	108.98
68540	SAP	068-624-004	225.92	PCB	9,790	952,185	97.26
19563	SAP	019-599-034	292.93	PCB	10,350	1,050,028	101.45
08552	SP	008-611-018	387.56	PCB	16,795	1,655,807	98.59
27B60*	*SP*	027-753-016	900.00	ARCH	94,500	43,664,690	462.06
60561	*SP*	060-609-021	1,112.67	STEEL	48,216	3,011,794	122.76
TOTAL					**240,554**	**56,729,698**	**$236**

***SP* DENOTES ECONOMIC STIMULUS (ARRA) PROJECT**

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County Bridge Projects 2005-2009

June 2010

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

YEAR LETTING	NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
2005	4523	SAP	004-599-046	62.29	PCB	1,984	$258,381	$130
2005	7582	SAP	007-599-039	132.50	C-SLAB	4,620	310,980	67
2005	7580	SAP	007-633-011	120.92	PCB	5,240	759,772	145
2005	7583	SAP	007-648-002	94.00	C-SLAB	4,888	513,224	105
2005	14543	SAP	014-599-021	107.54	C-SLAB	3,370	298,904	89
2005	19556	SAP	019-599-029	77.50	C-SLAB	2,730	257,740	94
2005	22600	SAP	022-606-015	92.25	PCB	6,624	1,263,070	191
2005	27638	SAP	027-623-003	73.86	C-SLAB	5,045	869,275	172
2005	28531	SP	028-598-008	81.67	PCB	3,212	209,142	65
2005	28534	SP	028-604-025	112.54	C-SLAB	4,427	357,080	81
2005	28535	SP	028-624-003	119.90	C-SLAB	4,718	416,235	88
2005	29527	SAP	029-599-006	74.67	C-SLAB	2,240	249,475	111
2005	31554	SAP	031-599-012	107.92	PCB	3,382	386,999	114
2005	32563	SAP	032-629-036	68.30	PCB	2,652	247,327	93
2005	94112	SAP	034-604-017	40.00	TTS	1,360	168,613	124
2005	40523	SAP	040-603-023	69.25	PCB	2,691	265,600	99
2005	40520	SAP	040-615-013	92.40	PCB	3,588	306,861	86
2005	43549	SAP	043-599-028	80.25	PCB	2,480	254,572	103
2005	44511	SP	044-610-014	116.00	C-SLAB	5,027	322,092	64
2005	45567	SP	045-634-007	95.50	C-SLAB	3,840	300,761	78
2005	55577	SP	055-598-054	105.75	PCB	3,736	318,158	85
2005	55578	SAP	055-599-080	100.50	C-SLAB	3,551	302,527	85
2005	55580	SAP	055-599-084	113.00	PCB	3,955	306,520	78
2005	56535	SP	056-599-053	142.75	PCB	6,019	451,734	75
2005	58548	SAP	058-654-004	66.00	PCB	2,580	208,304	81
2005	59533	SAP	059-609-003	73.25	PCB	3,760	316,609	84
2005	60555	SAP	060-599-217	111.92	PCB	3,506	365,516	104
2005	60554	SAP	060-599-218	93.75	PCB	2,937	327,854	112
2005	64574	SAP	064-607-037	85.58	PCB	4,051	256,985	63
2005	64575	SAP	064-641-002	94.58	PCB	3,720	270,196	73
2005	66542	SAP	066-631-003	73.50	C-SLAB	3,478	255,786	74
2005	66541	SAP	066-631-005	73.50	C-SLAB	3,478	305,845	88
2005	67552	SAP	067-620-011	75.42	PCB	2,966	227,030	77
2005	69633	SAP	069-598-029	121.59	PCB	4,296	333,062	78
2005	76539	SAP	076-599-043	112.80	C-SLAB	3,984	278,159	70
2005	78517	SAP	078-598-027	70.00	C-SLAB	2,193	166,825	76
2005	84527	SP	084-602-006	66.00	PCB	2,332	268,411	115
2005	85550	SAP	085-599-048	90.77	C-SLAB	3,185	306,193	96
2005	85548	SAP	085-599-051	134.08	PCB	4,154	565,681	136
2005	67551	SP	097-597-004	74.50	C-SLAB	2,856	209,718	73
2006	1525	SAP	01-599-029	68.00		2,584	328,222	127
2006	2563	SAP	02-649-001	71.42		6,493	778,174	120
2006	4525	SAP	04-619-006	55.00		2,187	807,443	369
2006	4524	SAP	04-619-006	102.00		3,863	421,291	109
2006	8549	SAP	08-608-036	118.00		5,114	380,263	74
2006	9528	SAP	09-598-006	80.00		2,912	263,178	90
2006	9527	SAP	09-608-013	140.25		6,020	599,480	100
2006	12550	SAP	12-599-061	113.00		3,555	297,710	84
2006	12549	SAP	12-599-072	111.70		3,946	492,479	125
2006	20556	SAP	20-634-009	86.67		4,377	497,788	114
2006	22601	SAP	22-599-088	55.42		1,958	189,926	97
2006	22604	SAP	22-599-095	73.50		2,300	220,782	96
2006	25602	SP	25-662-002	132.16		10,133	1,262,492	125
2006	27B19	SAP	27-633-001	88.00		6,175	1,178,502	191
2006	27B34	SAP	27-635-025	39.67		3,438	547,249	159
2006	29525	SP	29-599-005	138.50		4,894	392,615	80
2006	36530	SAP	36-608-014	133.92		4,732	664,101	140
2006	44512	SP	44-598-007	128.04		4,012	386,934	96

County Bridge Projects 2005-2009

June 2010

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

YEAR LETTING	NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
2006	56536	SP	56-683-009	96.67		4,671	507,256	109
2006	59517	SAP	59-599-051	110.00		3,541	280,750	79
2006	59527	SAP	59-599-063	105.17		3,296	279,278	85
2006	60557	SP	60-602-017	88.50		3,481	440,285	126
2006	60556	SP	60-602-017	111.92		4,402	466,686	106
2006	64576	SAP	64-599-086	75.42		2,363	210,911	89
2006	64577	SAP	64-599-087	82.42		2,582	217,046	84
2006	67554	SP	67-599-133	102.46		3,210	268,548	84
2006	67556	SAP	67-599-145	77.50		2,428	214,874	89
2006	68537	SAP	68-602-032	80.75		3,557	489,925	138
2006	68538	SAP	68-602-033	88.00		3,813	407,173	107
2006	69670	SP	69-616-043	68.92		2,504	262,357	105
2006	72541	SAP	72-599-050	126.50		3,963	308,561	78
2006	73568	SP	73-617-032	132.58		6,673	573,544	86
2006	74543	SAP	74-635-007	78.67		3,061	256,904	84
2006	85554	SAP	85-599-053	117.40		3,678	346,015	94
2006	85557	SAP	85-599-055	83.50		2,950	309,595	105
2006	86529	SAP	86-602-011	133.00		6,295	451,331	72
2007	2572	SP	02-614-024	94.67	PCB	5,499	1,084,360	197
2007	27J32	SP	27-605-022	80.83	P-ARCH	1,293	989,717	765
2007	28537	SAP	28-599-060	100.50	C-SLAB	3,149	316,813	101
2007	28539	SP	28-620-012	76.69	PCB	2,713	339,805	125
2007	37553	SAP	37-997-001	133.46	C-SLAB	4,716	366,513	78
2007	39522	SP	38-598-035	66.42	PCB	2,081	223,976	108
2007	39524	SP	39-598-052	86.67	PCB	2,715	294,030	108
2007	42562	SAP	42-598-040	119.75	C-SLAB	4,711	419,400	89
2007	45570	SAP	45-604-021	93.50	C-SLAB	3,678	301,535	82
2007	50586	SAP	50-597-005	105.90	C-SLAB	5,136	630,299	123
2007	59512	SAP	59-599-052	81.92	PCB	2,567	275,940	108
2007	64578	SAP	64-617-027	101.67	PCB	5,500	534,857	97
2007	67555	SP	67-599-134	143.00	C-SLAB	4,481	426,825	95
2007	68539	SAP	68-597-001	104.25	C-SLAB	3,683	358,928	97
2007	72539	SAP	72-618-016	146.06	C-SLAB	5,745	457,040	80
2007	73569	SAP	73-599-078	70.52	PCB	2,210	224,886	102
2007	76540	SAP	76-599-042	132.46	C-SLAB	4,680	395,819	85
2007	78523	SAP	78-599-054	74.00	C-SLAB	2,318	257,975	111
2007	78514	SP	78-611-004	110.00	C-SLAB	4,326	371,087	86
2007	78519	SP	78-613-007	76.56	C-SLAB	2,705	262,618	97
2007	83545	SAP	83-599-069	74.00	TTS	2,220	206,845	93
2007	83547	SP	83-601-010	120.19	C-SLAB	4,247	359,087	85
2007	83546	SAP	83-618-009	72.00	TTS	2,448	220,375	90
2008	01528	SAP	001-632-003	71.67	PCB	2,819	273,898	97
2008	07586	SAP	007-598-025	69.00	PC BOX	2,369	566,420	239
2008	07565	SAP	007-599-046	93.75	C-SLAB	2,938	269,584	92
2008	07585	SAP	007-599-047	72.63	PCB	2,462	213,370	87
2008	08550	SP	008-599-045	92.08	PCB	2,885	258,092	89
2008	22603	SAP	022-599-099	93.94	C-SLAB	3,133	305,367	97
2008	22609	SAP	022-631-008	64.42	PCB	2,534	237,286	94
2008	23578	SP	023-606-002	60.42	PCB	2,135	249,124	117
2008	24544	SAP	024-628-005	86.52	PCB	3,057	381,823	125
2008	27B36	SP	027-661-037	89.88	PCB	8,568	1,415,003	165
2008	28538	SP	028-610-018	116.42	PCB	4,831	475,302	98
2008	28540	SAP	028-631-001	65.19	C-SLAB	1,913	162,252	85
2008	31553	SAP	031-598-019	126.78	C-SLAB	4,856	448,907	92
2008	31559	SAP	031-608-008	149.69	C-SLAB	5,888	658,437	112
2008	32566	SP	032-599-079	90.92	PCB	2,849	337,967	119
2008	32567	SAP	032-628-012	66.92	PCB	2,632	307,030	117
2008	37552	SAP	037-615-009	143.04	C-SLAB	5,054	501,141	99

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County Bridge Projects 2005-2009

June 2010

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

YEAR LETTING	NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
2008	42563	SAP	042-608-029	100.50	C-SLAB	3,953	405,968	103
2008	43552	SAP	043-599-030	147.00	C-SLAB	5,782	635,268	110
2008	49J44	SAP	049-651-011	54.00	C ARCH	1,836	728,032	397
2008	56534	SAP	056-599-054	110.00	PCB	3,447	460,649	134
2008	58550	SAP	058-661-021	102.21	PCB	4,429	420,301	95
2008	59528	SAP	059-599-055	81.42	PCB	2,551	286,502	112
2008	60559	SAP	060-599-242	141.92	PCB	4,329	562,840	130
2008	67558	SAP	067-599-153	110.00	C-SLAB	3,447	354,135	103
2008	69625	SAP	069-616-038	120.92	PCB	5,240	665,610	127
2008	70542	SAP	070-701-003	113.79	PCB	9,559	1,171,336	123
2008	72542	SAP	072-599-054	115.50	C-SLAB	3,619	370,170	102
2008	72540	SAP	072-617-023	131.92	PCB	5,189	617,047	119
2008	77534	SAP	077-599-055	139.13	C-SLAB	4,916	460,877	94
2008	78520	SP	078-604-021	82.58	C-SLAB	3,248	416,917	128
2008	83544	SP	083-598-018	130.00	C-SLAB	4,593	383,869	84
2009	01529	SAP	001-599-032	123.21	C-SLAB	3,450	336,588	98
2009	04526	SAP	004-598-017	57.42	PCB	2,029	303,485	150
2009	05536	SAP	005-599-023	77.58	PCB	2,431	266,412	110
2009	05535	SAP	005-599-024	70.42	PCB	2,206	237,705	108
2009	07591	SP	007-599-051	138.50	C-SLAB	4,225	445,465	105
2009	17533	SP	017-608-009	68.90	PCB	2,986	260,527	87
2009	23580	SP	023-598-011	44.58	C-SLAB	1,308	360,301	275
2009	23579	SP	023-599-163	143.04	C-SLAB	4,196	447,248	107
2009	24548	SAP	024-599-039	73.42	PCB	2,301	230,923	100
2009	24545	SAP	024-619-009	124.50	C-SLAB	5,395	587,177	109
2009	25605	SP	025-599-097	79.48	PCB	2,491	263,713	106
2009	29528	SAP	029-607-006	48.58	C-SLAB	1,835	242,017	132
2009	29529	*SP*	029-609-022	84.04	C-SLAB	3,306	321,541	97
2009	30515	*SP*	030-606-032	81.68	PCB	3,213	264,475	82
2009	30514	SAP	030-613-012	48.42	PCB	1,711	230,288	135
2009	31560	SAP	031-608-009	53.67	PCB	2,111	240,269	114
2009	31551	SAP	031-610-014	126.58	C-SLAB	5,485	576,313	105
2009	32564	*SP*	032-620-020	74.50	C-SLAB	2,930	275,585	94
2009	34528	SAP	034-599-031	86.76	C-SLAB	3,330	233,592	70
2009	35535	SP	035-599-111	137.35	PCB	4,853	499,173	103
2009	35536	*SP*	035-601-031	140.50	C-SLAB	5,526	557,009	101
2009	42565	*SP*	042-603-022	100.50	C-SLAB	3,953	307,407	78
2009	43551	*SP*	043-607-013	80.48	PCB	3,488	289,906	83
2009	55583	SAP	055-610-020	95.69	PCB	3,764	334,914	89
2009	62627	SAP	062-649-015	147.42	PCB	9,546	1,510,186	158
2009	63517	SP	063-601-016	121.03	PCB	4,760	475,238	100
2009	65562	*SP*	065-609-011	93.00	C-SLAB	4,030	282,888	70
2009	70543	SP	070-686-001	138.67	PCB	6,564	706,281	108
2009	70544	SP	070-686-001	141.07	PCB	6,701	808,462	121
2009	71525	*SP*	071-605-028	120.10	C-SLAB	5,205	385,992	74
2009	79545	SAP	079-602-034	82.50	C-SLAB	3,245	337,721	104
2009	80536	SP	080-602-008	88.13	PCB	3,466	281,429	81
2009	81530	*SP*	081-603-029	141.92	PCB	6,150	556,140	90
2009	85563	SAP	085-607-009	45.00	C-SLAB	1,666	454,443	273
TOTAL						**629,754**	**$68,286,952**	**$108**

***SP* DENOTES ECONOMIC STIMULUS (ARRA) PROJECT**

County Bridge Projects 2005-2009

June 2010

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 150 FEET & OVER

YEAR LETTING	NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
2005	8548	SP	008-610-024	351.38	PCB	15,235	$1,381,574	$91
2005	14539	SP	014-622-006	954.70	STEEL	62,928	6,231,518	99
2005	27B23	SP	027-701-010	380.00	C-SLAB	27,740	5,032,018	181
2005	27641	SP	027-716-003	1,070.00	PCB	75,970	4,374,806	58
2005	31552	SP	031-663-017	162.04	PCB	11,073	1,055,754	95
2005	43546	SP	043-615-010	279.00	PCB	18,601	1,153,064	62
2005	45569	SP	045-619-003	153.04	C-SLAB	4,795	589,658	123
2005	38530	SP	092-090-021	175.00	TRUSS	2,100	255,050	121
2006	1526	SAP	01-622-007	243.25		9,506	935,627	98
2006	27B32	SP	27-673-008	158.60		11,472	1,060,455	92
2006	35534	SP	35-598-008	195.98		6,141	535,108	87
2006	48526	SAP	48-609-006	171.40		8,113	1,119,625	138
2006	66544	SP	66-599-013	219.50		8,666	938,731	108
2006	66548	SAP	66-629-010	156.42		7,404	650,494	88
2007	6501	SP	06-630-003	214.42	PCB	11,507	1,621,135	141
2007	7579	SP	07-650-001	241.29	PCB	11,420	1,318,603	115
2007	14544	SAP	14-598-029	382.21	PCB	13,505	1,481,100	110
2007	19560	SP	19-642-042	166.00	PCB	25,121	2,842,034	113
2007	23555	SAP	23-599-100	153.46	PCB	4,195	369,288	88
2007	23574	SAP	23-599-160	204.42	PCB	4,770	559,971	117
2007	38531	SAP	38-599-004	163.76	PCB	5,786	604,760	105
2007	45571	SP	45-617-012	162.67	C-SLAB	5,748	683,970	119
2007	50588	SAP	50-605-013	216.98	PCB	7,667	729,086	95
2007	54550	SP	54-639-032	801.67	STEEL	31,532	4,737,200	150
2007	62623	SP	62-616-002	374.83	PCB	19,998	1,553,630	78
2008	14549	SP	014-611-020	525.34	PCB	22,765	2,694,480	118
2008	17532	SP	017-599-086	196.02	PCB	6,142	679,602	111
2008	27533	SAP	027-661-038	200.04	STEEL	19,871	2,765,684	139
2008	36528	SAP	036-601-008	423.92	STEEL	16,674	2,769,785	166
2008	54549	SAP	054-603-010	693.67	STEEL	27,284	4,558,342	167
2008	60558	SAP	060-599-241	166.42	PCB	5,068	617,766	122
2008	67553	SP	067-604-022	231.67	STEEL	12,664	1,849,700	146
2008	74553	SAP	074-599-028	151.69	PCB	4,753	479,912	101
2008	79546	SAP	079-602-035	317.71	PCB	16,493	1,801,791	109
2008	82517	SAP	082-618-008	195.42	PCB	8,566	1,290,850	151
2008	85565	SAP	085-639-021	166.32	PCB	5,877	695,853	118
2009	01527	*SP*	001-601-017	219.92	PCB	8,650	728,025	84
2009	01531	*SP*	001-614-011	172.56	PCB	8,686	874,947	101
2009	07589	*SP*	007-612-010	218.52	PCB	17,325	2,369,100	137
2009	08552	SP	008-611-018	387.56	PCB	16,795	1,655,807	99
2009	12551	*SP*	012-632-001	168.50	C-SLAB	6,291	474,797	75
2009	19563	SAP	019-599-034	292.93	PCB	10,350	1,050,028	101
2009	27B60*	*SP*	027-753-016	900.00	ARCH	94,500	43,664,690	462
2009	28546	SAP	028-599-069	152.50	C-SLAB	4,778	439,635	92
2009	45573	*SP*	045-605-020	221.46	C-SLAB	8,710	949,236	109
2009	60561	*SP*	060-609-021	1,112.67	STEEL	48,216	3,011,794	123
2009	67557	SP	067-616-002	182.92	PCB	6,463	559,453	87
2009	68540	SAP	068-624-004	225.92	PCB	9,790	952,185	97
TOTAL						**797,704**	**$118,747,721**	**$149**

Minnesota Department of Transportation

Memo

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

Date: March 11, 2010

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

From: Mike Leuer
State Aid Hydraulic Specialist

Phone: (651) 366-4469

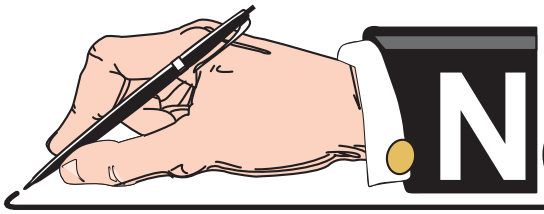
Subject: State Aid Storm Sewer
Construction Costs for 2009

We have completed our analysis of storm sewer construction costs incurred for 2009 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $295,365 for new construction, and
- Approximately $94,164 for adjustment of existing systems

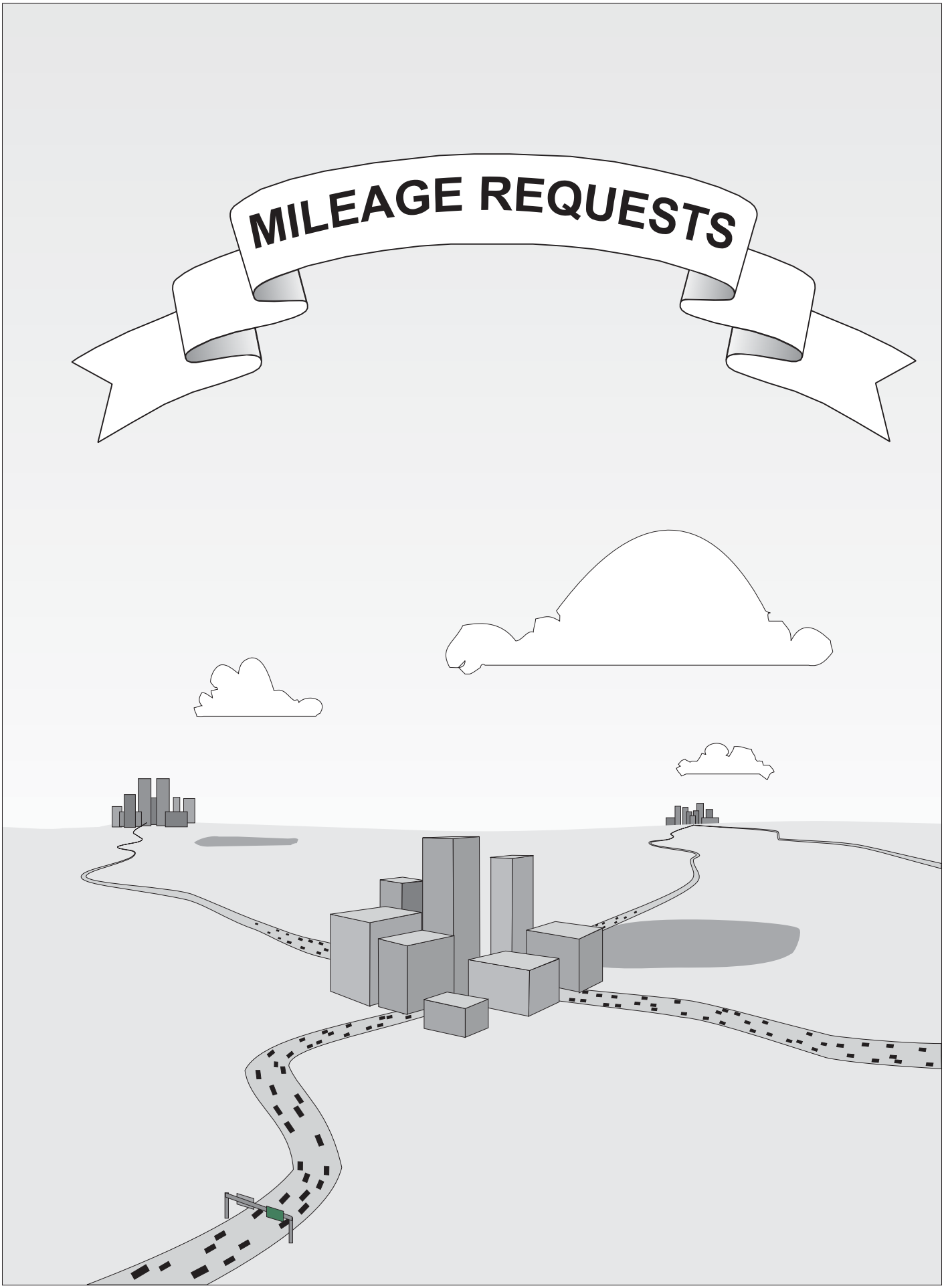
The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices from approximately 82 plans for 2009.

CC: Andrea Hendrickson (file)



NOTES and COMMENTS

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

June 2010

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

Portion of Minnesota Rules For State Aid Operations

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

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

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

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

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

History of CSAH Additional Mileage Requests

June 2010

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**

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History of CSAH Additional Mileage Requests

June 2010

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 2010

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												-7.41	23.55	Washington
District 9 Totals	**17.34**	**3.48**	**0.33**	**4.72**	**10.25**	**18.52**	**35.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**-7.41**	**82.86**	**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**	**-7.41**	**681.38**	**Totals**

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

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

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Banked CSAH Mileage

June 2010

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

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

The following mileage presently represents the "banked" mileage available. Only mileage made available by Commissioners Orders received before May 1, 2010 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	0.90
Clearwater	0.01
Cook	0.01
Cottonwood	1.00
Crow Wing	0.00
Dakota	0.80
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	0.13
Lac Qui Parle	0.00
Lake	0.39
Lake of the Woods	0.20
Le Sueur	0.80
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	2.08
Norman	2.26
Olmsted	0.00
Otter Tail	0.06
Pennington	0.35
Pine	0.66
Pipestone	0.12
Polk	1.50
Pope	0.13
Ramsey	0.26
Red Lake	0.50
Redwood	0.20
Renville	2.47
Rice	3.35
Rock	1.30
Roseau	0.30
St. Louis	1.15
Scott	0.75
Sherburne	0.00
Sibley	0.25
Stearns	1.30
Steele	0.90
Stevens	0.68
Swift	0.30
Todd	0.24
Traverse	0.00
Wabasha	0.81
Wadena	1.27
Waseca	0.01
Washington	0.00
Watonwan	0.79
Wilkin	0.00
Winona	0.00
Wright	2.34
Yellow Medicine	0.24
Total Banked Mileage	**58.17**

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 2010

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

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

These designations are left to be completed:

	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.

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Historical Documentation for the
Dakota County CSAH Mileage Request

June 2010

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.

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Historical Documentation for the
Lake County CSAH Mileage Request

June 2010

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

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

This designation is left to be completed:

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

Historical Documentation for the
Olmsted County CSAH Mileage Request

June 2010

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

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

These revocations need to be completed:	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.

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Historical Documentation for the
St. Louis County CSAH Mileage Request

June 2010

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

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

These designations are left to be completed:

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

Historical Documentation for the
Wright County CSAH Mileage Request

June 2010

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

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

These revocations need to be completed:

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

These designations are left to be completed:

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

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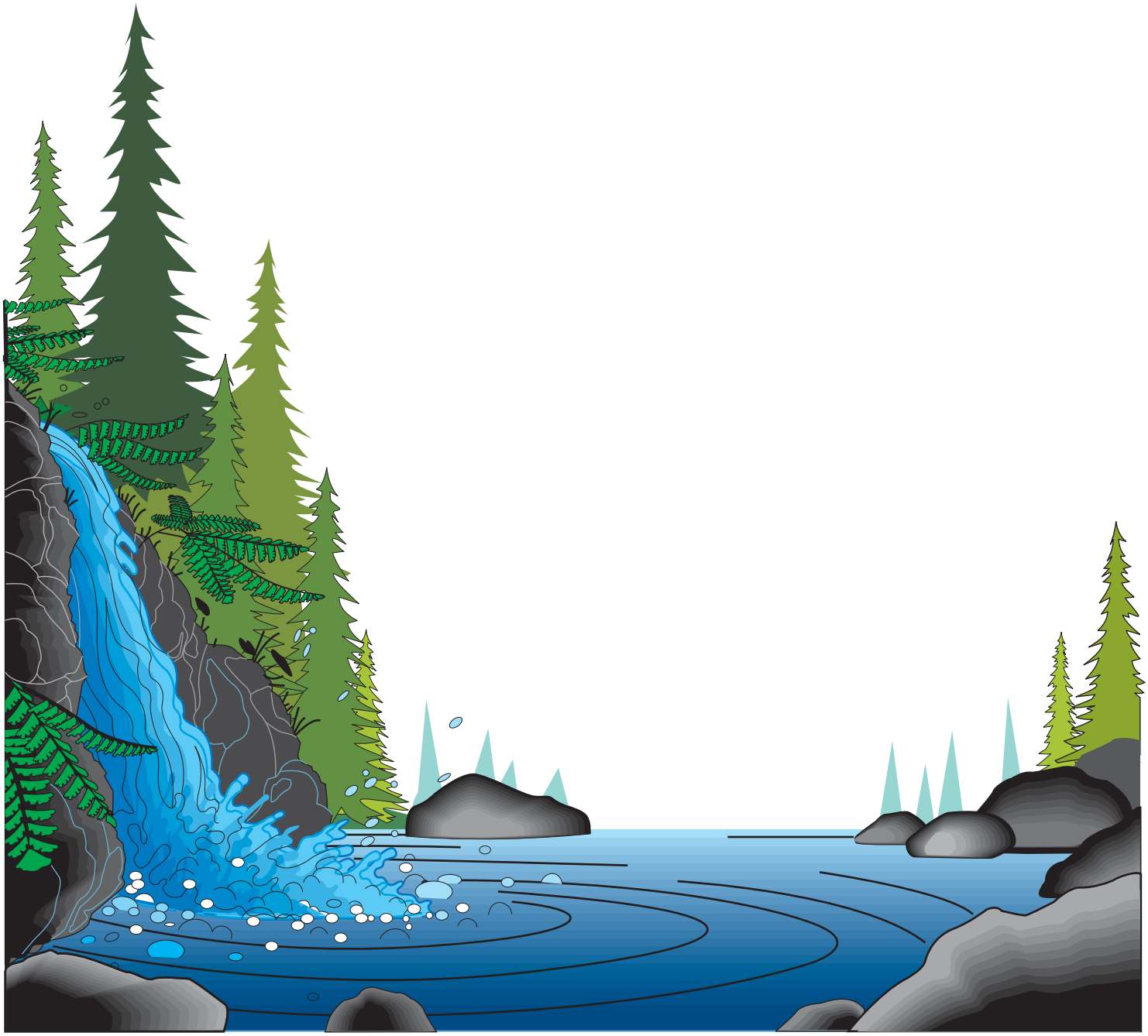
STATE PARK ROAD ACCOUNT



State Park Road Account

JUNE 2010

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

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

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

***State Aid Contact**: Joe Thomas (651) 366-3831*
***DNR Contact:** Dave Sobania (218) 828-2620*

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Historical Review of 2008 State Park Road Account

June 2010

2008 Allotment $2,749,684

2008 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Becker		003-600-010	Twp Rd	CSAH 29 to 350th 2 Mi. N. of Detroit Lakes	Road Improvement	30,000
Chippewa	6/07	012-632-003	CSAH	7.5 Mi. NW of Montevideo	Road Improvement	440,000
Chippewa		012-600-007	Co Rd	CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters	Road Improvements	200,000
Clearwater		015-600-011	Co. Rd.	Access to Lake Zawindib .75 S of Lake Itasca	Access	275,000
Clearwater		015-600-012	Bikeway	Itasca Headwaters to Wilderness Dr.		754,132
Faribault		022-600-002	Twp Rd	At outlet of South Walnut Lake	Bridge Rehab.	300,000
Hubbard		029-600-009				257,981
Kanabec		033-600-001	Co Rd	TH 47 to access to Ann Lake	Road Improvements	175,000
Meeker		047-600-007	Twp Rd	CSAH 18 to 195th Ave.		315,000
Murray		051-600-004	Park Rd.	Access to Trails of Lake Shetek State Park	Access	300,000
Pope	6/07	061-628-025	CSAH	CSAH 30 to CSAH 57 in Villard	Road Improvements	150,000
St. Louis		069-600-037	Park Rd	At Lake Vermillion	Road Improvements	200,000
Watonwan		083-600-002	Twp Rd	Shared approach to Long Lake Park & Boat Ramp	Road Improvements	48,304

* Supplement to a previous allocation

TOTAL: $3,445,417

* Supplement to a previous allocation

Historical Review of 2009 State Park Road Account

June 2010

2009 Allotment $2,896,215

2009 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Aitkin		01-600-15	Twp	Access to DNR's Cedar Lake Public Access	Access	195,000
Carlton		09-600-03	DNR	Harlis Road in Holyoke Township	Culvert Repairs	366,000
Dakota		19-600-20	Twp	190th Ave. and Annette Ave.	Road Improvement	90,000
Kanabec		33-600-02	Twp	250th Ave. in Ann Lake Township	Access	100,000
Koochiching		36-600-11	Cty. Road	TH 65 to Derverauz Public Water Access	Access	39,655
Koochiching		36-600-12	Cty. Road	TH 53 to Rat Root River Public Water Access	Access	43,884
Koochiching		36-600-13	Twp	Frontier Public Water Access at Rainy River	Access	109,000
Koochiching		36-600-14	Twp	Vidas Public Water Access	Access	116,330
McLeod		43-600-003	Cty. Road	Access to Swan Lake, Fishing Pier & Cty Park	Access	275,000
Mille Lacs		48-600-03		County Road 79 (Swan Lake Road)	Bit. Surface	275,000
		48-600-10	Twp	60th in Lewis and Isle Harbor Township	Roadway Upgrade	205,000
Otter Tail		56-600-24	Twp	Access to Maplewood State Park Picnic Area	Access	237,806
Otter Tail		56-600-25	Twp	CSAH 27 to CSAH 22-Access to Jewett Lake	Access	191,000
Otter Tail		56-600-26	Twp	Access to Maplewood State Park	Access	683,093
Pine		58-600-12	DNR	North Grindstone Road	Oil Emulsion	150,000
Pipestone		59-620-03	CSAH	CSAH 20	Bit. Overlay	87,110
St. Louis		69-600-022	Cty. Road	Co. Rd. 781 to E Co. line, 1 Mi. E of Ely	Road Improvements	106,000
St. Louis		69-644-26	CSAH	CSAH 44	Road Improvements	24,000
St. Louis		69-600-038	Cty. Road	Access McCarthy Beach State Park	Access	225000
					TOTAL:	**$3,518,878**

* Supplement to a previous allocation

Historical Review of 2010 State Park Road Account

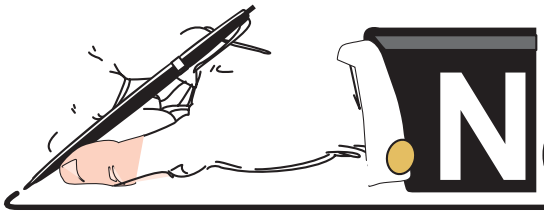
June 2010

2010 Allotment $3,075,448

2010 Projects

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

* Supplement to a previous allocation



NOTES and COMMENTS

REFERENCE MATERIAL

Variances Requested

June 2010

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status (*Full approval or **Pend HH*)	Denial Date	Project Number Route Name, Number, Location, Termini, Tied to Project Numbers
2007-01	Murray County	6/14/2007	**8820.9961**, so as to allow a 62 foot wide street with 18 foot deep parking stalls in liew of 66 foot wide with 20 foot parking stall depths.	6/19/2007		SP 51-604-025 West of Cotter, S of Columbia in Iona
2007-02	Morrison County	6/14/2007	**8820.9936**, so as to allow a design speed of 20mph at the railroad grade crossing in lieu of the minimum 30 mph.	6/19/2007		SAP 49-704-002 TH 10 to TH 115 in Randall
2007-03	Ramsey County	6/14/2007	**8820.2900**, so as to allow an extension of CSAH turnback funds for a period of 25 years beyond the date of jurisdiction transfer in lieu of 15 years.	6/19/2007		SAP 62-030-010
2007-04	Winona County	6/14/2007	**8820.9936**, so as to allow reconstruction of the bridge on the existing alignment but shifted southernly approximately 10 feet in lieu of the minimum 30 mph design speed on horizontal curves.	6/19/2007		SAP 85-607-009 Over Big Trout Creek SE of Winona
2007-06	Filmore County	10/8/2007	**8820.9920** to allow a 30 MPH vertical sag curve in lieu of the minimum 40 MPH required by standard	10/23/2008		S.P. 23-620-002, Bridge 92882 on CSAH 20 in York Township
2007-07	Washington Co	12/20/2007	**8820.9920** to allow a minimum left shoulder width of 3.4 feet paved and a minimum right shoulder width of 4.7 feet paved in lieu of the minimum shoulder width of 11.5 feet usable (10.0 feet paved)	1/8/2008		S.A.P. 82-613-024 (CSAH 13) between 1000 feet south of the south ramp to I-94 and 3rd Street N. in the City of Woodbury.
2008-03	Fillmore County	6/25/2008	**8820.9920,** 30 MPH horizontal curves in lieu of the 40 MPH.	7/11/2008		SAP 23-615-12, Bridge #23J86
2008-05	Winona County	9/24/2008	**8820.9922,** 20 MPH horz curves in lieu of 30 MPH: Contingent on the County working with the DSAE with respect to approach tapers.	10/10/2008		SAP 85-599-64, (Inplace) Bridge #L1489
2008-06	Hennepin Cty	9/24/2008	**8820.9995,** CSAH 19 in Loretto, so as to allow surface width of 6.0' in lieu of 8.0'.	10/10/2008		SP 27-090-15; Multi-use trail along CSAH 19 in the City of Loretto

Variances Requested

June 2010

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

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Hardship Transfers

June 2010

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

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

Hardship Transfers		
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 2010

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

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

Maintenance Facilities				
	CY 1997			
Cook		$665,000.00	*	Original Bond $650,000-added 15,000 when refinanced
Rice		108,004.47		Computerized Fuel System
		$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.

5/5/2010

COUNTY STATE AID CONSTRUCTION ACCOUNT
ADVANCE GUIDELINES
Regular & Municipal Accounts

State Aid Advances

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

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

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

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

June 2010

	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			
55	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				
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				

Local Road Research Board Program

June 2010

	TITLE	PROJECT TOTAL	LRRB $	LRRB Paid to Date	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
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		
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)			

Local Road Research Board Program

June 2010

	TITLE	PROJECT TOTAL	LRRB $	LRRB Paid to Date	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
	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.

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
OCTOBER 28 & 29, 2009
RUTTGER'S RESORT
DEERWOOD, MN

The fall meeting of the County Engineer's Screening Board was called to order by Chairman Guy Kohlnhofer, Dodge County Engineer, at 1:45 p.m., October 28, 2009.

Attendance

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

Mark LeBrun, Pine	District 1
Bruce Hasbargen, Lake of the Woods	District 2
Bob Kozel, Benton	District 3
Brian Noetzelman, Pope	District 4
Mitch Rasmussen, Scott	Metro
Joe Triplett, Chisago	Metro
Guy Kohlnhofer, Dodge	District 6
Tim Stahl, Jackson	District 7
John Brunkhorst, McLeod	District 8
Don Theisen, Washington	Urban
Doug Fischer, Anoka	Urban
Mark Krebsbach, Dakota	Urban
Jim Grube, Hennepin	Urban
Ken Haider, Ramsey	Urban
Jim Foldesi, St. Louis	Urban

Approval of Screening Board Minutes

Secretary John Welle informed the Board that the last sentence of the draft minutes of the June 17-18, 2009 Screening Board meeting held at Arrowwood Resort in Alexandria should state that John Brunkhorst made the motion to adjourn, rather than John McDonald, as listed. With this modification, Chairman Guy Kohlnhofer requested a motion to approve these minutes. Motion was made by Doug Fischer, seconded by Jim Grube, and passed unanimously.

Others in Attendance

Chairman Guy Kohlnhofer recognized the following alternates in attendance:

Shae Kosmalski, Cook	District 1
Mike Flaagan, Pennington	District 2
Rhonda Lewis, Sherburne	District 3
Brian Giese, Stevens	District 4
Lyndon Robjent, Carver	Metro
Dietrich Flesch, Wabasha	District 6
Ron Mortenson, Meeker	District 8

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

Review of Screening Board Report

Chairman Guy Kohlnhofer asked County State-Aid Needs Manager Kim DeLaRosa to review the mileage and construction needs for the 2010 County State-Aid Highway apportionment as shown in the 2009 County Screening Board Data dated October 2009.

A. General Information and Basic Needs Data – Pages 1-6

Kim noted that the 2009 distribution amount of $383,265,770 was used for 2010 tentative apportionment data rather than $425 million as shown on page 2. Based on this distribution amount, $15.17 per $1000 of adjusted 25-year construction needs would be distributed in 2010. 73% of segments in the needs study are deficient based on the last year graded.

A comparison of the Basic 2009 25-year construction needs to the Basic 2008 construction needs is summarized on pages 5 and 6. The normal update, which reflects construction accomplishments, system revisions, and needs reinstatements, resulted in a statewide needs increase of 0.3%. The traffic update reflects changes in needs as a result of updated traffic counts that were performed for twenty-four counties in 2008. As a result of these counts, the projection factors of five counties increased, ten counties remained the same, and nine counties decreased. The total change in needs as a result of these traffic updates is 0.0%. The unit price update includes unit price changes as approved at the June 2009 Screening Board meeting for gravel base, bituminous pavement, gravel shoulder, gravel surface, curb and gutter, and storm sewer. The statewide needs increase for these unit price updates is 5.3%. Revised unit prices for bridges and box culverts as approved at the June 2009 Screening Board meeting resulted in a statewide structures needs increase of 0.7%. The Basic 2009 25-year construction needs increased a total of 6.3% from the Basic 2008 25-year construction needs.

B. Needs Adjustments – Pages 7-60

Annual changes to a county's basic 25-year construction needs are restricted to 5% below and 20% above the percentage change from the previous year's statewide restricted needs to the current year's statewide basic 25-year construction needs. Since the 2009 statewide average percentage change was 5.8%, the needs of fourteen counties were increased to reflect the minimum 0.8% increase needs restriction.

The Rural and Urban Grading Cost Adjustments are added to each county's 25-year construction needs to reflect the difference between actual grading costs and grading cost data used in the needs study. Grading costs in the needs study are based on the 1983 rural grading cost study and the 1986 urban grading cost study. Kim noted that the trend of less grading projects statewide continued in 2008 with 51 rural grading projects and 40 urban grading projects. By comparison, there were 65 rural grading projects and 47 urban grading projects in 2007.

The Construction Fund Balance Deduction indicates the counties that may receive a deduction to their construction needs based on construction fund balances as of September 1, 2009. Kim noted that counties have until the end of the year to further reduce fund balances to avoid this deduction to their 25-year construction needs. In addition, counties by resolution can also transfer municipal construction funds to the regular construction fund to avoid the deduction.

The Transportation Revolving Loan Fund (TRLF) and Bond Account Adjustments are added to the 25-year construction needs to reflect the unpaid portion of bonds and TRLF funds that were used on

eligible county state-aid highway projects.

Kim noted that action is needed by the Screening Board to specify the amount of county state-aid highway funds it wishes to allocate to the County State-Aid Highway TRLF.

The Special Resurfacing Adjustment is a negative adjustment to the 25-year construction needs that reflects the amount of county state-aid highway construction funds used to resurface segments that are drawing full grading needs. Although Screening Board action in 2008 resulted in no additional projects being added to the special resurfacing adjustment, existing projects remained in the needs study for the remainder of the project specific ten-year adjustment period.

The After the Fact Bridge Deck Rehabilitation Needs Adjustment reflects costs to rehabilitate decks on adequate bridge structures. These needs are drawn for 15 years after being submitted to and approved by the district state-aid engineer.

The After the Fact MnDOT Bridge Needs Adjustment reflects the county portion of costs paid for a bridge that carries traffic on county state-aid highway routes over a MnDOT highway. These needs are drawn for 35 years after being submitted to and approved by the district state-aid engineer. Kim noted that Screening Board action in 2008 resulted in the county portion of costs for loops and ramps at an interchange with a county state-aid highway and a MnDOT highway also being eligible for after the fact needs.

The After the Fact Right-of-Way Needs Adjustment reflects actual right-of-way costs on county state-aid highway projects. These needs are drawn for 25 years after being submitted to and approved by the district state-aid engineer.

The Miscellaneous After-the-Fact Needs Adjustment reflects actual construction costs of various items that are not otherwise included in the needs study. These needs are drawn for 25 years after being submitted to and approved by the district state-aid engineer. Kim noted that since railroad protection was included in the needs study prior to 2007, costs for railroad protection incurred after 2007 are eligible for this after the fact adjustment.

The Credit for Local Effort Adjustment reflects local funds spent on county state-aid highway improvements that reduce construction needs. These needs are drawn for 20 years after being submitted to and approved by the district state-aid engineer.

The Non-Existing CSAH Needs Adjustment is a negative adjustment to offset needs on non-existing segments that are beyond the eligible period to draw needs. Although there are over 50 miles of non-existing designations statewide that are currently drawing needs, these non-existing segments are only eligible to draw needs for 10 years if not in an approved transportation plan or for 25 years if in an approved transportation plan. Kim noted that non-existing segments are not eligible for lane mileage apportionment.

The Mill Levy Deduction is a statutory deduction from each county's annual construction needs that is based on a percentage of each county's taxable market value. Different percentage deductions are applied for rural and urban counties.

The Minimum County Adjustment is a statutory and Screening Board adjustment that is applied to an individual county's annual construction needs to ensure that each county receives a minimum of 0.586782% of the apportionment sum amount. The statutory adjustment further requires that two

counties receive a higher minimum percentage of the apportionment sum. There is currently no minimum county adjustment made on the excess sum apportionment. Kim noted that, due to an error in the calculated lane mileage apportionment, pages 59 and 60 have been revised.

C. Tentative Apportionment Data – Pages 61 -71

The revised Figure A Chart shows the 2009 Tentative Money Needs after all of the adjustments have been applied. Along with the lane mileage apportionments, the resulting money needs for the apportionment sum and excess sum are shown on subsequent pages. Kim noted that further changes to the construction fund balance adjustment and trunk highway turn-back maintenance adjustment between now and the end of the year will result in revised money needs to be used for the 2010 apportionment.

The revised Components of the Tentative 2010 Distribution is shown based on the 2009 total funding amount of $383,265,770. A comparison of the 2009 County State-Aid Highway Distribution to the Tentative 2010 Distribution is also shown.

D. Mileage Requests – Pages 73 – 85

The criteria necessary for county state-aid highway designation, as well as a history of approved mileage requests is shown. There have been no mileage requests in the past three years. Banked mileage that is available to individual counties for designation is also shown, although Kim noted that Wright County may be incorrectly shown at 0.1 mile of banked mileage. Documentation of the status of recently-approved mileage requests are provided for Screening Board review. Kim noted that Washington County informed the Screening Board by letter that their approved mileage request dated 1996 is now complete at 212.70 miles. The letter notes that this mileage is below the 220.06 miles that had gained Screening Board approval. A copy of this letter is attached.

E. State Park Road Account – Pages 87 - 90

Screening Board approval is required for county state-aid highway projects before the Minnesota Department of Natural Resources can provide state park funds for the project. A historical record of projects funded by the State Park Road Account is provided for information.

Kim distributed the attached letter from Anoka County requesting state park funds for a project on Anoka County State-Aid Highway 18 with an estimated total cost of $1,425,022.65. This highway provides access to the Carlos Avery Wildlife Management Area. Doug Fischer clarified that Anoka County is willing to accept a lesser amount of funding for this project if authorized by the Department of Natural Resources.

Kim also distributed the attached letter from Le Sueur County requesting state park funds on two projects. The first request of $500,000 is for improvements on Le Sueur County State-Aid Highway 14 which serves the Waterville Area Fisheries Office. The second request of $300,000 is for improvements on Le Sueur County State-Aid Highway 11 which serves the Rays Lake DNR Access and the Lake Francis DNR Access.

Kim informed the Screening Board that Joe Thomas from the state-aid central office is now assisting the Department of Natural Resources with administration of the State Park Road Account and requests that counties copy their state park road requests to him.

F. Reference Material – Pages 91 – 102

Information regarding traffic projection factors, Transportation Revolving Loan Fund history, hardship transfers, process for use of state-aid construction funds on maintenance facilities, advance

guidelines, and history of granted variances are shown as reference material.

G. Meeting Minutes and Screening Board Resolutions – Pages 104 – 129
Minutes of the June 2009 Screening Board Meeting and current Screening Board resolutions are provided for information.

Research Account

Action is needed by the Screening Board to set aside up to $1,916,329 from the 2010 county state-aid highway distribution amount for the Research Account. This amount represents 0.5% of the 2009 county state-aid highway distribution sum of $383,265,770, which is the maximum allowed by statute.

There was discussion about whether the research money was being well-spent and whether the maximum amount was needed to adequately fund research activities. It was noted that the June Screening Board Book lists projects that are funded by the Research Account. Members involved with Local Road Research Board activities spoke in favor of research funding, stating that projects are monitored closely to assure that money is well-spent. It was also questioned whether all of the funds allocated to the Research Account would be taken from the apportionment sum, or if it would be taken from both the apportionment and excess sums. It was reported that the Minnesota County Engineers Association Board of Directors passed a resolution earlier in the day requesting changes to the excess sum calculation that would effectively fund the Research Account, and other accounts, from both the apportionment and excess sums.

Additional Subjects

A. **Needs Task Force Report**

Chairman Guy Kohlnhofer asked Brian Giese and Mitch Rasmussen, co-chairs of the Needs Task Force, to review the Needs Task Force Progress Report dated October 28, 2009. Mitch and Brian thanked task force members for their ongoing efforts and reported that the Task Force now believes that they have a framework for performing a spreadsheet trial run of the proposed system to generate preliminary results for further refining. The Task Force is therefore recommending that the county engineer membership and the Screening Board approve the concept of spending the money necessary to accomplish this trial run. In addition to the Screening Board approval being sought at this meeting, the full membership will be asked to approve the trial run concept in January 2010 at the annual conference. If the trial run is authorized, the final proposed system would be developed for final approval in January 2011. Calendar years 2011 and 2012 would then be spent on software development, with 2013 being the target year for the phased-in implementation of the new system.

Brian summarized the report by outlining major changes from the existing needs system. One major change is the elimination of the current reinstatement periods in favor of continuous life-cycle cost determination for reconstruction and structures. Continuous life-cycle cost determinations will also be made for preservation and right-of-way. Other major changes include elimination of the existing grading cost study/adjustment in favor of an annually calculated cost based on a five-year average of actual projects, development of four rural and four urban traffic categories for cost determination, segmenting of routes, development of cost data, and elimination or modification of the existing Screening Board adjustments. The report, which is posted on the Minnesota County Engineers Association website, contains detailed information on all of these items.

Brian and Mitch answered various questions from Screening Board members regarding the use of projected traffic to determine traffic categories, rationale behind the 100-year life cycle for right-of-way costs, determination of individual county reconstruction cost data, and eligible items for reconstruction cost determination.

B. **Minimum Allotment Task Force Report**

Chairman Guy Kohlnhofer asked Nathan Richman, chair of the Minimum Allotment Task Force, to review the Minimum Allotment Task Force Report dated October 28, 2009 that is attached to these minutes. Nathan reported that the Task Force met twice since the June Screening Board meeting to carry out the delegated tasks from the Screening Board. Although the task force members were not able to reach a consensus on desired level of service on which to gauge long-term impacts of no excess sum adjustment, they were able to reach a non-unanimous consensus to recommend that an excess sum minimum county adjustment or a composite excess sum/apportionment sum adjustment is appropriate. Although different scenarios for an excess sum minimum county adjustment were considered, Nathan noted that Scenario 5 and Scenario 7 had gained measurable support from task force members, with Scenario 7 having stronger support. Nathan thanked the task force members for their work and contributions.

C. **Comments from Julie/Rick**

Rick Kjonaas reported that with the assistance of District State-Aid Engineer Tom Behm, two snow plow simulators are being installed at Arden Hills which will free up the two mobile simulators for use throughout the state. Rick encouraged counties to take advantage of this simulator training when it becomes available.

Rick also reported that the Design Build Task Force will be meeting in the near future to review a white paper that will outline the design/build pilot project process. Al Forsberg and Greg Isakson represent county engineers on this Task Force. Since there are concerns about the pilot project program among the contracting community and within MnDOT, the task force is taking steps to assure selected projects are done correctly. Although selection of a potential pilot project from Anoka County may result in no other projects being selected for the pilot program in 2010, counties are encouraged to contact Rick if there is an interest in participating in the pilot program.

The process for advance of state-aid construction funds will be the same this year as in previous years, with approximately $20 million to $30 million available to advance in the early part of 2010. Additional funds can be advanced later in the year as the county state-aid fund balance increases.

Rick updated the group on the status of federal audits. As a result of the 2006 audit findings, two counties initially had federal funds rescinded from their projects due to audit findings. In response, a task force was created to address the rescission of these funds and to provide a response to audit findings on other projects. This task force consisted of MnDOT construction engineers, District State-Aid Engineer Kelvin Howieson, and Rick Kjonaas. The task force recommended that the project engineers of affected projects perform additional material testing to document that the value of construction had not been compromised. As a result of this effort, the rescinded federal funds have since been returned to the two counties. The task force also reviewed the 2007 audit findings, with the same recommendation being made to the project engineers of affected projects. 2008 federal projects will be reviewed in the near future. However, beginning with the 2008 review, project engineers themselves will be responsible for addressing audit findings with assistance from state-aid staff. To further simplify federal audits in the future, Rick reported that construction inspection procedures, as required by the state-aid manual, are in the process of being clarified and simplified through a rewrite of the manual. In addition, material testing requirements as outlined in

the schedule of materials control will likely be reduced as part of this effort.

With no other items presented for discussion, Guy asked for a motion to recess until Thursday, October 29, 2009 at 8:30 a.m. Motion was made by Mark Krebsbach, seconded by Jim Foldesi.

The meeting reconvened at 8:51 a.m. October 29, 2009 with all members present.

Chairman Guy Kohlnhofer asked for a motion to approve the mileage and needs as shown in the October 2009 Screening Board Data, subject to the stated revisions. Motion was made by Doug Fischer, seconded by Jim Grube and passed unanimously.

Chairman Guy Kohlnhofer asked for a motion to approve the Anoka County State Park Road Account request for any amount up to the $1,425,022.65 project cost on County State-Aid Highway 18. Motion was made by Jim Grube, seconded by John Brunkhorst and passed unanimously.

Chairman Guy Kohlnhofer asked for a motion to approve the two Le Sueur County requests for State Park Road Account funds for $500,000 on County State-Aid Highway 14 and $300,000 on County State-Aid Highway 11. Motion was made by Jim Foldesi, seconded by Doug Fischer and passed unanimously.

Chairman Guy Kohlnhofer asked for a motion to establish a funding amount for the State-Aid Transportation Revolving Loan Fund. Doug Fischer made the motion to provide zero funding for the State-Aid Transportation Revolving Loan Fund, seconded by John Brunkhorst and passed unanimously.

Chairman Guy Kohlnhofer asked for a motion to establish a funding level for the Research Account. Bruce Hasbargen offered the following resolution, seconded by Bob Kozel and passed unanimously.

> Be It Resolved that an amount of $1,916,329 shall be set aside from the 2010 Distribution Fund and be credited to the Research Account.

Chairman Guy Kohlnhofer asked for direction for the Needs Task Force. Don Theisen made the motion to support the task force recommendation to proceed with a low-cost spreadsheet trial run of the proposed needs system, seconded by Joe Triplett, and passed unanimously.

Chairman Guy Kohlnhofer asked for direction regarding the minimum county adjustment. Don Theisen offered the following resolution, seconded by Brian Noetzelman and passed unanimously.

> Be It Resolved, that the following resolution is rescinded, "That any county whose total apportionment percentage falls below 0.586782, which is the minimum percentage permitted for Red Lake, Mahnomen, and Big Stone Counties, shall have it's money needs adjusted so that it's total apportionment factor shall at least equal the minimum percentage factor", and
>
> Be It Further Resolved, for minimum county adjustment purposes, the maximum redistribution shall not exceed 1.25% of the total distribution, and
>
> Be It Further Resolved, that any county whose total distribution share falls below 0.55% shall have its money needs adjusted upward such that it's total distribution percentage is up to, but not more than 0.55%, and
>
> Be It Further Resolved, that the maximum redistribution ceiling of 1.25% has precedence over the target maximum safety net of 0.55%.

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

As a final comment, Julie Skallman encouraged input from the county engineers regarding the Complete Streets Report. Comments are due November 9, 2009.

Chairman Guy Kohlnhofer thanked outgoing Screening Board members Bruce Hasbargen, Brian Noetzelman, Mitch Rasmussen, and John Brunkhorst for their service.

Kim DeLaRosa thanked Guy Kohlnhofer for his service as Chairman of the 2009 Screening Board and also for his years of service on the Mileage Subcommittee. Chairman Guy Kohlnhofer reported that Anita Benson has been appointed to the Mileage Subcommittee as his replacement.

Motion was made by Bob Kozel, seconded by Mark Krebsbach to adjourn the 2009 Fall Screening Board meeting.

Respectively Submitted,

John T. Welle
Screening Board Secretary
Aitkin County Engineer

Minutes of the CSAH General Subcommittee Meeting

May 3, 2010

The meeting was started at 10:40 a.m. with the arrival of Mitch Rasmussen, chairman, May 3, 2010 at the Transportation Building, St. Paul, Minnesota.

Members Present:	Mitch Rasmussen, Chairman	Scott County
	Al Goodman	Lake County
	Roger Risser	Watonwan County
Others in attendance:	Kim DeLaRosa	State Aid
	Lisa Krenz	State Aid
	Rick Kjonaas	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.

Eleven counties had less than 50,000 tons of gravel base and had to use surrounding counties. 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.

Only twelve counties inflated gravel base prices decreased this year. The recommendation from past General Subcommittees 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.

Kim stated that everything reported did not end up in the study and some counties did not report anything. If the needs group made an error calculating or entering 2009 projects they will be corrected for the June Screening Board meeting, but if a project is missing because the county neglected to report on time, the project will be added next year.

The General Subcommittee examined individual inflated county bituminous prices. This was prepared the same way gravel base is prepared. This was requested by District 8 in 2008 and approved by the Screening Board last year. Forty-nine counties inflated bituminous price dropped from $6.26 to $0.02.

Mitch asked if there is currently any consideration for how special provisions may affect bituminous prices during times of large oil price swings. Can Supplemental Agreements paying for oil escalation clauses in special provisions be submitted since they likely resulted in a lower initial bid price for bituminous? Kim stated that we don't have a way of knowing that information, only the unit price on the awarded bid is used.

The Subcommittee approved the following unit prices:

For Rural Design:

Gravel Surf 2118/ton	Use each counties GB price
Gravel Shldr 2221/ton	$10.65 - $7.89(RGB) = GB +$2.76

The group recommends using individual gravel base prices for gravel surfacing. There were no aggregate surfacing projects (spec. 2118) in 2009. There is still enough gravel shouldering done to determine a fair price and continue the increment pricing, but the average rural design gravel price will be used to determine the gravel shouldering cost.

The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Mn/DOT recommended $295,365/mile for complete storm sewer construction and $94,164/mile for partial storm sewer systems. The Subcommittee recommends using these prices for the 2010 CSAH Needs Study.

The approved cost for curb and gutter is $11.00/linear foot. As is previous years this cost was received from the MSAS Needs Unit. The MSAS unit cost is used because of the high volume of C&G used on the MSAS system. .

The 2009 average county bridge costs were compiled based on 2009 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 2009 county bridge construction were:

$107/sq. ft. for 0 – 149 ft. long bridges
$236/sq. ft. for 150 ft. and over bridges

The average 5 year bridge cost:

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

Overall bridge prices have dropped but occasionally we get a bridge project that falls well outside of prices for the rest of the projects. This doesn't typically have a big affect on the bridges under 150 feet in length because there are a large number completed each year. Consequently, in the bridge group over 150 feet in length the number of projects is smaller and an outlier has a larger effect on the average price, which was the case in this year's data. The group discussed the idea of throwing out the outlier but felt trying to determine what constituted an outlier would be difficult and could create inconsistencies from one General Subcommittee to the next. In the interest of tempering yearly fluctuations and data outliers the General Subcommittee decided to go with a 5-year average like we do on box culverts and base and bituminous.

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.

Box culvert prices for 2005-2009 county projects were presented and the subcommittee recommends changing the 12x6 and 12x7 pipe cost to $600 lin/ft and 14x5 end sections to $14,000.

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 County Adjustment – Oct. 1961, Dec. 1966, June 2008 (Latest Rev. October 2009)

Be It Resolved, that the following resolution is rescinded, "That any county whose total apportionment percentage falls below 0.586782, which is the minimum percentage permitted for Red Lake, Mahnomen, and Big Stone Counties, shall have its money needs adjusted so that its total apportionment factor shall at least equal the minimum percentage factor", and

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

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

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

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

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

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

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

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

amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

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

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

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

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

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

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

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

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

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

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

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

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

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 part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years.

TRAFFIC

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

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

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

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

ROAD NEEDS

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

That, except as otherwise specifically provided, the Manual of Instruction for Completion

of Data Sheets shall provide the format for estimating needs on the County State Aid Highway System.

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

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

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

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

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

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

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

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

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

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

Rural Design Grade Widening - June 1980

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For county state aid highway interchanges with non trunk highways; a county may claim loop and ramp construction needs for each intersection that has a

20 year projected traffic of 70,000 daily entering vehicles or greater and is included in the adopted county transportation plan as a future interchange. It shall be the County Engineer's responsibility to submit documentation to justify estimated costs of the loop and ramps to the District State Aid Engineer.

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

AFTER THE FACT NEEDS

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

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

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

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

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

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

and Railroad Protection on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Railroad Over Highway Bridges – October 2007

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

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

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

After the Fact Loops & Ramps – October 2008

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

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