2008 COUNTY SCREENING BOARD DATA

2007 FLOOD DAMAGE TO HOUSTON COUNTY CSAH 9 & CSAH 13

OCTOBER 2008

The State Aid Program Mission Study

Mission Statement:

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

Program Goals:

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

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

Key Program Concepts:

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

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

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

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

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

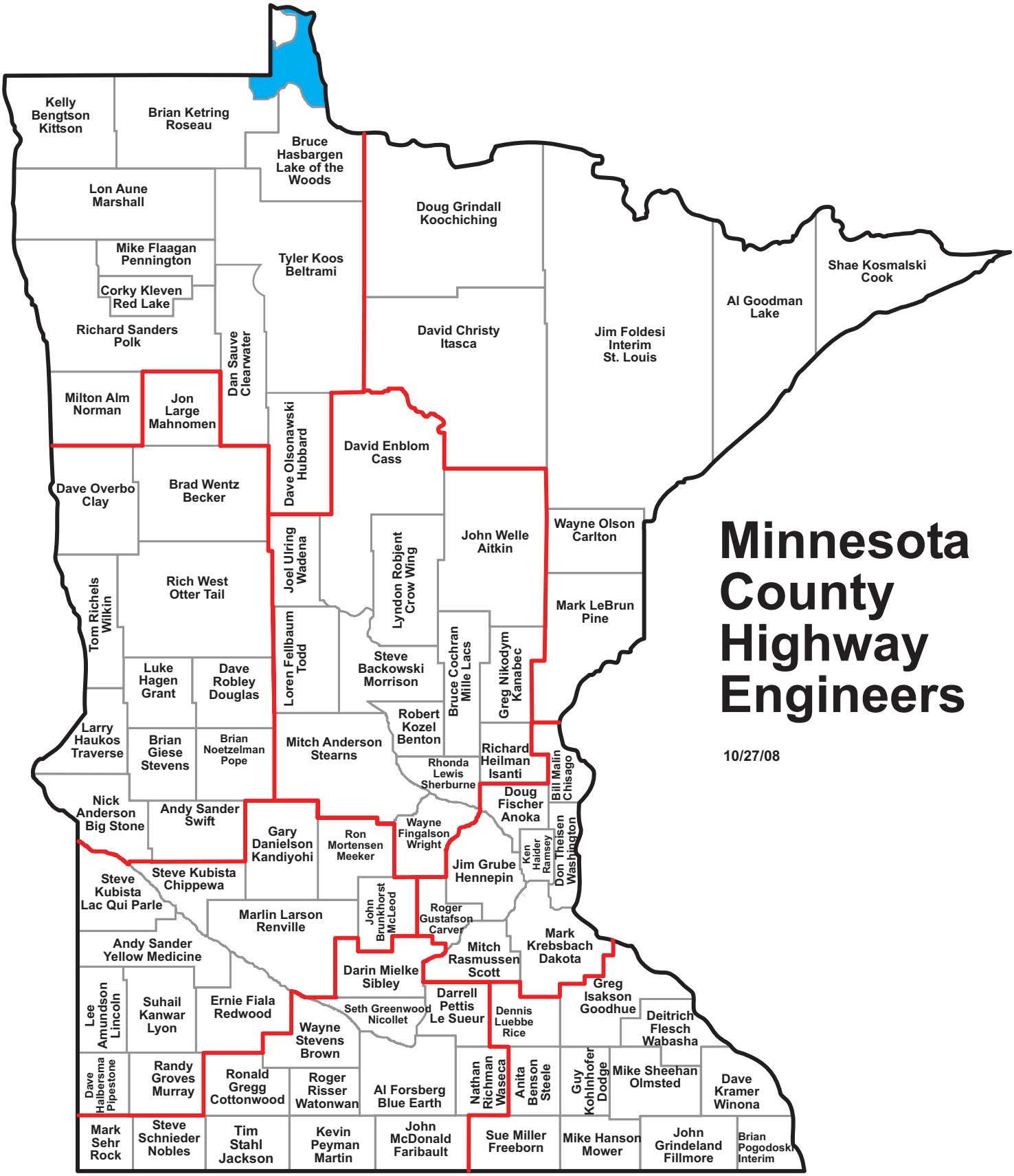
The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

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

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

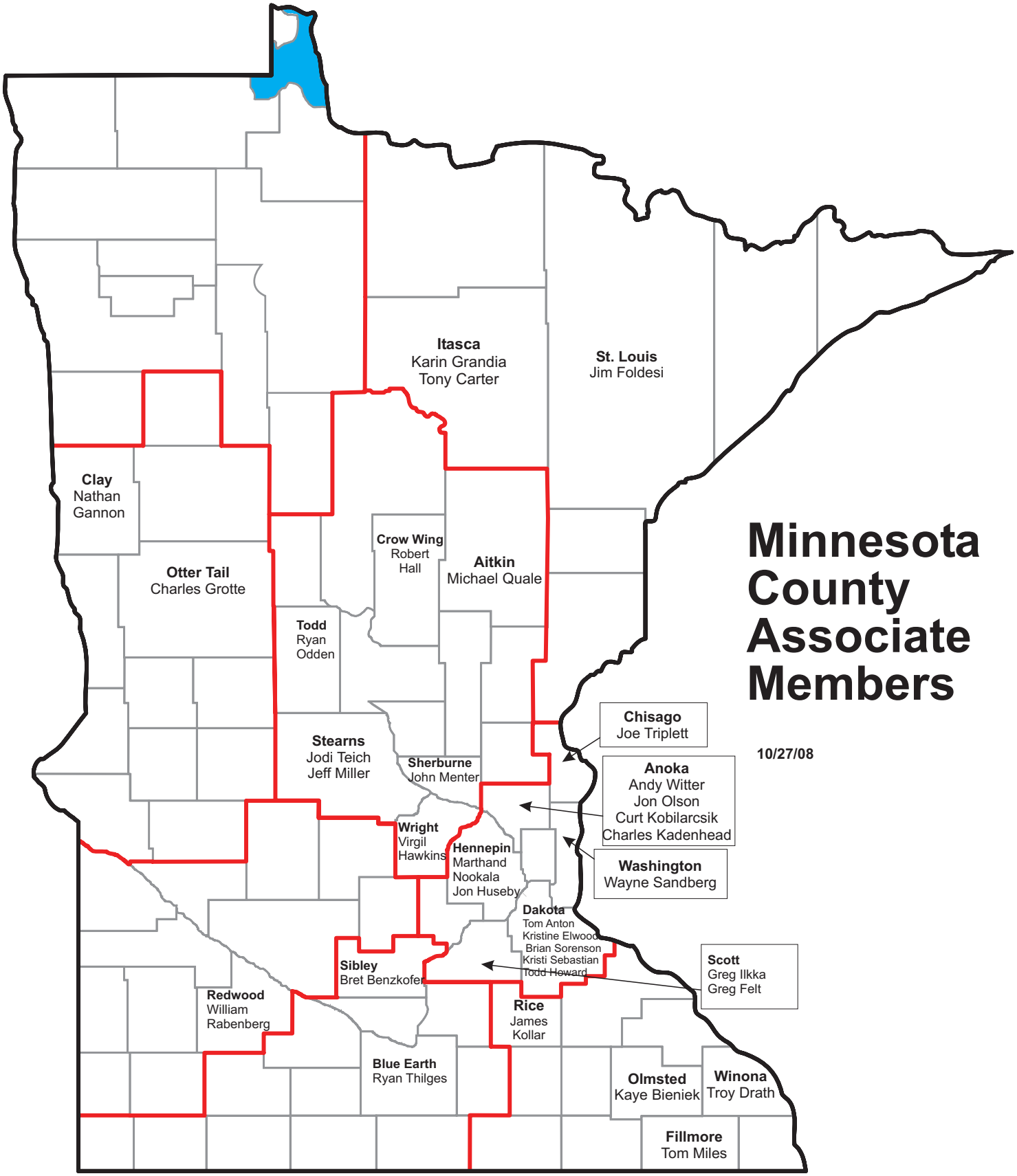
Minnesota County Highway Engineers

10/27/08



Minnesota County Associate Members

10/27/08



2008 COUNTY SCREENING BOARD

Dave Christy	(07-08)	Itasca County	District 1
Bruce Hasbargen	(08-09)	Lake of the Woods County	District 2
John Welle	(07-08)	Aitkin County	District 3
Brian Noetzelman	(08-09)	Pope County	District 4
Mitch Rasmussen	(06-09)	Scott County	Metro
Bill Malin	(08-09)	Chisago County	Metro
Guy Kohlnhofer	(08-09)	Dodge County	District 6
John McDonald	(07-08)	Faribault County	District 7
John Brunkhorst	(08-09)	McLeod County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Ken Haider	Permanent	Ramsey County	Urban
Marcus Hall	Permanent	St. Louis County	Urban
Don Theisen	Permanent	Washington County	Urban
Dave Olsonawski, Secretary		Hubbard County	

2008 SCREENING BOARD ALTERNATES

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

2008 CSAH GENERAL SUBCOMMITTEE

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

2008 CSAH MILEAGE SUBCOMMITTEE

Bruce Hasbargen	October 2008	Lake of the Woods, County
Guy Kohlnhofer	October 2009	Dodge County
Bill Malin	October 2010	Chisago County

TABLE OF CONTENTS

GENERAL INFORMATION & BASIC NEEDS DATA — **Pages 1-6**

CSAH Mileage, Needs and Distribution 1958 through 2009 2-3
Comparison of the Basic 2007 to the Basic 2008 25-Year Construction Needs 4-6

NEEDS ADJUSTMENTS — **Pages 7-60**

Restriction of 25-Year Construction Needs Changes 8-11
Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Cost 12-22
Comparison of 1987-2007 Urban Design Grading Construction Costs to Needs Study Cost 24-34
County State Aid Construction Fund Balance "Needs" Deductions 36-39
TRLF & Bond Account Adjustments 40-41
Special Resurfacing Projects 42-44
"After the Fact" Bridge Deck Rehabilitation Needs 45
"After the Fact" Mn/DOT Bridge Needs 46
"After the Fact" Right of Way Needs 48-49
Miscellaneous "After the Fact" Needs 50-51
Needs Adjustment for "Credit for Local Effort" 52-53
Non Existing CSAH Needs Adjustment 54
Mill Levy Deductions 55-57
Minimum County Apportionments 58-60

TENTATIVE APPORTIONMENT DATA — **Pages 61-71**

Development of the Tentative 2009 CSAH Money Needs Apportionment ..... 62 & Fig A
Recommendation to the Commissioner 63
Annual CSAH Money Needs 64-65
Total Tentative 2009 CSAH Distribution 66
Components of the Tentative 2009 Distribution 67-68
Comparison of the Actual 2008 to the Tentative 2009 CSAH Apportionment 69-71

MILEAGE REQUESTS — **Pages 73-85**

Criteria Necessary for County State Aid Highway Designation 74
History of the CSAH Additional Mileage Requests 75-77
"Banked" CSAH Mileage 78
Historical Documentation for the Anoka County CSAH Mileage Request 79
Historical Documentation for the Dakota County CSAH Mileage Request 80
Historical Documentation for the Lake County CSAH Mileage Request 81
Historical Documentation for the Olmsted County CSAH Mileage Request 82
Historical Documentation for the St. Louis County CSAH Mileage Request 83
Historical Documentation for the Washington County CSAH Mileage Request 84
Historical Documentation for the Wright County CSAH Mileage Request 85

STATE PARK ROAD ACCOUNT — **Pages 87-90**

Historical Review of 2006 State Park Road Account 88
Historical Review of 2007 State Park Road Account 89
Historical Review of 2008 State Park Road Account 90

REFERENCE MATERIAL — **Pages 91-98**

CSAH 20-Year Traffic Projection Factors ..... 92 & Map
Transportation Revolving Loan Fund 93
Hardship Transfers 94
Maintenance Facilities 95-97
Variances Requested for 2007-2008 98

MEETING MINUTES & RESOLUTIONS — **Pages 99-115**

Minutes of the June 18 & 20, 2008 County Engineers Screening Board Meeting 99-105
Current Resolutions of the County Screening Board 106-115
County Engineer's listing 116-124

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.

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GENERAL INFORMATION

&

BASIC NEEDS DATA

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CSAH Mileage, Needs and Distribution 1958 through 2009

October 2008

The following information listed below is presented as historical data for the 50 years of county state aid distribution and preliminary data for the 51st year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,582 miles of which almost 1,042 miles can be attributed to the turnback law which was enacted in 1965. Since 1958 needs have increased substantially due to revised design standards, increasing traffic, and ever rising construction costs.

The distribution for 2009 is estimated to be approximately $406 million. The actual distribution which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.

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CSAH Mileage, Needs and Distribution - 1958 through 2009

October 2008

Year	Mileage	Basic 25 Year Construction Needs	Total Distribution	Adjusted 25 Year Construction Needs	Money Needs Apport	Distribution Per $1,000 of Adjusted Needs	
1958	29,003.30	$705,318,817	$23,895,255				
1959	29,128.00	792,766,387	26,520,631				
1960	29,109.15	781,163,725	26,986,118				
1961	29,177.31	881,168,466	29,195,071				
1962	29,183.50	836,684,473	28,398,346				
1963	29,206.63	812,379,561	30,058,060				
1964	29,250.40	844,850,828	34,655,816				
1965	29,285.26	1,096,704,147	35,639,932				
1966	29,430.36	961,713,095	36,393,775				
1967	29,518.48	956,436,709	39,056,521	$956,436,709	$19,528,261	$20.42	
1968	29,614.63	920,824,895	45,244,948	925,268,781	22,622,474	24.45	
1969	29,671.50	907,383,704	47,316,647	910,649,082	23,658,323	25.98	
1970	29,732.84	871,363,426	51,248,592	871,363,426	25,624,296	29.41	
1971	29,763.66	872,716,257	56,306,623	872,716,257	28,153,312	32.26	
1972	29,814.83	978,175,117	56,579,342	985,471,441	28,289,691	28.71	
1973	29,806.67	1,153,027,326	56,666,390	1,154,838,282	28,333,195	24.53	
1974	29,807.37	1,220,857,594	67,556,282	1,220,436,874	33,778,141	27.68	
1975	29,857.90	1,570,593,707	69,460,645	1,596,084,465	34,730,323	21.76	
1976	29,905.06	1,876,982,838	68,892,738	1,853,364,975	34,446,369	18.59	
1977	29,929.57	2,014,158,273	84,221,382	1,995,381,940	42,110,691	21.10	
1978	29,952.03	1,886,535,596	86,001,153	1,863,226,307	43,000,577	23.08	
1979	30,008.47	1,964,328,702	93,482,005	1,934,116,556	46,741,003	24.17	
1980	30,008.25	2,210,694,426	100,581,191	2,193,295,678	50,290,596	22.93	
1981	30,072.55	2,524,102,659	104,003,792	2,492,190,699	52,001,896	20.87	
1982	30,086.79	2,934,808,695	122,909,078	2,910,643,326	61,454,539	21.11	
1983	30,084.16	3,269,243,767	127,310,171	3,171,578,527	63,655,086	20.07	
1984	30,087.24	3,363,921,407	143,696,365	3,315,431,920	71,848,183	21.67	
1985	30,089.03	3,628,382,077	171,133,770	3,742,822,880	85,566,885	22.86	
1986	30,095.37	4,742,570,129	176,412,995	4,658,153,549	88,206,498	18.94	
1987	30,095.26	4,656,668,402	169,035,460	4,595,651,198	84,588,456	18.41	
1988	30,101.37	4,694,034,188	176,956,052	4,547,152,346	88,528,717	19.47	
1989	30,119.91	4,801,166,017	224,066,256	4,752,045,566	112,048,340	23.58	
1990	30,139.52	4,710,422,098	234,971,125	4,710,965,075	117,502,985	24.94	
1991	30,144.88	4,905,899,327	228,425,033	4,927,846,604	114,216,993	23.18	
1992	30,142.84	4,965,601,700	244,754,252	5,010,500,884	122,385,406	24.43	
1993	30,130.03	5,231,566,081	244,499,683	5,358,303,906	122,276,603	22.82	
1994	30,149.73	5,313,983,542	245,557,356	5,549,564,545	122,789,429	22.13	
1995	30,200.17	5,390,579,832	249,926,147	5,738,251,809	124,963,096	21.78	
1996	30,212.15	5,472,714,828	278,383,078	5,926,763,133	139,191,538	23.49	
1997	30,272.41	5,775,789,344	280,824,171	6,341,979,229	140,412,086	22.14	
1998	30,289.09	5,767,000,396	293,510,766	6,483,139,948	146,755,383	22.64	
1999	30,322.88	6,221,807,797	310,854,283	6,989,213,942	155,427,142	22.24	
2000	30,328.79	6,211,014,218	327,806,772	7,054,661,571	163,903,386	23.23	
2001	30,356.26	6,480,813,015	342,079,509	7,372,660,405	171,039,754	23.19	
2002	30,365.98	6,672,655,716	356,235,225	7,649,465,287	178,117,612	23.28	
2003	30,386.86	6,948,696,768	335,646,516	8,034,749,831	167,823,257	20.89	
2004	30,401.58	7,421,208,589	358,461,318	8,690,667,118	179,230,659	20.62	
2005	30,427.62	7,768,067,132	358,601,844	9,117,963,299	179,300,922	19.66	
2006	30,481.85	8,206,097,964	356,389,259	9,680,839,334	178,194,630	18.41	
2007	30,506.59	8,995,176,545	360,757,456	10,688,558,772	180,378,728	16.88	
2008	30,540.10	10,057,837,789	363,874,873	11,995,607,602	181,937,437	15.17	
2009	30,545.85	* $10,074,792,565	**$406,049,000**	**$12,175,412,927**	**$208,817,800**	$17.15	**Estimated**

*** Does not include 2007 Trunk Highway Turn Back Mileage**

Comparison of the Basic 2007 to the Basic 2008 25-Year Construction Needs

October 2008

The following tabulation indicates the various stages of the 2007 update of the CSAH Needs Study and shows the needs effect each phase produced.

Normal Update -- Reflects the needs changes due to 2007 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1982 or earlier are eligible for complete needs. Also, any bridges built prior to 1972 are eligible for reconstruction needs. This changes several counties' needs considerably.

2007 Traffic & Factor Update -- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2007 and for which the needs unit has received updated traffic maps. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

Anoka	Beltrami	Benton	Carver
Cass	Clearwater	Crow Wing	Dakota
Faribault	Goodhue	Grant	Hennepin
Houston	Isanti	LeSueur	McLeod
Meeker	Nicollet	Otter Tail	Pennington
Pope	Ramsey	Red Lake	Redwood
Renville	St. Louis	Scott	Sherburne
Sibley	Stearns	Steele	Wabasha
Waseca	Washington	Wilkin	Winona

2008 Unit Price Update -- Shows the needs impact of the unit prices approved at the June 20, 2008 meeting.

2008 Structure & RR -- Reflects the needs cost revision on bridges and elimination of RR crossings.

Comparison of the Basic 2007 to the Basic 2008 25-Year Construction Needs

October 2008

REVISED 10/7/2008

County	Revised Basic 2007 25-Year Const. Needs	2008 Needs After Normal Update	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price, Structure & RR Update	% Change	Basic 2008 25-Year Const. Needs	Total Change From 2007 Needs	Total % Change	County
Carlton	$98,322,751	$98,999,842	$677,091	0.7%	$0	0.0%	$3,254,114	3.2%	$102,253,956	$3,931,205	4.0%	Carlton
Cook	61,420,665	65,611,324	4,190,659	6.8%	0	0.0%	687,888	1.0%	66,299,212	4,878,547	7.9%	Cook
Itasca	190,660,297	194,570,161	3,909,864	2.1%	0	0.0%	(678,787)	-0.3%	193,891,374	3,231,077	1.7%	Itasca
Koochiching	47,752,780	46,308,336	(1,444,444)	-3.0%	0	0.0%	(874,185)	-1.9%	45,434,151	(2,318,629)	-4.9%	Koochiching
Lake	85,754,411	87,633,348	1,878,937	2.2%	0	0.0%	(5,083,257)	-5.9%	82,550,091	(3,204,320)	-3.7%	Lake
Pine	160,314,810	160,485,553	170,743	0.1%	0	0.0%	4,708,702	2.8%	165,194,255	4,879,445	3.0%	Pine
St. Louis	587,885,975	589,746,666	1,860,691	0.3%	(8,854,001)	-1.5%	(7,056,906)	-1.2%	573,835,759	(14,050,216)	-2.4%	St. Louis
District 1 Totals	**1,232,111,689**	**1,243,355,230**	**11,243,541**	**0.9%**	**(8,854,001)**	**-0.7%**	**(5,042,431)**	**-0.4%**	**1,229,458,798**	**(2,652,891)**	**-0.2%**	**District 1 Totals**
Beltrami	129,330,707	132,024,233	2,693,526	2.1%	(8,813,025)	-6.7%	(670)	0.0%	123,210,538	(6,120,169)	-4.7%	Beltrami
Clearwater	63,802,961	64,903,771	1,100,810	1.7%	(2,458,363)	-3.8%	(467,550)	-0.7%	61,977,858	(1,825,103)	-2.9%	Clearwater
Hubbard	74,618,133	74,236,348	(381,785)	-0.5%	0	0.0%	946,122	1.3%	75,182,470	564,337	0.8%	Hubbard
Kittson	67,877,163	65,905,846	(1,971,317)	-2.9%	0	0.0%	(5,144,165)	-8.1%	60,761,681	(7,115,482)	-10.5%	Kittson
Lake of the Woods	30,522,862	31,160,155	637,293	2.1%	0	0.0%	(348,043)	-1.1%	30,812,112	289,250	0.9%	Lake of the Woods
Marshall	85,340,119	84,855,352	(484,767)	-0.6%	0	0.0%	(2,878,393)	-2.7%	81,976,959	(3,363,160)	-3.9%	Marshall
Norman	73,389,879	74,256,283	866,404	1.2%	0	0.0%	(2,940,150)	-4.0%	71,316,133	(2,073,746)	-2.8%	Norman
Pennington	54,755,640	53,652,769	(1,102,871)	-2.0%	(2,358,391)	-4.4%	1,235,907	2.4%	52,530,285	(2,225,355)	-4.1%	Pennington
Polk	163,712,023	166,140,488	2,428,465	1.5%	0	0.0%	(4,970,119)	-3.0%	161,170,369	(2,541,654)	-1.6%	Polk
Red Lake	34,403,264	34,452,324	49,060	0.1%	(962,007)	-2.8%	(1,989,579)	-6.2%	31,500,738	(2,902,526)	-8.4%	Red Lake
Roseau	96,376,523	101,058,076	4,681,553	4.9%	0	0.0%	(1,028,674)	-1.0%	100,029,402	3,652,879	3.8%	Roseau
District 2 Totals	**874,129,274**	**882,645,645**	**8,516,371**	**1.0%**	**(14,591,786)**	**-1.7%**	**(17,585,314)**	**-2.0%**	**850,468,545**	**(23,660,729)**	**-2.7%**	**District 2 Totals**
Aitkin	89,553,012	90,111,122	558,110	0.6%	0	0.0%	195,345	0.2%	90,306,467	753,455	0.8%	Aitkin
Benton	62,452,350	65,795,411	3,343,061	5.4%	1,914,582	2.9%	2,343,842	3.3%	70,053,835	7,601,485	12.2%	Benton
Cass	120,587,428	119,929,360	(658,068)	-0.5%	(9,405,807)	-7.8%	1,693,600	1.5%	112,217,153	(8,370,275)	-6.9%	Cass
Crow Wing	136,473,816	152,100,796	15,626,980	11.5%	5,347,803	3.5%	4,355,321	2.7%	161,803,920	25,330,104	18.6%	Crow Wing
Isanti	63,074,972	63,784,169	709,197	1.1%	2,044,480	3.2%	(1,691,586)	-2.6%	64,137,063	1,062,091	1.7%	Isanti
Kanabec	45,633,789	44,649,364	(984,425)	-2.2%	0	0.0%	427,091	0.9%	45,076,455	(557,334)	-1.2%	Kanabec
Mille Lacs	95,196,059	95,380,838	184,779	0.2%	0	0.0%	(2,391,217)	-2.6%	92,989,621	(2,206,438)	-2.3%	Mille Lacs
Morrison	125,812,923	125,976,597	163,674	0.1%	0	0.0%	1,489,937	1.2%	127,466,534	1,653,611	1.3%	Morrison
Sherburne	81,511,229	85,073,254	3,562,025	4.4%	(946,505)	-1.1%	2,281,661	2.6%	86,408,410	4,897,181	6.0%	Sherburne
Stearns	241,876,758	242,290,438	413,680	0.2%	1,655,122	0.7%	7,763,213	3.1%	251,708,773	9,832,015	4.1%	Stearns
Todd	63,523,065	61,649,909	(1,873,156)	-2.9%	0	0.0%	2,921,657	4.5%	64,571,566	1,048,501	1.7%	Todd
Wadena	47,392,274	47,469,965	77,691	0.2%	0	0.0%	(263,424)	-0.6%	47,206,541	(185,733)	-0.4%	Wadena
Wright	209,817,284	209,270,940	(546,344)	-0.3%	0	0.0%	(4,654,086)	-2.2%	204,616,854	(5,200,430)	-2.5%	Wright
District 3 Totals	**1,382,904,959**	**1,403,482,163**	**20,577,204**	**1.5%**	**609,675**	**0.0%**	**14,471,354**	**1.0%**	**1,418,563,192**	**35,658,233**	**2.6%**	**District 3 Totals**
Becker	105,050,109	104,453,901	(596,208)	-0.6%	0	0.0%	(2,289,076)	-2.2%	102,164,825	(2,885,284)	-2.7%	Becker
Big Stone	36,521,386	36,038,452	(482,934)	-1.3%	0	0.0%	(848,750)	-2.4%	35,189,702	(1,331,684)	-3.6%	Big Stone
Clay	90,200,248	90,209,066	8,818	0.0%	0	0.0%	(3,641,449)	-4.1%	86,567,617	(3,632,631)	-4.0%	Clay
Douglas	88,378,091	95,894,973	7,516,882	8.5%	0	0.0%	2,939,377	2.9%	98,834,350	10,456,259	11.8%	Douglas
Grant	32,978,830	32,443,354	(535,476)	-1.6%	(1,937,549)	-6.0%	(466,402)	-1.5%	30,039,403	(2,939,427)	-8.9%	Grant
Mahnomen	28,967,657	28,985,207	17,550	0.1%	0	0.0%	(54,013)	-0.2%	28,931,194	(36,463)	-0.1%	Mahnomen
Otter Tail	243,798,118	242,874,944	(923,174)	-0.4%	823,476	0.3%	(446,722)	-0.2%	243,251,698	(546,420)	-0.2%	Otter Tail
Pope	55,804,545	56,164,385	359,840	0.6%	(2,941,910)	-5.2%	1,351,911	2.5%	54,574,386	(1,230,159)	-2.2%	Pope
Stevens	37,376,608	37,238,931	(137,677)	-0.4%	0	0.0%	(655,987)	-1.8%	36,582,944	(793,664)	-2.1%	Stevens
Swift	51,556,889	49,757,251	(1,799,638)	-3.5%	0	0.0%	7,651,807	13.3%	57,409,058	5,852,169	11.4%	Swift
Traverse	41,512,800	40,815,712	(697,088)	-1.7%	0	0.0%	(1,452,524)	-3.7%	39,363,188	(2,149,612)	-5.2%	Traverse
Wilkin	76,465,725	77,229,538	763,813	1.0%	(5,226,455)	-6.8%	(2,675,391)	-3.8%	69,327,692	(7,138,033)	-9.3%	Wilkin
District 4 Totals	**888,611,006**	**892,105,714**	**3,494,708**	**0.4%**	**(9,282,438)**	**-1.0%**	**(587,219)**	**-0.1%**	**882,236,057**	**(6,374,949)**	**-0.7%**	**District 4 Totals**

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Comparison of the Basic 2007 to the Basic 2008 25-Year Construction Needs

October 2008

REVISED 10/7/2008

County	Revised Basic 2007 25-Year Const. Needs	2008 Needs After Normal Update	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price, Structure & RR Update	% Change	Basic 2008 25-Year Const. Needs	Total Change From 2007 Needs	Total % Change	County
Anoka	$252,922,410	$256,410,970	$3,488,560	1.4%	($4,947,016)	-1.9%	$26,167,213	9.4%	$277,631,167	$24,708,757	9.8%	Anoka
Carver	123,778,196	127,437,786	3,659,590	3.0%	(1,626,249)	-1.3%	6,667,736	4.9%	132,479,273	8,701,077	7.0%	Carver
Hennepin	781,083,128	781,992,697	909,569	0.1%	(17,423,444)	-2.2%	11,637,820	1.5%	776,207,073	(4,876,055)	-0.6%	Hennepin
Scott	139,625,799	141,623,418	1,997,619	1.4%	(1,022,256)	-0.7%	995,890	0.7%	141,597,052	1,971,253	1.4%	Scott
Metro Totals	**1,297,409,533**	**1,307,464,871**	**10,055,338**	**0.8%**	**(25,018,965)**	**-1.9%**	**45,468,659**	**3.4%**	**1,327,914,565**	**30,505,032**	**2.4%**	**Metro Totals**
Dodge	79,323,677	84,258,465	4,934,788	6.2%	0	0.0%	310,767	0.4%	84,569,232	5,245,555	6.6%	Dodge
Fillmore	155,059,815	156,638,083	1,578,268	1.0%	0	0.0%	409,722	0.3%	157,047,805	1,987,990	1.3%	Fillmore
Freeborn	119,668,992	122,341,051	2,672,059	2.2%	0	0.0%	(1,452,696)	-1.2%	120,888,355	1,219,363	1.0%	Freeborn
Goodhue	129,000,660	129,327,139	326,479	0.3%	(3,082,687)	-2.4%	2,819,016	2.2%	129,063,468	62,808	0.0%	Goodhue
Houston	94,861,686	94,714,716	(146,970)	-0.2%	(3,991,461)	-4.2%	379,460	0.4%	91,102,715	(3,758,971)	-4.0%	Houston
Mower	131,194,579	128,579,222	(2,615,357)	-2.0%	0	0.0%	(3,902,751)	-3.1%	124,676,471	(6,518,108)	-5.0%	Mower
Olmsted	171,238,788	171,231,586	(7,202)	0.0%	0	0.0%	1,606,204	0.9%	172,837,790	1,599,002	0.9%	Olmsted
Rice	105,158,960	105,347,299	188,339	0.2%	0	0.0%	(2,505,956)	-2.4%	102,841,343	(2,317,617)	-2.2%	Rice
Steele	99,903,564	105,506,687	5,603,123	5.6%	(1,406,697)	-1.3%	(5,122,542)	-5.0%	98,977,448	(926,116)	-0.9%	Steele
Wabasha	112,031,384	114,036,237	2,004,853	1.8%	(4,080,169)	-3.6%	(7,156,271)	-7.0%	102,799,797	(9,231,587)	-8.2%	Wabasha
Winona	147,465,274	147,457,450	(7,824)	0.0%	(9,923,684)	-6.7%	(983,965)	-0.7%	136,549,801	(10,915,473)	-7.4%	Winona
District 6 Totals	**1,344,907,379**	**1,359,437,935**	**14,530,556**	**1.1%**	**(22,484,698)**	**-1.7%**	**(15,599,012)**	**-1.2%**	**1,321,354,225**	**(23,553,154)**	**-1.8%**	**District 6 Totals**
Blue Earth	171,460,899	177,074,008	5,613,109	3.3%	0	0.0%	805,422	0.5%	177,879,430	6,418,531	3.7%	Blue Earth
Brown	78,467,900	79,137,651	669,751	0.9%	0	0.0%	(1,538,420)	-1.9%	77,599,231	(868,669)	-1.1%	Brown
Cottonwood	63,309,270	64,229,713	920,443	1.5%	0	0.0%	(1,156,429)	-1.8%	63,073,284	(235,986)	-0.4%	Cottonwood
Faribault	91,425,248	90,802,533	(622,715)	-0.7%	1,991,755	2.2%	4,036,987	4.0%	96,831,275	5,406,027	5.9%	Faribault
Jackson	102,416,474	101,500,454	(916,020)	-0.9%	0	0.0%	(532,505)	-0.5%	100,967,949	(1,448,525)	-1.4%	Jackson
Le Sueur	122,095,243	124,946,733	2,851,490	2.3%	(10,576,972)	-8.5%	(6,318,473)	-5.8%	108,051,288	(14,043,955)	-11.5%	Le Sueur
Martin	102,959,886	102,591,194	(368,692)	-0.4%	0	0.0%	2,569,006	2.6%	105,160,200	2,200,314	2.1%	Martin
Nicollet	82,882,495	89,255,951	6,373,456	7.7%	1,427,259	1.6%	4,472,138	4.7%	95,155,348	12,272,853	14.8%	Nicollet
Nobles	101,218,266	102,390,512	1,172,246	1.2%	0	0.0%	(3,394,752)	-3.3%	98,995,760	(2,222,506)	-2.2%	Nobles
Rock	70,061,778	70,455,117	393,339	0.6%	0	0.0%	(610,541)	-0.9%	69,844,576	(217,202)	-0.3%	Rock
Sibley	70,256,296	69,711,863	(544,433)	-0.8%	(875,090)	-1.3%	(1,425,013)	-2.1%	67,411,760	(2,844,536)	-4.0%	Sibley
Waseca	78,136,804	76,824,047	(1,312,757)	-1.7%	(6,026,621)	-7.8%	(276,644)	-0.4%	70,520,782	(7,616,022)	-9.7%	Waseca
Watonwan	67,818,322	68,817,397	999,075	1.5%	0	0.0%	(1,219,652)	-1.8%	67,597,745	(220,577)	-0.3%	Watonwan
District 7 Totals	**1,202,508,881**	**1,217,737,173**	**15,228,292**	**1.3%**	**(14,059,669)**	**-1.2%**	**(4,588,876)**	**-0.4%**	**1,199,088,628**	**(3,420,253)**	**-0.3%**	**District 7 Totals**
Chippewa	50,948,014	50,643,874	(304,140)	-0.6%	0	0.0%	(902,932)	-1.8%	49,740,942	(1,207,072)	-2.4%	Chippewa
Kandiyohi	118,209,408	119,715,280	1,505,872	1.3%	0	0.0%	(469,397)	-0.4%	119,245,883	1,036,475	0.9%	Kandiyohi
Lac Qui Parle	62,821,497	62,125,808	(695,689)	-1.1%	0	0.0%	(2,295,911)	-3.8%	59,829,897	(2,991,600)	-4.8%	Lac Qui Parle
Lincoln	44,394,310	45,236,875	842,565	1.9%	0	0.0%	(157,536)	-0.3%	45,079,339	685,029	1.5%	Lincoln
Lyon	78,408,050	80,768,114	2,360,064	3.0%	0	0.0%	(2,395,158)	-3.0%	78,372,956	(35,094)	0.0%	Lyon
Mc Leod	92,673,544	89,353,383	(3,320,161)	-3.6%	463,068	0.5%	(11,186,263)	-15.9%	78,630,188	(14,043,356)	-15.2%	Mc Leod
Meeker	59,955,449	60,105,052	149,603	0.2%	1,537,563	2.6%	(213,806)	-0.3%	61,428,809	1,473,360	2.5%	Meeker
Murray	65,014,075	65,434,207	420,132	0.6%	0	0.0%	1,225,815	1.8%	66,660,022	1,645,947	2.5%	Murray
Pipestone	51,614,842	51,627,136	12,294	0.0%	0	0.0%	1,043,012	2.0%	52,670,148	1,055,306	2.0%	Pipestone
Redwood	115,397,995	116,387,741	989,746	0.9%	(379,262)	-0.3%	(1,408,605)	-1.2%	114,599,874	(798,121)	-0.7%	Redwood
Renville	115,215,334	116,450,787	1,235,453	1.1%	(3,166,235)	-2.7%	(1,298,742)	-1.2%	111,985,810	(3,229,524)	-2.8%	Renville
Yellow Medicine	68,522,092	67,318,719	(1,203,373)	-1.8%	0	0.0%	(4,677,815)	-6.9%	62,640,904	(5,881,188)	-8.6%	Yellow Medicine
District 8 Totals	**923,174,610**	**925,166,976**	**1,992,366**	**0.2%**	**(1,544,866)**	**-0.2%**	**(22,737,338)**	**-2.5%**	**900,884,772**	**(22,289,838)**	**-2.4%**	**District 8 Totals**
Chisago	95,253,433	95,009,596	(243,837)	-0.3%	0	0.0%	5,999,719	5.9%	101,009,315	5,755,882	6.0%	Chisago
Dakota	263,171,522	270,125,895	6,954,373	2.6%	(2,394,954)	-0.9%	12,755,882	4.5%	280,486,823	17,315,301	6.6%	Dakota
Ramsey	337,988,913	348,114,253	10,125,340	3.0%	(4,294)	0.0%	1,250,352	0.3%	349,360,311	11,371,398	3.4%	Ramsey
Washington	226,027,824	222,779,189	(3,248,635)	-1.4%	(6,054,156)	-2.7%	(2,757,699)	-1.3%	213,967,334	(12,060,490)	-5.3%	Washington
Metro Totals	**922,441,692**	**936,028,933**	**13,587,241**	**1.5%**	**(8,453,404)**	**-0.9%**	**17,248,254**	**1.8%**	**944,823,783**	**22,382,091**	**2.4%**	**Metro Totals**
STATE TOTALS	**10,068,199,023**	**10,167,424,640**	**99,225,617**	**1.0%**	**(103,680,152)**	**-1.0%**	**11,048,077**	**0.1%**	**10,074,792,565**	**6,593,542**	**0.1%**	**STATE TOTALS**

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NEEDS

ADJUSTMENTS

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Restriction of 25-Year Construction Needs Changes

October 2008

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

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

This year the statewide needs decreased -0.6%, thereby limiting any individual counties needs change to a range from a -5.6% to a plus 19.4%. As you can see, thirteen counties required a needs restriction.

Restriction of 25 Year Construction Needs Changes

October 2008

23-Sep-08

COUNTY	RESTRICTED 2007 25 YEAR CONSTRUCTION NEEDS	BASIC 2008 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2007 NEEDS	% CHANGE FROM RESTRICTED 2007 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2008 25 YEAR CONSTRUCTION NEEDS	2008 SCREENING BOARD RESTRICTION	COUNTY
Carlton	$98,322,751	$102,253,956	$3,931,205	4.0%				Carlton
Cook	61,420,665	66,299,212	4,878,547	7.9%				Cook
Itasca	190,660,297	193,891,374	3,231,077	1.7%				Itasca
Koochiching	47,752,780	45,434,151	(2,318,629)	-4.9%				Koochiching
Lake	85,754,411	82,550,091	(3,204,320)	-3.7%				Lake
Pine	160,314,810	165,194,255	4,879,445	3.0%				Pine
St. Louis	603,404,208	573,835,759	(29,568,449)	-4.9%				St. Louis
District 1 Totals	**$1,247,629,922**	**$1,229,458,798**	**($18,171,124)**	**-1.5%**				**District 1 Totals**
Beltrami	$129,330,707	$123,210,538	($6,120,169)	-4.7%				Beltrami
Clearwater	63,802,961	61,977,858	(1,825,103)	-2.9%				Clearwater
Hubbard	74,618,133	75,182,470	564,337	0.8%				Hubbard
Kittson	67,877,163	60,761,681	(7,115,482)	-10.5%	-5.6%	$64,076,042	$3,314,361	Kittson
Lake of 'Woods	30,522,862	30,812,112	289,250	1.0%				Lake of 'Woods
Marshall	96,512,778	81,976,959	(14,535,819)	-15.1%	-5.6%	91,108,062	9,131,103	Marshall
Norman	73,389,879	71,316,133	(2,073,746)	-2.8%				Norman
Pennington	54,755,640	52,530,285	(2,225,355)	-4.1%				Pennington
Polk	163,712,023	161,170,369	(2,541,654)	-1.6%				Polk
Red Lake	34,403,264	31,500,738	(2,902,526)	-8.4%	-5.6%	32,476,681	975,943	Red Lake
Roseau	96,376,523	100,029,402	3,652,879	3.8%				Roseau
District 2 Totals	**$885,301,933**	**$850,468,545**	**($34,833,388)**	**-3.9%**				**District 2 Totals**
Aitkin	$89,553,012	$90,306,467	$753,455	0.8%				Aitkin
Benton	62,452,350	70,053,835	7,601,485	12.2%				Benton
Cass	120,587,428	112,217,153	(8,370,275)	-6.9%	-5.6%	$113,834,532	$1,617,379	Cass
Crow Wing	136,473,816	161,803,920	25,330,104	18.6%				Crow Wing
Isanti	63,074,972	64,137,063	1,062,091	1.7%				Isanti
Kanabec	45,633,789	45,076,455	(557,334)	-1.2%				Kanabec
Mille Lacs	95,196,059	92,989,621	(2,206,438)	-2.3%				Mille Lacs
Morrison	125,812,923	127,466,534	1,653,611	1.3%				Morrison
Sherburne	78,393,230	86,408,410	8,015,180	10.2%				Sherburne
Stearns	241,876,758	251,708,773	9,832,015	4.1%				Stearns
Todd	63,523,065	64,571,566	1,048,501	1.7%				Todd
Wadena	47,392,274	47,206,541	(185,733)	-0.4%				Wadena
Wright	209,817,284	204,616,854	(5,200,430)	-2.5%				Wright
District 3 Totals	**$1,379,786,960**	**$1,418,563,192**	**$38,776,232**	**2.8%**				**District 3 Totals**

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Restriction of 25 Year Construction Needs Changes

October 2008

23-Sep-08

COUNTY	RESTRICTED 2007 25 YEAR CONSTRUCTION NEEDS	BASIC 2008 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2007 NEEDS	% CHANGE FROM RESTRICTED 2007 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2008 25 YEAR CONSTRUCTION NEEDS	2008 SCREENING BOARD RESTRICTION	COUNTY
Becker	$105,050,109	$102,164,825	($2,885,284)	-2.8%				Becker
Big Stone	36,521,386	35,189,702	(1,331,684)	-3.7%				Big Stone
Clay	90,200,248	86,567,617	(3,632,631)	-4.0%				Clay
Douglas	88,378,091	98,834,350	10,456,259	11.8%				Douglas
Grant	32,978,830	30,039,403	(2,939,427)	-8.9%	-5.6%	$31,132,016	$1,092,613	Grant
Mahnomen	28,967,657	28,931,194	(36,463)	-0.1%				Mahnomen
Otter Tail	243,798,118	243,251,698	(546,420)	-0.2%				Otter Tail
Pope	55,804,545	54,574,386	(1,230,159)	-2.2%				Pope
Stevens	37,376,608	36,582,944	(793,664)	-2.1%				Stevens
Swift	51,556,889	57,409,058	5,852,169	11.4%				Swift
Traverse	41,512,800	39,363,188	(2,149,612)	-5.2%				Traverse
Wilkin	76,465,725	69,327,692	(7,138,033)	-9.3%	-5.6%	72,183,644	2,855,952	Wilkin
District 4 Totals	**$888,611,006**	**$882,236,057**	**($6,374,949)**	**-0.7%**				**District 4 Totals**
Anoka	$252,922,410	$277,631,167	$24,708,757	9.8%				Anoka
Carver	123,778,196	132,479,273	8,701,077	7.0%				Carver
Hennepin	794,533,855	776,207,073	(18,326,782)	-2.3%				Hennepin
Scott	143,297,535	141,597,052	(1,700,483)	-1.2%				Scott
Metro Totals	**$1,314,531,996**	**$1,327,914,565**	**$13,382,569**	**1.0%**				**Metro Totals**
Dodge	$79,323,677	$84,569,232	$5,245,555	6.6%				Dodge
Fillmore	155,059,815	157,047,805	1,987,990	1.3%				Fillmore
Freeborn	119,668,992	120,888,355	1,219,363	1.0%				Freeborn
Goodhue	129,000,660	129,063,468	62,808	0.1%				Goodhue
Houston	94,861,686	91,102,715	(3,758,971)	-4.0%				Houston
Mower	131,194,579	124,676,471	(6,518,108)	-5.0%				Mower
Olmsted	171,238,788	172,837,790	1,599,002	0.9%				Olmsted
Rice	105,158,960	102,841,343	(2,317,617)	-2.2%				Rice
Steele	99,903,564	98,977,448	(926,116)	-0.9%				Steele
Wabasha	112,031,384	102,799,797	(9,231,587)	-8.2%	-5.6%	$105,757,626	$2,957,829	Wabasha
Winona	147,465,274	136,549,801	(10,915,473)	-7.4%	-5.6%	139,207,219	2,657,418	Winona
District 6 Totals	**$1,344,907,379**	**$1,321,354,225**	**($23,553,154)**	**-1.8%**				**District 6 Totals**

Restriction of 25 Year Construction Needs Changes

October 2008

23-Sep-08

COUNTY	RESTRICTED 2007 25 YEAR CONSTRUCTION NEEDS	BASIC 2008 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2007 NEEDS	% CHANGE FROM RESTRICTED 2007 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2008 25 YEAR CONSTRUCTION NEEDS	2008 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	$171,460,899	$177,879,430	$6,418,531	3.7%				Blue Earth
Brown	78,467,900	77,599,231	(868,669)	-1.1%				Brown
Cottonwood	66,041,986	63,073,284	(2,968,702)	-4.5%				Cottonwood
Faribault	94,855,222	96,831,275	1,976,053	2.1%				Faribault
Jackson	102,416,474	100,967,949	(1,448,525)	-1.4%				Jackson
Le Sueur	122,095,243	108,051,288	(14,043,955)	-11.5%	-5.6%	$115,257,909	$7,206,621	Le Sueur
Martin	110,998,949	105,160,200	(5,838,749)	-5.3%				Martin
Nicollet	82,882,495	95,155,348	12,272,853	14.8%				Nicollet
Nobles	105,867,014	98,995,760	(6,871,254)	-6.5%	-5.6%	99,938,461	942,701	Nobles
Rock	70,061,778	69,844,576	(217,202)	-0.3%				Rock
Sibley	70,256,296	67,411,760	(2,844,536)	-4.1%				Sibley
Waseca	78,136,804	70,520,782	(7,616,022)	-9.8%	-5.6%	73,761,143	3,240,361	Waseca
Watonwan	67,818,322	67,597,745	(220,577)	-0.3%				Watonwan
District 7 Totals	**$1,221,359,382**	**$1,199,088,628**	**($22,270,754)**	**-1.8%**				**District 7 Totals**
Chippewa	$50,948,014	$49,740,942	($1,207,072)	-2.4%				Chippewa
Kandiyohi	118,209,408	119,245,883	1,036,475	0.9%				Kandiyohi
Lac Qui Parle	62,821,497	59,829,897	(2,991,600)	-4.8%				Lac Qui Parle
Lincoln	45,229,707	45,079,339	(150,368)	-0.3%				Lincoln
Lyon	78,408,050	78,372,956	(35,094)	0.0%				Lyon
Mc Leod	92,673,544	78,630,188	(14,043,356)	-15.2%	-5.6%	$87,483,826	$8,853,638	Mc Leod
Meeker	59,955,449	61,428,809	1,473,360	2.5%				Meeker
Murray	65,014,075	66,660,022	1,645,947	2.5%				Murray
Pipestone	51,614,842	52,670,148	1,055,306	2.0%				Pipestone
Redwood	115,397,995	114,599,874	(798,121)	-0.7%				Redwood
Renville	115,215,334	111,985,810	(3,229,524)	-2.8%				Renville
Yellow Medicine	68,800,997	62,640,904	(6,160,093)	-9.0%	-5.6%	64,948,141	2,307,237	Yellow Medicine
District 8 Totals	**$924,288,912**	**$900,884,772**	**($23,404,140)**	**-2.5%**				**District 8 Totals**
Chisago	$95,253,433	$101,009,315	$5,755,882	6.0%				Chisago
Dakota	263,171,522	280,486,823	17,315,301	6.6%				Dakota
Ramsey	348,085,502	349,360,311	1,274,809	0.4%				Ramsey
Washington	226,027,824	213,967,334	(12,060,490)	-5.3%				Washington
Metro Totals	**$932,538,281**	**$944,823,783**	**$12,285,502**	**1.3%**				**Metro Totals**
STATE TOTALS	**$10,138,955,771**	**$10,074,792,565**	**($64,163,206)**	**-0.6%**		**$1,091,165,302**	**$47,153,156**	**STATE TOTALS**

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Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Costs

October 2008

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

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

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

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

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

Below is an example showing St. Louis County's rural design grading cost adjustment computation for the 2009 apportionment.

1) 197.4 miles of CSAH's which had rural design complete grading needs were graded in St. Louis County in 1984-2007. This represents 19% of the 1,033.25 miles of CSAH's which still have rural design complete grading required in their needs study.

2) The Rural Grading Cost Factor of 79% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$345{,}064 - \$192{,}564}{\$192{,}564} = 79\%$$

3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs.
   If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.

4) Then by multiplying the Adjusted Factor (79%) times the complete rural design grading needs remaining in the 2008 study ($175,544,441) an adjustment (+$138,680,108) to the 2007 needs is computed.

5) In the last column we have shown what each county is actually receiving per mile of complete rural grading needs after the adjustment is applied.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 2008 25-year construction needs) have been used in calculating the 2008 annual County State Aid Highway money needs.

Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Costs

October 2008

County	1984-2007 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2008 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2007 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Carlton	28	70.1	39%	$200,680	$116,981	72%	72.0%	180.75	67.7%	$22,609,844	$125,089	$16,279,088	$215,153
Cook	13	32.0	24%	256,248	163,375	57%	57.0%	135.30	79.4%	21,860,793	161,573	12,460,652	253,669
Itasca	43	140.9	29%	188,115	93,742	101%	101.0%	478.50	77.4%	53,181,108	111,141	53,712,919	223,394
Koochiching	25	77.7	57%	162,871	93,980	73%	73.0%	137.21	59.2%	9,890,074	72,080	7,219,754	124,698
Lake	30	69.0	51%	384,639	192,630	100%	100.0%	134.33	63.2%	27,668,949	205,977	27,668,949	411,955
Pine	53	118.0	38%	210,422	132,582	59%	59.0%	313.49	69.3%	48,731,233	155,447	28,751,427	247,162
St. Louis	87	197.4	19%	345,064	192,564	79%	79.0%	1,033.25	81.5%	175,544,441	169,895	138,680,108	304,113
District 1 Totals	279	705.1	29%	$256,580	$143,083	79%		2,412.83	74.9%	$359,486,442	$148,990	$284,772,897	$267,014

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09/23/08

Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Costs

October 2008

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Beltrami	30	104.9	32%	$125,954	$92,489	36%	36.0%	332.62	74.9%	$28,340,204	$85,203	$10,202,473	$115,876
Clearwater	35	95.0	44%	87,814	69,427	26%	26.0%	216.03	68.0%	15,288,931	70,772	3,975,122	89,173
Hubbard	22	67.0	27%	117,394	80,868	45%	45.0%	246.36	78.5%	17,707,547	71,877	7,968,396	104,221
Kittson	38	126.6	58%	74,540	66,162	13%	13.0%	217.45	59.1%	14,502,353	66,693	1,885,306	75,363
Lake of the Woods	17	48.8	40%	89,249	63,255	41%	41.0%	121.65	64.0%	7,772,310	63,891	3,186,647	90,086
Marshall	56	278.0	82%	62,226	57,783	8%	8.0%	337.71	53.4%	19,965,552	59,120	1,597,244	63,850
Norman	34	99.3	36%	70,589	59,796	18%	18.0%	278.90	72.5%	15,825,879	56,744	2,848,658	66,958
Pennington	16	75.0	42%	79,727	52,057	53%	53.0%	178.93	69.4%	9,652,080	53,943	5,115,602	82,533
Polk	70	338.4	83%	83,424	74,610	12%	12.0%	406.98	51.4%	28,968,960	71,180	3,476,275	79,722
Red Lake	12	37.4	26%	89,007	79,706	12%	12.0%	143.27	78.6%	9,804,768	68,436	1,176,572	76,648
Roseau	32	125.2	42%	53,843	58,311	-8%	-8.0%	297.87	63.9%	16,760,897	56,269	(1,340,872)	51,768
District 2 Totals	362	1,395.5	50%	$80,108	$67,794	18%		2,777.77	63.9%	$184,589,481	$66,452	$40,091,423	$80,885

Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Costs

October 2008

County	1984-2007 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2008 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2007 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Aitkin	26	98.1	37%	$144,563	$81,029	78%	78.0%	263.08	71.2%	$20,721,657	$78,766	$16,162,892	$140,203
Benton	37	75.1	56%	141,741	50,858	179%	179.0%	134.74	64.2%	7,584,643	56,291	13,576,511	157,052
Cass	33	123.1	36%	135,900	88,789	53%	53.0%	344.66	66.8%	24,347,961	70,643	12,904,419	108,084
Crow Wing	34	102.3	47%	85,147	63,798	33%	33.0%	215.86	64.3%	16,665,375	77,205	5,499,574	102,682
Isanti	29	66.5	43%	167,589	82,353	103%	103.0%	153.67	69.5%	13,072,324	85,068	13,464,494	172,687
Kanabec	33	95.2	88%	135,028	82,662	63%	63.0%	108.13	52.5%	8,695,586	80,418	5,478,219	131,081
Mille Lacs	18	40.2	23%	165,872	78,828	110%	110.0%	173.15	75.9%	14,574,244	84,171	16,031,668	176,760
Morrison	12	54.2	15%	112,794	62,240	81%	81.0%	353.57	82.4%	24,380,604	68,956	19,748,289	124,809
Sherburne	25	69.1	50%	78,983	36,113	119%	119.0%	136.98	60.4%	7,749,812	56,576	9,222,276	123,902
Stearns	26	69.1	14%	147,489	78,992	87%	87.0%	484.94	84.6%	38,860,058	80,134	33,808,250	149,850
Todd	20	87.0	70%	83,604	65,063	28%	28.0%	125.00	31.3%	8,330,541	66,644	2,332,551	85,305
Wadena	14	47.2	32%	111,550	63,162	77%	77.0%	148.75	67.7%	7,972,600	53,597	6,138,902	94,867
Wright	32	72.0	24%	246,484	93,935	162%	162.0%	300.43	80.8%	31,634,455	105,297	51,247,817	275,879
District 3 Totals	339	999.0	34%	$133,095	$72,536	83%		2,942.96	68.3%	$224,589,860	$76,314	$205,615,862	$146,181

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09/23/08

Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Costs

October 2008

County	1984-2007 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2008 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2007 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Becker	34	124.9	36%	$67,577	$44,893	51%	51.0%	342.32	75.4%	$18,729,091	$54,712	$9,551,836	$82,615
Big Stone	20	44.9	29%	91,012	43,463	109%	109.0%	156.19	77.2%	7,821,793	50,079	8,525,754	104,664
Clay	34	130.5	51%	92,187	44,267	108%	108.0%	257.32	65.9%	15,134,423	58,816	16,345,177	122,336
Douglas	20	66.3	25%	104,425	62,761	66%	66.0%	269.49	76.5%	14,088,621	52,279	9,298,490	86,783
Grant	8	37.6	20%	87,133	43,106	102%	102.0%	186.59	83.2%	8,354,399	44,774	8,521,487	90,444
Mahnomen	12	59.0	44%	107,382	41,093	161%	161.0%	134.69	70.1%	6,477,582	48,093	10,428,907	125,521
Otter Tail	44	119.2	16%	133,638	77,922	72%	72.0%	729.85	83.5%	62,701,824	85,911	45,145,313	147,766
Pope	26	70.8	34%	142,935	71,703	99%	99.0%	209.87	72.8%	16,985,250	80,932	16,815,398	161,055
Stevens	11	50.3	28%	78,903	54,151	46%	46.0%	179.33	75.3%	9,751,833	54,379	4,485,843	79,394
Swift	35	101.5	47%	68,310	43,218	58%	58.0%	214.67	66.1%	12,257,188	57,098	7,109,169	90,215
Traverse	8	33.5	17%	46,888	42,951	9%	9.0%	197.52	82.3%	11,311,216	57,266	1,018,009	62,420
Wilkin	18	61.8	29%	87,392	46,536	88%	88.0%	215.45	71.3%	9,863,760	45,782	8,680,109	86,070
District 4 Totals	270	900.3	29%	$94,433	$52,575	80%		3,093.29	75.8%	$193,476,980	$62,547	$145,925,492	$109,722

Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Costs

October 2008

County	1984-2007 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2008 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2007 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Anoka	23	36.6	32%	$350,718	$150,969	132%	132.0%	114.21	68.3%	$24,077,604	$210,819	$31,782,437	$489,099
Carver	20	34.3	26%	301,700	114,438	164%	164.0%	129.85	79.3%	14,135,601	108,861	23,182,386	287,393
Hennepin	18	47.5	50%	666,248	372,459	79%	79.0%	94.11	70.9%	22,088,279	234,707	17,449,740	420,126
Scott	13	15.1	11%	399,522	90,360	342%	342.0%	132.53	82.9%	13,711,068	103,456	46,891,853	457,277
Metro Totals	74	133.5	28%	$455,883	$213,504	114%		470.70	75.5%	$74,012,552	$157,239	$119,306,416	$410,705

09/23/08

Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Costs

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Dodge	26	56.7	31%	$103,061	$63,675	62%	62.0%	180.88	74.1%	$11,767,148	$65,055	$7,295,632	$105,389
Fillmore	37	100.0	36%	179,398	134,702	33%	33.0%	279.24	71.3%	41,296,067	147,887	13,627,702	196,690
Freeborn	18	54.5	16%	125,844	63,446	98%	98.0%	343.96	81.5%	17,835,462	51,853	17,478,753	102,670
Goodhue	29	85.8	42%	239,757	111,100	116%	116.0%	205.22	67.8%	19,872,432	96,835	23,052,021	209,163
Houston	17	37.8	19%	253,637	154,916	64%	64.0%	201.50	83.9%	33,420,881	165,860	21,389,364	272,011
Mower	30	81.5	31%	109,207	64,390	70%	70.0%	263.41	74.0%	17,598,876	66,812	12,319,213	113,580
Olmsted	26	65.0	31%	160,069	126,308	27%	27.0%	208.28	73.2%	21,034,109	100,990	5,679,209	128,257
Rice	19	46.1	22%	147,156	60,607	143%	143.0%	210.70	81.9%	15,983,870	75,861	22,856,934	184,342
Steele	22	51.5	25%	147,331	56,597	160%	160.0%	205.10	76.3%	14,116,751	68,829	22,586,802	178,954
Wabasha	22	54.9	28%	220,280	141,882	55%	55.0%	193.53	75.9%	24,681,045	127,531	13,574,575	197,673
Winona	34	51.3	21%	157,723	123,947	27%	27.0%	240.54	81.7%	27,171,609	112,961	7,336,334	143,460
District 6 Totals	280	685.0	27%	$167,364	$101,070	66%		2,532.36	76.3%	$244,778,250	$96,660	$167,196,539	$162,684

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Blue Earth	34	90.0	35%	$177,249	$99,917	77%	77.0%	259.59	66.2%	$22,168,176	$85,397	$17,069,496	$151,152
Brown	21	74.4	33%	125,553	88,395	42%	42.0%	222.59	73.0%	14,967,822	67,244	6,286,485	95,486
Cottonwood	23	71.6	35%	94,797	54,603	74%	74.0%	205.00	67.3%	11,015,831	53,736	8,151,715	93,500
Faribault	23	91.6	43%	102,254	60,370	69%	69.0%	211.17	63.9%	11,330,075	53,654	7,817,752	90,675
Jackson	22	68.4	25%	94,779	77,234	23%	23.0%	271.15	76.1%	15,145,006	55,855	3,483,351	68,701
Le Sueur	27	72.9	45%	118,457	66,453	78%	78.0%	161.74	67.9%	12,488,534	77,214	9,741,057	137,440
Martin	19	102.8	41%	102,326	63,315	62%	62.0%	248.31	67.6%	13,392,176	53,933	8,303,149	87,372
Nicollet	31	72.6	53%	135,532	70,397	93%	93.0%	136.85	63.2%	13,947,821	101,921	12,971,474	196,707
Nobles	22	68.6	30%	119,630	69,630	72%	72.0%	231.77	67.6%	14,947,322	64,492	10,762,072	110,926
Rock	12	44.9	25%	85,502	48,871	75%	75.0%	182.57	73.4%	8,804,013	48,223	6,603,010	84,390
Sibley	27	85.1	48%	79,430	56,370	41%	41.0%	178.72	63.6%	10,402,790	58,207	4,265,144	82,072
Waseca	26	65.2	41%	69,918	54,712	28%	28.0%	157.60	67.2%	9,108,034	57,792	2,550,250	73,974
Watonwan	18	52.8	43%	77,457	59,777	30%	30.0%	122.55	56.0%	8,393,689	68,492	2,518,107	89,040
District 7 Totals	305	960.9	37%	$108,633	$67,906	60%		2,589.61	67.5%	$166,111,289	$64,145	$100,523,062	$102,963

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09/23/08

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Chippewa	15	46.9	28%	$134,891	$104,430	29%	29.0%	170.03	71.8%	$15,800,415	$92,927	$4,582,120	$119,876
Kandiyohi	45	128.6	52%	127,607	71,232	79%	79.0%	245.68	61.5%	21,217,778	86,363	16,762,045	154,591
Lac Qui Parle	23	97.9	38%	68,959	48,044	44%	44.0%	256.77	72.3%	10,876,280	42,358	4,785,563	60,996
Lincoln	25	76.9	47%	79,093	47,781	66%	66.0%	163.71	66.7%	9,415,344	57,512	6,214,127	95,470
Lyon	34	96.0	52%	90,295	59,423	52%	52.0%	184.46	61.3%	10,747,548	58,265	5,588,725	88,563
Mc Leod	30	65.8	49%	145,397	76,115	91%	91.0%	133.90	57.1%	9,760,865	72,897	8,882,387	139,233
Meeker	26	64.9	35%	96,381	54,483	77%	77.0%	185.80	70.4%	11,645,435	62,677	8,966,985	110,939
Murray	27	85.5	33%	82,740	50,480	64%	64.0%	259.82	75.2%	14,008,374	53,916	8,965,359	88,422
Pipestone	29	75.9	53%	70,448	50,716	39%	39.0%	142.23	62.9%	7,903,891	55,571	3,082,517	77,244
Redwood	34	99.0	38%	81,646	53,118	54%	54.0%	259.38	69.0%	13,475,005	51,951	7,276,503	80,004
Renville	23	92.9	29%	104,731	54,263	93%	93.0%	317.58	72.3%	17,698,552	55,729	16,459,653	107,558
Yellow Medicine	36	142.0	79%	72,283	53,564	35%	35.0%	179.93	53.3%	11,362,998	63,152	3,977,049	85,256
District 8 Totals	347	1,072.4	43%	$93,780	$58,524	60%		2,499.29	66.5%	$153,912,485	$61,582	$95,543,033	$99,811

Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Costs

October 2008

County	1984-2007 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2008 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2007 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chisago	23	44.9	30%	$396,602	$111,196	257%	257.0%	147.57	69.7%	$13,784,872	$93,412	$35,427,121	$333,482
Dakota	15	18.5	17%	279,685	181,580	54%	54.0%	110.75	91.3%	12,721,539	114,867	6,869,631	176,895
Ramsey	5	5.3	97%	723,793	421,056	72%	72.0%	5.47	84.2%	1,756,845	321,178	1,264,928	552,427
Washington	18	22.1	21%	389,168	169,585	129%	129.0%	107.83	81.2%	14,715,784	136,472	18,983,361	312,521
Metro Totals	61	90.8	24%	$390,114	$157,818	147%		371.62	78.7%	$42,979,040	$115,653	$62,545,041	283,957

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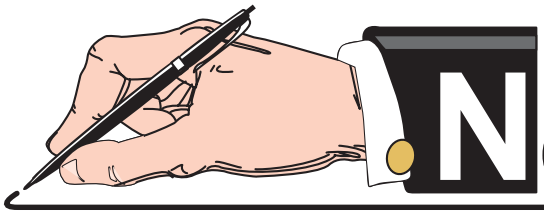
Comparison of 1984-2007 Rural Design Grading Construction Costs to Needs Study Costs

October 2008

County	1984-2007 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2008 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2007 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
District 1 Totals	279	705.1	29%	$256,580	$143,083	79%		2,412.83	74.9%	$359,486,442	$148,990	$284,772,897	$267,014
District 2 Totals	362	1,395.5	50%	80,108	67,794	18%		2,777.77	63.9%	184,589,481	66,452	40,091,423	80,885
District 3 Totals	339	999.0	34%	133,095	72,536	83%		2,942.96	68.3%	224,589,860	76,314	205,615,862	146,181
District 4 Totals	270	900.3	29%	94,433	52,575	80%		3,093.29	75.8%	193,476,980	62,547	145,925,492	109,722
Metro Totals	74	133.5	28%	455,883	213,504	114%		470.70	75.5%	74,012,552	157,239	119,306,416	410,705
District 6 Totals	280	685.0	27%	167,364	101,070	66%		2,532.36	76.3%	244,778,250	96,660	167,196,539	162,684
District 7 Totals	305	960.9	37%	108,633	67,906	60%		2,589.61	67.5%	166,111,289	64,145	100,523,062	102,963
District 8 Totals	347	1,072.4	43%	93,780	58,524	60%		2,499.29	66.5%	153,912,485	61,582	95,543,033	99,811
Metro Totals	61	90.8	24%	429,262	157,818	147%		371.62	78.7%	42,979,040	115,653	62,545,041	283,957
STATE TOTAL	2,317	6,942.3	35%	$120,398	$78,272	39%		19,690.43	70.4%	$1,643,936,379	$83,489	$1,221,519,765	$145,525



NOTES and COMMENTS

Comparison of 1987 - 2007 Urban Design Grading Construction Costs to Needs Study Costs

October 2008

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

An explanation of Pine County's urban design grading cost adjustments for the 2008 apportionment is shown below.

1) 2.0 miles of CSAH's which had urban design complete grading needs were graded in Pine County in 1987-2007. This represents 9% of the 22.71 miles of CSAH's which still have urban design complete grading required in their needs study.

2) The Urban Grading Cost Factor of 196% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$568{,}917 - \$192{,}320}{\$192{,}320} = 196\%$$

3) Since the % of system indicated in 1) above is less than 10%, only a proportional part of the grading cost factor is applied. If the % in 1) above is over 10%, the entire rural grading cost factor would be used to adjust the remaining complete needs.

4) Then, by multiplying the Adjusted Factor (176.4%) times the complete urban design grading needs remaining in the 2008 needs study ($4,904,143) an adjustment (+$8,650,908) to the 2008 needs is computed.

5) In the last column we have shown what each county is actually receiving per mile of complete urban grading needs after the adjustment is applied.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 2008 25-year construction needs) have been used in calculating the 2008 annual County State Aid Highway money needs.

23-Sep-08

Comparison of 1987-2007 Urban Design Grading Construction Costs to Needs Study Costs

October 2008

County	1987-2007 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2008 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2007 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Carlton	4	2.0	11%	$298,585	$244,619	22%	22.0%	19.13	76.1%	$4,111,672	$214,933	$904,568	$262,219
Cook	6	3.1	68%	493,466	436,790	13%	13.0%	4.61	54.4%	816,142	177,037	106,098	200,052
Itasca	15	6.5	37%	284,168	167,350	70%	70.0%	17.42	60.6%	5,834,282	334,919	4,083,997	569,362
Koochiching	9	5.1	49%	204,384	149,205	37%	37.0%	10.32	65.7%	1,733,664	167,991	641,456	230,147
Lake	1	1.2	14%	694,318	237,475	192%	192.0%	8.71	79.8%	2,680,147	307,709	5,145,882	898,511
Pine	6	2.0	9%	568,917	192,320	196%	176.4%	22.71	84.3%	4,904,143	215,946	8,650,908	596,876
St. Louis	29	17.3	27%	714,800	266,948	168%	168.0%	63.63	57.4%	27,135,454	426,457	45,587,563	1,142,905
District 1 Totals	70	37.2	25%	$520,823	$241,829	115%		146.53	64.6%	$47,215,504	$322,224	$65,120,472	$766,641

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23-Sep-08

Comparison of 1987-2007 Urban Design Grading Construction Costs to Needs Study Costs

October 2008

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Beltrami	12	9.6	76%	$232,319	$117,489	98%	98.0%	12.63	60.3%	$2,381,246	$188,539	$2,333,621	$373,307
Clearwater	4	2.2	42%	158,983	139,544	14%	14.0%	5.20	65.2%	779,655	149,934	109,152	170,924
Hubbard	7	3.7	74%	325,698	150,928	116%	116.0%	4.98	49.3%	457,456	91,859	530,649	198,415
Kittson	6	2.7	71%	295,038	176,398	67%	67.0%	3.85	76.4%	755,998	196,363	506,519	327,926
Lake of the Woods	1	0.7	26%	143,151	87,479	64%	64.0%	2.70	57.9%	360,191	133,404	230,522	218,783
Marshall	1	0.3	5%	164,975	105,050	57%	28.5%	5.83	83.5%	899,246	154,245	256,285	198,204
Norman	5	1.4	25%	173,427	98,165	77%	77.0%	5.58	73.4%	824,957	147,842	635,217	261,680
Pennington	1	0.2	12%	140,095	227,380	-38%	-38.0%	1.67	78.0%	160,491	96,102	(60,987)	59,583
Polk	12	3.8	34%	182,429	140,996	29%	29.0%	11.37	69.8%	1,909,574	167,948	553,776	216,653
Red Lake	3	1.1	85%	228,484	149,842	52%	52.0%	1.32	40.4%	173,795	131,663	90,373	200,127
Roseau	5	2.4	20%	390,263	155,362	151%	151.0%	11.61	74.9%	1,772,897	152,704	2,677,074	383,288
District 2 Totals	57	28.1	42%	$244,788	$135,950	80%		66.74	66.4%	$10,475,506	$156,960	$7,862,201	274,763

23-Sep-08

Comparison of 1987-2007 Urban Design Grading Construction Costs to Needs Study Costs

October 2008

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Aitkin	3	1.9	102%	$408,193	$385,565	6%	6.0%	1.91	50.1%	$417,017	$218,334	$25,021	$231,434
Benton	8	2.8	27%	438,685	180,099	144%	144.0%	10.40	67.9%	1,544,266	148,487	2,223,743	362,309
Cass	7	4.2	58%	192,490	111,530	73%	73.0%	7.25	46.3%	1,142,949	157,648	834,353	272,731
Crow Wing	7	3.3	11%	184,626	142,342	30%	30.0%	30.02	72.5%	6,754,509	225,000	2,026,353	292,500
Isanti	6	0.9	23%	144,950	295,841	-51%	-51.0%	3.77	68.4%	1,360,492	360,873	(693,851)	176,828
Kanabec	1	0.5	9%	43,498	110,750	-61%	-54.9%	5.50	97.7%	658,331	119,697	(361,424)	53,983
Mille Lacs	8	5.9	27%	290,917	162,542	79%	79.0%	21.72	75.7%	4,636,740	213,478	3,663,025	382,125
Morrison	10	5.1	39%	315,441	116,171	172%	172.0%	13.14	62.0%	2,123,694	161,621	3,652,754	439,608
Sherburne	1	0.3	4%	193,119	84,194	129%	51.6%	7.52	49.4%	870,526	115,761	449,191	175,494
Stearns	40	17.6	66%	386,104	156,910	146%	146.0%	26.87	42.9%	4,556,252	169,567	6,652,128	417,134
Todd	7	3.0	28%	300,360	144,276	108%	108.0%	10.97	80.8%	1,603,132	146,138	1,731,383	303,967
Wadena	5	1.8	52%	236,279	104,723	126%	126.0%	3.45	44.8%	656,751	190,363	827,506	430,219
Wright	11	6.6	37%	591,685	245,797	141%	141.0%	17.83	48.0%	4,498,397	252,294	6,342,740	608,028
District 3 Totals	114	54.0	34%	$352,066	$168,432	109%		160.35	58.6%	$30,823,056	$192,224	$27,372,922	$362,931

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23-Sep-08

Comparison of 1987-2007 Urban Design Grading Construction Costs to Needs Study Costs

October 2008

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Becker	12	5.5	47%	$225,860	$91,390	147%	147.0%	11.77	72.4%	$1,248,192	$106,049	$1,834,842	$261,940
Big Stone	7	1.9	32%	300,189	146,258	105%	105.0%	5.77	68.5%	618,462	107,186	649,385	219,731
Clay	6	2.5	32%	428,171	210,976	103%	103.0%	7.87	60.4%	1,784,214	226,711	1,837,740	460,223
Douglas	19	9.1	43%	204,022	197,064	4%	4.0%	21.43	67.0%	4,727,665	220,610	189,107	229,434
Grant	5	2.4	129%	288,425	139,315	107%	107.0%	1.86	42.3%	311,027	167,219	332,799	346,143
Mahnomen	2	0.7	43%	225,403	208,131	8%	8.0%	1.63	59.5%	262,737	161,188	21,019	174,083
Otter Tail	19	8.2	26%	333,319	192,075	74%	74.0%	31.89	74.3%	7,652,142	239,954	5,662,585	417,520
Pope	6	2.6	39%	190,597	142,593	34%	34.0%	6.59	64.6%	1,245,467	188,993	423,459	253,251
Stevens	4	1.0	84%	192,431	161,054	19%	19.0%	1.16	26.9%	195,293	168,356	37,106	200,344
Swift	5	1.7	65%	240,564	208,369	15%	15.0%	2.62	56.5%	546,407	208,552	81,961	239,835
Traverse	7	2.9	203%	260,633	132,715	96%	96.0%	1.45	27.9%	229,270	158,117	220,099	309,910
Wilkin	6	2.4	32%	350,735	220,528	59%	59.0%	7.40	73.3%	1,055,359	142,616	622,662	226,760
District 4 Totals	98	40.9	40.%	$269,342	$170,043	58%		101.44	65.8%	$19,876,235	$195,941	$11,912,764	$313,377

23-Sep-08

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Anoka	27	25.7	34%	$781,383	$230,759	239%	239.0%	74.58	52.5%	$23,416,022	$313,972	$55,964,293	$1,064,365
Carver	12	8.4	30%	442,944	156,158	184%	184.0%	27.79	50.3%	5,706,339	205,338	10,499,664	583,160
Hennepin	68	57.3	22%	898,855	479,901	87%	87.0%	256.75	66.2%	117,651,061	458,232	102,356,423	856,894
Scott	23	22.3	103%	647,219	241,336	168%	168.0%	21.66	30.3%	5,071,334	234,134	8,519,841	627,478
Metro Totals	130	113.6	30%	$789,367	$352,948	124%		380.78	58.0%	$151,844,756	$398,773	$177,340,221	$864,502

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23-Sep-08

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Dodge	10	3.4	74%	$286,118	$179,907	59%	59.0%	4.58	39.1%	$1,352,460	$295,297	$797,951	$469,522
Fillmore	12	5.2	38%	386,538	94,724	308%	308.0%	13.45	67.8%	1,668,581	124,058	5,139,229	506,157
Freeborn	2	1.0	5%	161,540	138,905	16%	8.0%	19.20	78.7%	2,790,650	145,346	223,252	156,974
Goodhue	10	3.6	23%	250,314	155,478	61%	61.0%	15.45	70.6%	3,478,918	225,173	2,122,140	362,528
Houston	7	3.7	101%	350,819	131,646	166%	166.0%	3.63	39.0%	529,132	145,766	878,359	387,739
Mower	14	4.4	53%	130,583	204,829	-36%	-36.0%	8.31	47.3%	1,633,802	196,607	(588,169)	125,828
Olmsted	2	2.5	14%	283,680	240,852	18%	18.0%	18.36	59.4%	3,275,116	178,383	589,521	210,492
Rice	10	5.5	34%	263,174	269,263	-2%	-2.0%	16.47	66.9%	5,459,294	331,469	(109,186)	324,840
Steele	7	2.8	17%	405,286	160,382	153%	153.0%	16.23	70.4%	3,752,643	231,216	5,741,544	584,978
Wabasha	10	4.3	43%	303,873	318,555	-5%	-5.0%	9.83	56.2%	2,481,568	252,448	(124,078)	239,826
Winona	4	2.8	19%	299,589	247,485	21%	21.0%	14.57	69.3%	3,100,704	212,814	651,148	257,505
District 6 Totals	88	39.1	28%	$289,703	$198,581	46%		140.08	63.2%	$29,522,868	$210,757	$15,321,711	$320,135

23-Sep-08

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Blue Earth	13	9.0	42%	$490,035	$157,155	212%	212.0%	21.48	60.9%	$4,162,145	$193,768	$8,823,747	$604,557
Brown	13	6.0	93%	199,034	103,393	93%	93.0%	6.43	51.7%	1,009,804	157,046	939,118	303,098
Cottonwood	5	2.1	27%	158,084	153,269	3%	3.0%	7.77	60.9%	975,444	125,540	29,263	129,306
Faribault	13	4.8	54%	417,333	179,994	132%	132.0%	8.93	54.2%	1,757,127	196,767	2,319,408	456,499
Jackson	8	11.1	128%	76,249	83,149	-8%	-8.0%	8.67	61.5%	1,497,643	172,739	(119,811)	158,919
Le Sueur	16	4.5	4%	398,902	140,270	184%	77.6%	20.08	72.4%	3,569,422	177,760	2,769,871	315,702
Martin	6	1.4	17%	197,513	184,599	7%	7.0%	8.45	79.8%	1,290,329	152,702	90,323	163,391
Nicollet	5	5.5	25%	297,423	205,265	45%	47.0%	21.60	74.1%	3,920,509	181,505	1,842,639	266,812
Nobles	14	5.0	71%	462,135	218,852	111%	111.0%	7.04	49.1%	1,610,969	228,831	1,788,176	482,833
Rock	7	2.4	29%	240,664	177,708	35%	35.0%	8.28	64.9%	1,190,707	143,805	416,747	194,137
Sibley	2	0.4	6%	271,810	123,590	120%	72.0%	6.23	83.2%	969,288	155,584	697,887	267,604
Waseca	5	3.9	45%	284,972	215,336	32%	32.0%	8.71	56.2%	1,688,454	193,852	540,305	255,885
Watonwan	11	3.4	40%	285,688	215,751	32%	32.0%	8.67	57.2%	1,543,912	178,075	494,052	235,059
District 7 Totals	118	59.6	42%	$295,234	$156,451	89%		142.34	63.6%	$25,185,753	$176,941	$20,631,725	$321,888

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23-Sep-08

Comparison of 1987-2007 Urban Design Grading Construction Costs to Needs Study Costs

October 2008

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Chippewa	10	3.6	118%	$233,703	$282,655	-17%	-17.0%	3.09	43.6%	$773,639	$250,369	($131,519)	207,806
Kandiyohi	12	9.9	61%	468,601	216,648	116%	116.0%	16.22	48.8%	3,208,825	197,831	3,722,237	427,316
Lac Qui Parle	8	2.3	42%	445,106	210,590	111%	111.0%	5.41	70.7%	1,067,708	197,358	1,185,156	416,426
Lincoln	5	1.9	34%	333,018	167,339	99%	99.0%	5.63	64.9%	620,041	110,132	613,841	219,162
Lyon	13	6.2	63%	149,662	220,367	-32%	-32.0%	9.90	55.3%	1,853,651	187,237	(593,168)	127,322
Mc Leod	10	4.6	38%	353,196	199,211	77%	77.0%	12.17	58.5%	2,094,390	172,094	1,612,680	304,607
Meeker	4	1.9	30%	190,695	62,283	206%	206.0%	6.44	73.4%	860,059	133,550	1,771,722	408,662
Murray	2	0.9	13%	330,326	180,257	83%	83.0%	6.77	77.4%	824,575	121,798	684,397	222,891
Pipestone	18	6.0	61%	158,749	136,106	17%	17.0%	9.76	64.1%	1,581,526	162,042	268,859	189,589
Redwood	5	1.6	14%	181,140	146,615	24%	24.0%	12.08	83.0%	2,928,558	242,430	702,854	300,614
Renville	9	2.6	110%	375,742	178,931	110%	110.0%	3.43	50.7%	496,763	144,829	546,439	304,141
Yellow Medicine	6	1.9	38%	276,854	163,984	69%	69.0%	5.11	60.8%	588,394	115,146	405,992	194,596
District 8 Totals	102	43.5	45%	$301,513	$192,549	57%		96.01	60.8%	$16,898,129	$176,004	$10,789,490	$288,383

23-Sep-08

Comparison of 1987-2007 Urban Design Grading Construction Costs to Needs Study Costs

October 2008

County	1987-2007 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2008 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2007 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chisago	3	2.7	17%	$506,663	$161,647	213%	213.0%	15.55	69.7%	$2,336,139	150,234	$4,975,976	$470,232
Dakota	34	48.8	55%	550,054	245,934	124%	124.0%	89.08	44.7%	19,322,988	216,917	23,960,505	485,895
Ramsey	52	36.8	22%	665,081	398,653	67%	67.0%	166.43	64.9%	72,170,005	433,636	48,353,903	724,172
Washington	14	8.1	16%	762,670	224,810	239%	239.0%	50.34	61.4%	10,304,532	204,699	24,627,831	693,929
Metro Totals	103	96.3	30%	$610,539	$300,107	103%		321.40	57.4%	$104,133,664	$324,000	$101,918,215	$641,107

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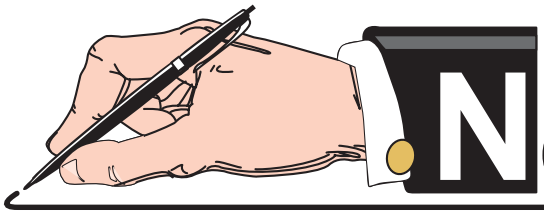
23-Sep-08

Comparison of 1987-2007 Urban Design Grading Construction Costs to Needs Study Costs

October 2008

County	1987-2007 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2008 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2007 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
District 1 Totals	70	37.2	25%	$520,823	$241,829	115%		146.53	64.6%	$47,215,504	$322,224	$65,120,472	$766,641
District 2 Totals	57	28.1	42%	244,788	135,950	80%		66.74	66.4%	10,475,506	156,960	7,862,201	274,763
District 3 Totals	114	54.0	34%	352,066	168,432	109%		160.35	58.6%	30,823,056	192,224	27,372,922	362,931
District 4 Totals	98	40.9	40%	269,342	170,043	58%		101.44	65.8%	19,876,235	195,941	11,912,764	313,377
Metro Totals	130	113.6	30%	789,367	352,948	124%		380.78	58.0%	151,844,756	398,773	177,340,221	864,502
District 6 Totals	88	39.1	28%	289,703	198,581	46%		140.08	63.2%	29,522,868	210,757	15,321,711	320,135
District 7 Totals	118	59.6	42%	295,234	156,451	89%		142.34	63.6%	25,185,753	176,941	20,631,725	321,888
District 8 Totals	102	43.5	45%	301,513	192,549	57%		96.01	60.8%	16,898,129	176,004	10,789,490	288,383
Metro Totals	103	96.3	30%	610,539	300,107	103%		321.40	57.4%	104,133,664	324,000	101,918,215	641,107
STATE TOTAL	880	512.2	33%	$400,633	$249,826	40%		1,555.67	60.4%	$435,975,471	$280,249	$438,269,721	$561,973



NOTES and COMMENTS

County State Aid Construction Fund Balance "Needs" Deductions

October 2008

The resolution below was originally adopted by the Screening Board at its May 1975 meeting. The latest revision was made by the Screening Board at the October 2005 meeting.

> **That, for the determination of the County State Aid Highway needs, the amount of the unencumbered construction fund balance as of December 31 of the current year; not including the ~~current years~~ last two years of regular account construction apportionment and not including the last three years of municipal account construction apportionment or ~~$100,000~~ $500,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisitions which is being actively engaged or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.**

The following listing indicates the balances as of September 1, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which would be made to the 2007 25-year construction needs **if** the cut off date was September 1. The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2009 CSAH distribution.

County State Aid Construction Fund Balance "Needs" Deductions

October 2008

County	Regular Account: Unencumbered Construction Fund Balance As of Septemner 1, 2008	Regular Account: Maximum Balance 2 Year 2007-2008 Const. Apportionment	Regular Account: 2008 Construction Fund Balance "Needs" Deduction	Municipal Account: Unencumbered Construction Fund Balance As of Septemner 1, 2008	Municipal Account: Maximum Balance Larger of Either or $500,000 2006-2008 Const. Apport.	Municipal Account: 2008 Construction Fund Balance "Needs" Deduction	Total 2008 Construction Fund Balance "Needs" Deduction	County
Carlton	$187,509	$3,760,156	$0	$493,493	$672,337	$0	**$0**	Carlton
Cook	2,786,253	2,514,098	272,155	116,034	500,000	0	**272,155**	Cook
Itasca	699,719	7,177,518	0	1,597,152	1,478,148	119,004	**119,004**	Itasca
Koochiching	2,623,936	4,621,527	0	254,651	500,000	0	**0**	Koochiching
Lake	0	3,679,619	0	0	500,000	0	**0**	Lake
Pine	0	5,396,161	0	51,138	1,437,058	0	**0**	Pine
St. Louis	0	22,012,855	0	1,024,852	2,527,565	0	**0**	St. Louis
District 1 Totals	**$6,297,418**	**$49,161,934**	**$272,155**	**$3,537,320**	**$7,615,108**	**$119,004**	**$391,159**	**District 1 Totals**
Beltrami	$473,921	$5,202,249	$0	$117,611	$500,000	$0	**$0**	Beltrami
Clearwater	178,830	2,983,304	0	255,343	500,000	0	**0**	Clearwater
Hubbard	821,022	3,272,602	0	198,114	500,000	0	**0**	Hubbard
Kittson	623,289	2,990,320	0	30,667	742,238	0	**0**	Kittson
Lake of the Woods	305,226	3,164,511	0	46,468	500,000	0	**0**	Lake of the Woods
Marshall	559,942	4,819,380	0	715,457	705,439	10,018	**10,018**	Marshall
Norman	404,319	3,322,560	0	383,350	516,128	0	**0**	Norman
Pennington	117,687	2,624,970	0	182,149	500,000	0	**0**	Pennington
Polk	0	7,032,778	0	0	886,858	0	**0**	Polk
Red Lake	1,276,064	2,398,525	0	371,532	500,000	0	**0**	Red Lake
Roseau	0	3,989,663	0	541,460	746,839	0	**0**	Roseau
District 2 Totals	**$4,760,299**	**$41,800,862**	**$0**	**$2,842,151**	**$6,597,502**	**$10,018**	**$10,018**	**District 2 Totals**
Aitkin	$756,451	$4,088,108	$0	$35,968	$500,000	$0	**$0**	Aitkin
Benton	0	2,708,431	0	617,886	500,000	117,886	**117,886**	Benton
Cass	471,824	4,790,729	0	0	688,003	0	**0**	Cass
Crow Wing	358,076	3,859,365	0	152,458	1,420,016	0	**0**	Crow Wing
Isanti	278,777	3,012,646	0	84,495	500,000	0	**0**	Isanti
Kanabec	381,546	2,180,873	0	429,308	547,253	0	**0**	Kanabec
Mille Lacs	855,555	3,621,198	0	407,617	519,164	0	**0**	Mille Lacs
Morrison	2,245,124	4,778,662	0	307,983	820,608	0	**0**	Morrison
Sherburne	1,472,338	2,978,451	0	295,938	500,000	0	**0**	Sherburne
Stearns	1,605,546	7,856,392	0	201,350	1,990,937	0	**0**	Stearns
Todd	754,719	3,093,042	0	1,283,376	865,558	417,818	**417,818**	Todd
Wadena	1,207,370	2,239,120	0	666,105	553,533	112,572	**112,572**	Wadena
Wright	1,686,559	6,928,068	0	0	1,278,862	0	**0**	Wright
District 3 Totals	**$12,073,886**	**$52,135,085**	**$0**	**$4,482,483**	**$10,683,934**	**$648,275**	**$648,275**	**District 3 Totals**

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County State Aid Construction Fund Balance "Needs" Deductions

October 2008

County	Regular Account: Unencumbered Construction Fund Balance As of Septemner 1, 2008	Regular Account: Maximum Balance 2 Year 2007-2008 Const. Apportionment	Regular Account: 2008 Construction Fund Balance "Needs" Deduction	Municipal Account: Unencumbered Construction Fund Balance As of Septemner 1, 2008	Municipal Account: Maximum Balance Larger of Either or $500,000 2006-2008 Const. Apport.	Municipal Account: 2008 Construction Fund Balance "Needs" Deduction	Total 2008 Construction Fund Balance "Needs" Deduction	County
Becker	$32,673	$4,398,920	$0	$337,666	$530,207	$0	**$0**	Becker
Big Stone	866,272	2,177,646	0	244,225	564,784	0	**0**	Big Stone
Clay	0	4,174,986	0	637,170	540,876	96,294	**96,294**	Clay
Douglas	0	3,580,399	0	663,908	752,511	0	**0**	Douglas
Grant	1,693,178	2,281,187	0	36,566	500,000	0	**0**	Grant
Mahnomen	1,313,353	2,439,864	0	195,974	500,000	0	**0**	Mahnomen
Otter Tail	2,526,781	9,439,630	0	0	1,101,170	0	**0**	Otter Tail
Pope	0	3,024,559	0	205,905	500,000	0	**0**	Pope
Stevens	1,020,142	2,456,837	0	140,828	500,000	0	**0**	Stevens
Swift	187,339	2,827,328	0	377,554	500,000	0	**0**	Swift
Traverse	3,410,715	2,328,892	1,081,823	0	500,000	0	**1,081,823**	Traverse
Wilkin	0	3,008,136	0	222,055	707,541	0	**0**	Wilkin
District 4 Totals	**$11,050,454**	**$42,138,384**	**$1,081,823**	**$3,061,851**	**$7,197,089**	**$96,294**	**$1,178,117**	**District 4 Totals**
Anoka	$0	$10,101,312	$0	$0	$613,230	$0	**$0**	Anoka
Carver	3,087,491	4,231,890	0	316,452	781,967	0	**0**	Carver
Hennepin	4,108,424	23,980,962	0	4,455,350	4,002,393	452,957	**452,957**	Hennepin
Scott	0	6,606,550	0	39,451	500,000	0	**0**	Scott
Metro Totals	**$7,195,915**	**$44,920,714**	**$0**	**$4,811,253**	**$5,897,590**	**$452,957**	**$452,957**	**Metro Totals**
Dodge	$0	$3,024,354	$0	$217,875	$500,000	$0	**$0**	Dodge
Fillmore	2,223,879	5,003,772	0	1,296,245	1,402,451	0	**0**	Fillmore
Freeborn	510,152	4,446,245	0	455,320	714,657	0	**0**	Freeborn
Goodhue	145,684	4,692,846	0	29,495	899,903	0	**0**	Goodhue
Houston	3,608,983	3,875,728	0	177,791	500,000	0	**0**	Houston
Mower	714,013	4,701,380	0	287,109	500,000	0	**0**	Mower
Olmsted	1,174,524	5,735,362	0	327,022	500,000	0	**0**	Olmsted
Rice	1,542,503	4,065,591	0	160,259	500,000	0	**0**	Rice
Steele	2,545,815	4,056,029	0	411,501	500,000	0	**0**	Steele
Wabasha	196,910	3,654,384	0	0	899,549	0	**0**	Wabasha
Winona	385,058	4,495,376	0	160,692	631,980	0	**0**	Winona
District 6 Totals	**$13,047,522**	**$47,751,067**	**$0**	**$3,523,309**	**$7,548,540**	**$0**	**$0**	**District 6 Totals**

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County State Aid Construction Fund Balance "Needs" Deductions

October 2008

County	Regular Account: Unencumbered Construction Fund Balance As of Septemner 1, 2008	Regular Account: Maximum Balance 2 Year 2007-2008 Const. Apportionment	Regular Account: 2008 Construction Fund Balance "Needs" Deduction	Municipal Account: Unencumbered Construction Fund Balance As of Septemner 1, 2008	Municipal Account: Maximum Balance Larger of Either or $500,000 2006-2008 Const. Apport.	Municipal Account: 2008 Construction Fund Balance "Needs" Deduction	Total 2008 Construction Fund Balance "Needs" Deduction	County
Blue Earth	$868,115	$5,974,792	$0	$520,835	$706,096	$0	**$0**	Blue Earth
Brown	0	3,340,326	0	192,318	511,996	0	**0**	Brown
Cottonwood	1,400,794	2,941,128	0	444,422	615,854	0	**0**	Cottonwood
Faribault	400,488	3,422,595	0	2,893	1,133,416	0	**0**	Faribault
Jackson	260,772	3,564,758	0	461,958	817,154	0	**0**	Jackson
Le Sueur	0	3,449,707	0	344,431	1,197,947	0	**0**	Le Sueur
Martin	2,484,909	4,040,073	0	439,328	500,000	0	**0**	Martin
Nicollet	543,459	3,426,706	0	231,991	500,000	0	**0**	Nicollet
Nobles	907,061	4,201,669	0	225,078	500,000	0	**0**	Nobles
Rock	884,381	2,456,703	0	445,502	885,223	0	**0**	Rock
Sibley	123,682	2,857,720	0	36,440	515,108	0	**0**	Sibley
Waseca	406,432	2,862,682	0	430,569	500,000	0	**0**	Waseca
Watonwan	559,086	2,393,015	0	495,190	759,632	0	**0**	Watonwan
District 7 Totals	**$8,839,178**	**$44,931,874**	**$0**	**$4,270,956**	**$9,142,426**	**$0**	**$0**	**District 7 Totals**
Chippewa	$102,454	$2,454,993	$0	$58,527	$500,000	$0	**$0**	Chippewa
Kandiyohi	1,406,009	5,190,459	0	525,641	500,000	25,641	**25,641**	Kandiyohi
Lac Qui Parle	477,116	2,952,109	0	487,691	579,697	0	**0**	Lac Qui Parle
Lincoln	1,004,448	2,331,816	0	306,004	500,000	0	**0**	Lincoln
Lyon	316,168	2,952,892	0	819,545	827,807	0	**0**	Lyon
Mc Leod	3,408,472	3,414,555	0	621,809	538,844	82,965	**82,965**	Mc Leod
Meeker	0	2,924,883	0	98,777	500,000	0	**0**	Meeker
Murray	706,334	3,061,817	0	176,821	572,727	0	**0**	Murray
Pipestone	1,566,049	1,936,560	0	494,378	992,687	0	**0**	Pipestone
Redwood	702,527	3,932,112	0	904,959	1,018,791	0	**0**	Redwood
Renville	806,186	4,913,218	0	225,641	500,000	0	**0**	Renville
Yellow Medicine	608,044	3,103,004	0	219,180	605,279	0	**0**	Yellow Medicine
District 8 Totals	**$11,103,806**	**$39,168,418**	**$0**	**$4,938,973**	**$7,635,832**	**$108,606**	**$108,606**	**District 8 Totals**
Chisago	$1,991,635	$3,888,424	$0	$607,372	$853,780	$0	**$0**	Chisago
Dakota	4,973,524	9,899,554	0	562,665	549,127	13,538	**13,538**	Dakota
Ramsey	495,940	11,937,222	0	191,363	500,000	0	**0**	Ramsey
Washington	8,558,929	6,243,026	2,315,903	1,860,491	2,388,662	0	**2,315,903**	Washington
Metro Totals	**$16,020,028**	**$31,968,226**	**$2,315,903**	**$3,221,891**	**$4,291,569**	**$13,538**	**$2,329,441**	**Metro Totals**
STATE TOTALS	**$90,388,505**	**$393,976,564**	**$3,669,881**	**$34,690,187**	**$66,609,590**	**$1,448,693**	**$5,118,574**	**STATE TOTALS**

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TRLF & Bond Account Adjustments

October 2008

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

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

STATE AID BOND RECORD AS OF DECEMBER 31, 2007

County	Date of Issue	Amount of Issue	Total $'s Applied to Projects	Principal Paid to Date	$'s Applied Less Principal To Be Paid	Total $'s Applied to Ineligible Projects	Bond Account Adjustment
Lake	09/01/05	$3,200,000	$2,644,819	$920,000	$1,724,819	$165,024	$1,559,795
District 1 Totals		$3,200,000	$2,644,819	$920,000	$1,724,819	$165,024	$1,559,795
Polk	03/25/03	$4,000,000	$3,977,206	$3,200,000	$777,206		$777,206
District 2 Totals		$4,000,000	$3,977,206	$3,200,000	$777,206	$0	$777,206
Anoka	05/18/99	$6,400,000	$6,400,000	$4,965,000	$1,435,000	$0	$1,435,000
Anoka	03/01/01	4,575,000	4,575,000	2,485,000	2,090,000	0	2,090,000
Metro Totals		$10,975,000	$10,975,000	$7,450,000	$3,525,000	$0	$3,525,000
LeSueur	05/01/03	$2,670,000	$2,670,000	$810,000	$1,860,000	$0	$1,860,000
LeSueur	04/01/05	2,650,000	2,325,718	530,000	1,795,718	0	1,795,718
Nicollet	01/01/02	2,450,000	2,450,000	1,020,000	1,430,000	173,135	1,256,865
District 7 Totals		$7,770,000	$7,445,718	$2,360,000	$5,085,718	$173,135	$4,912,583
Kandiyohi	01/01/99	$3,250,000	$3,250,000	$1,455,000	$1,795,000	$0	$1,795,000
District 8 Totals		$3,250,000	$3,250,000	$1,455,000	$1,795,000	$0	$1,795,000
Chisago	03/30/04	$4,000,000	$4,000,000	$1,490,000	$2,510,000	$0	$2,510,000
Chisago	06/13/07	3,960,000	3,878,864	0	3,878,864	0	3,878,864
Ramsey	12/01/02	4,400,000	4,250,000	565,000	3,685,000	0	3,685,000
Metro Totals		$12,360,000	$12,128,864	$2,055,000	$10,073,864	$0	$10,073,864
STATE TOTALS		$41,555,000	$40,421,607	$17,440,000	$22,981,607	$338,159	$22,643,448

TRLF & Bond Account Adjustments

October 2008

162.065 ALLOCATING MATCHING FUNDS FOR CSAH REVOLVING LOAN ACCOUNT.

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

History: 1997 c 141 s 3

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

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

TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2007

County	Date of Issue	Amount of Issue	Total $'s Applied to Projects	Principal Paid to Date	$'s Applied Less Principal To Be Paid	Total $'s Applied to Ineligible Projects	Bond Account Adjustment
Pine	08/30/01	$1,434,459	$103,761	$643,459	($539,698)	$0	$0
District 1 Totals		$1,434,459	$103,761	$643,459	($539,698)	$0	$0
Pennington	07/14/01	$1,731,285	$0	$429,285	($429,285)	$0	$0
District 2 Totals		$1,731,285	$0	$429,285	($429,285)	$0	$0
STATE TOTALS		$3,165,744	$103,761	$1,072,744	($968,983)	$0	$0

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Special Resurfacing Projects

October 2008

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

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

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

The following list shows the counties, by district, that awarded special resurfacing projects from 1998 through 2006 the number of projects awarded and the project costs in each account which have been deducted from the 2008 County State Aid Highway Money Needs.

County	Number of Special Resurf. Projects 1998-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2007 25-Yr. Const. Needs
Carlton	16	$2,433,284	$269,499	$2,702,783
Cook	5	1,869,470	0	1,869,470
Itasca	11	4,431,253	0	4,431,253
Koochiching	23	3,662,918	82,565	3,745,483
Lake	9	2,630,550	41,976	2,672,526
Pine	24	7,536,386	967,191	8,503,577
St. Louis	36	16,971,659	86,922	17,058,581
District 1 Totals	124	$39,535,520	$1,448,153	$40,983,673
Beltrami	9	$3,881,988	$61,828	$3,943,816
Clearwater	8	1,642,781	33,962	1,676,743
Hubbard	13	3,980,221	11,832	3,992,053
Kittson	4	1,854,571	221,435	2,076,006
Lake of the Woods	13	3,834,123	53,828	3,887,951
Marshall	4	637,025	97,738	734,763
Norman	17	2,245,732	45,886	2,291,618
Pennington	4	1,881,576	0	1,881,576
Polk	9	2,340,873	97,963	2,438,836
Red Lake	9	4,031,407	195,922	4,227,329
Roseau	10	3,040,551	43,498	3,084,049
District 2 Totals	100	$29,370,848	$863,892	$30,234,740

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County	Number of Special Resurf. Projects 1998-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2007 25-Yr. Const. Needs
Aitkin	7	$1,763,942	$51,836	$1,815,778
Benton	6	1,722,312	179,863	1,902,175
Cass	6	844,591	278,686	1,123,277
Crow Wing	8	3,313,131	544,400	3,857,531
Isanti	16	1,739,292	0	1,739,292
Kanabec	1	0	26,464	26,464
Mille Lacs	30	5,546,390	142,255	5,688,645
Morrison	11	4,494,845	8,421	4,503,266
Sherburne	7	998,788	0	998,788
Stearns	27	9,788,190	16,954	9,805,144
Todd	5	1,670,933	32,391	1,703,324
Wadena	10	2,421,013	8,705	2,429,718
Wright	17	7,450,610	390,346	7,840,956
District 3 Totals	151	$41,754,037	$1,680,321	$43,434,358
Becker	38	$6,855,558	$282,598	$7,138,156
Big Stone	13	3,243,195	0	3,243,195
Clay	3	548,002	138,786	686,788
Douglas	20	4,990,550	125,184	5,115,734
Grant	8	2,486,469	36,161	2,522,630
Mahnomen	6	2,439,253	15,785	2,455,038
Otter Tail	33	9,664,052	243,571	9,907,623
Pope	6	1,865,586	52,487	1,918,073
Stevens	6	2,240,810	0	2,240,810
Swift	5	849,032	100,042	949,074
Traverse	6	2,606,778	132,317	2,739,095
Wilkin	9	2,876,870	361,277	3,238,147
District 4 Totals	153	$40,666,155	$1,488,208	$42,154,363
Anoka	1	$90,089	$0	$90,089
Carver	3	373,515	0	373,515
Hennepin	1	267,766	0	267,766
Scott	0	0	0	0
Metro Totals	5	$731,370	$0	$731,370
Dodge	4	$1,486,276	$67,706	$1,553,982
Fillmore	5	1,883,099	103,307	1,986,406
Freeborn	26	14,767,906	0	14,767,906
Goodhue	4	1,815,203	0	1,815,203
Houston	10	2,124,536	316,917	2,441,453
Mower	3	1,018,356	401,839	1,420,195
Olmsted	3	4,113,989	0	4,113,989
Rice	21	6,296,734	0	6,296,734
Steele	21	4,986,074	0	4,986,074
Wabasha	17	3,835,777	300,252	4,136,029
Winona	28	7,616,625	1,017,929	8,634,554
District 6 Totals	142	$49,944,575	$2,207,950	$52,152,525

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County	Number of Special Resurf. Projects 1998-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2007 25-Yr. Const. Needs
Blue Earth	34	$4,546,479	$50,160	$4,596,639
Brown	14	2,347,195	169,208	2,516,403
Cottonwood	17	1,872,170	149,474	2,021,644
Faribault	2	964,076	0	964,076
Jackson	12	2,464,504	0	2,464,504
LeSueur	18	6,363,920	936,394	7,300,314
Martin	5	1,486,267	0	1,486,267
Nicollet	17	5,832,644	333,583	6,166,227
Nobles	11	2,869,241	54,145	2,923,386
Rock	16	4,662,383	117,617	4,780,000
Sibley	19	2,190,343	212,666	2,403,009
Waseca	13	5,764,045	23,176	5,787,221
Watonwan	15	815,825	187,593	1,003,418
District 7 Totals	193	$42,179,092	$2,234,016	$44,413,108
Chippewa	9	$3,778,780	$147,123	$3,925,903
Kandiyohi	0	0	0	0
Lac Qui Parle	14	4,285,297	76,196	4,361,493
Lincoln	9	1,126,072	142,407	1,268,479
Lyon	24	4,132,105	448,509	4,580,614
Mc Leod	11	1,625,163	29,045	1,654,208
Meeker	7	1,354,918	182,965	1,537,883
Murray	16	3,647,310	218,648	3,865,958
Pipestone	24	2,949,106	456,735	3,405,841
Redwood	18	4,608,146	373,908	4,982,054
Renville	8	1,770,506	0	1,770,506
Yellow Medicine	5	573,569	79,890	653,459
District 8 Totals	145	$29,850,972	$2,155,426	$32,006,398
Chisago	5	$1,314,482	$559,509	$1,873,991
Dakota	0	0	0	0
Ramsey	32	5,716,750	0	5,716,750
Washington	3	1,067,763	498,571	1,566,334
Metro Totals	40	$8,098,995	$1,058,080	$9,157,075
STATE TOTALS	1,053	$282,131,564	$13,136,046	$295,267,610

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"After The Fact" Bridge Deck Rehabilitation Needs

October 2008

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the tentative 2009 money needs.

County	Letting Date Or Reporting Date	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	Total Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
Itasca	1999	2	$256,076	$210,838	$466,914	2001-2015
Lake	1999	1	113,025	0	113,025	2001-2015
District 1		3	$369,101	$210,838	$579,939	
Beltrami	2002	1	$270,771	$0	$270,771	2004-2018
District 2		1	$270,771	$0	$270,771	
Benton	2006	1	$8,007	$0	$8,007	2007-2021
Crow Wing	2007	1	18,132		18,132	2008-2022
Stearns	2007	1	8,007	0	8,007	2008-2022
Wright	1992	1	54,677	0	54,677	2005-2019
District 3		1	88,823	0	88,823	
Anoka	2000	1	179,005	0	179,005	2001-2015
Hennepin	1994	1	45,520	0	45,520	1996-2010
Hennepin	2000	1	88,131	0	88,131	2002-2016
Hennepin	2002	1	1,687,062	0	1,687,062	2004-2018
Metro		4	$1,999,718	$0	$1,999,718	
Goodhue	2005	2	$168,135	$0	$168,135	2005-2020
Houston	2002	1	0	138,340	138,340	2004-2018
Olmsted	1993	1	52,831	0	52,831	1995-2009
Olmsted	1999	2	228,355	0	228,355	2003-2017
Olmsted	2000	3	295,336	0	295,336	2003-2017
Rice	1999	1	0	299,733	299,733	2004-2018
Wabasha	1998	1	27,500	0	27,500	1999-2013
District 6		9	$772,157	$438,073	$1,210,230	
Nicollet	1999	1	$0	$114,468	$114,468	2000-2014
Nicollet	2001	1	37,813	0	37,813	2003-2017
District 7		2	$37,813	$114,468	$152,281	
Kandiyohi	2001	1	$19,828	$0	$19,828	2002-2016
District 8		1	$19,828	$0	$19,828	
Ramsey	1979	1	$79,075	$0	$79,075	2003-2017
Ramsey	1986	1	555,051	0	555,051	2003-2017
Metro		2	$634,126	$0	$634,126	
State Total		26	$4,192,337	$763,379	$4,955,716	2008 Apport.

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After The Fact Mn/DOT Bridge Needs

October 2008

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

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

Pursuant to this resolution, the following counties have reported and justified county funds used on Mn/DOT bridges in the amounts and for the years indicated. These adjustments are shown on the Tentative 2009 Money Needs Apportionment Form.

			County Funds used on Mn/DOT Bridges			Added to the Needs for these Apport.
County	Project #	Reporting Date	Regular	Municipal	Total	Years
Anoka	02-617-11	2000	$1,666,997	$0	$1,666,997	2001-2035
State Total			$1,666,997	$0	$1,666,997	2001-2035

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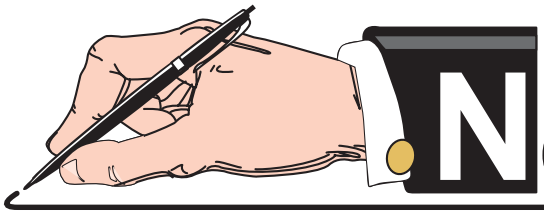

NOTES and COMMENTS

After the Fact Right of Way Needs

October 2008

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

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

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

Pursuant to this resolution, the following R/W needs will be added to each county's 2007 25-year needs and are shown on the Tentative 2009 Money Needs Distribution Chart.

County	After the Fact R/W Needs
Carlton	$1,031,537
Cook	512,227
Itasca	1,386,886
Koochiching	1,343,199
Lake	1,342,860
Pine	1,380,567
St. Louis	11,837,846
District 1 Totals	**$18,835,122**
Beltrami	$2,049,488
Clearwater	768,433
Hubbard	2,257,465
Kittson	1,566,094
Lake of the Woods	252,237
Marshall	2,519,575
Norman	943,710
Pennington	531,560
Polk	5,302,371
Red Lake	341,906
Roseau	1,008,639
District 2 Totals	**$17,541,478**

County	After the Fact R/W Needs
Aitkin	$1,626,328
Benton	1,729,657
Cass	1,551,285
Crow Wing	1,341,963
Isanti	1,847,256
Kanabec	362,375
Mille Lacs	831,634
Morrison	1,961,728
Sherburne	2,326,063
Stearns	2,392,826
Todd	720,938
Wadena	384,615
Wright	4,302,466
District 3 Totals	**$21,379,134**

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"After the Fact" Right of Way Needs

October 2008

County	After the Fact R/W Needs
Becker	$1,391,300
Big Stone	194,537
Clay	1,868,580
Douglas	1,520,708
Grant	439,639
Mahnomen	440,791
Otter Tail	2,471,420
Pope	1,169,235
Stevens	818,658
Swift	695,071
Traverse	160,653
Wilkin	916,876
District 4 Totals	**$12,087,468**
Anoka	$18,760,300
Carver	4,005,060
Hennepin	98,119,362
Scott	31,738,104
Metro Totals	**$152,622,826**
Dodge	$904,635
Fillmore	1,660,519
Freeborn	523,787
Goodhue	4,024,045
Houston	889,522
Mower	558,309
Olmsted	5,967,330
Rice	600,540
Steele	889,778
Wabasha	1,860,907
Winona	973,809
District 6 Totals	**$18,853,181**

County	After the Fact R/W Needs
Blue Earth	$14,477,632
Brown	1,965,644
Cottonwood	935,910
Faribault	901,212
Jackson	614,825
Le Sueur	1,508,077
Martin	682,130
Nicollet	2,183,640
Nobles	570,879
Rock	611,529
Sibley	698,700
Waseca	323,108
Watonwan	577,119
District 7 Totals	**$26,050,405**
Chippewa	$721,249
Kandiyohi	3,567,019
Lac Qui Parle	674,173
Lincoln	968,939
Lyon	1,421,938
Mc Leod	2,487,550
Meeker	685,952
Murray	943,527
Pipestone	655,607
Redwood	1,404,206
Renville	2,896,479
Yellow Medicine	1,008,392
District 8 Totals	**$17,435,031**
Chisago	$5,252,575
Dakota	56,241,143
Ramsey	16,090,719
Washington	12,981,479
Metro Totals	**$90,565,916**
STATE TOTALS	**$375,370,561**

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Miscellaneous After the Fact Needs

October 2008

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

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

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs have been added to each county's 2007 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	RR Protection	Concrete Paving	Total
Carlton	$39,454	$0	$0	$0	$0	$0	$0	$0	$39,454
Cook	6,976	0	55,620	39,345	0	0	0	0	101,941
Itasca	80,395	143,725	0	86,190	0	0	0	0	310,310
Koochiching	0	0	0	0	0	0	0	0	0
Lake	89,138	80,970	15,801	72,786	4,442	0	0	0	263,137
Pine	58,386	9,112	0	14,612	0	0	0	0	82,110
St. Louis	1,021,310	544,970	89,546	917,174	245,437	0	0	0	2,818,437
District 1	**$1,295,659**	**$778,777**	**$160,967**	**$1,130,107**	**$249,879**	**$0**	**$0**	**$0**	**$3,615,389**
Beltrami	$76,884	$0	$323,769	$48,748	$29,464	$94,350	$0	$0	$573,215
Clearwater	0	0	0	57,509	32,134	28,800	0	0	118,443
Hubbard	0	0	0	0	18,213	0	0	0	18,213
Kittson	0	46,873	0	0	0	107,098	0	0	153,971
Lake of the Woods	0	148,610	0	89,115	0	0	0	0	237,725
Marshall	0	0	0	80,678	18,732	20,000	0	0	119,410
Norman	0	0	0	0	0	0	0	0	0
Pennington	0	0	0	0	0	0	0	0	0
Polk	0	0	0	207,665	4,970	418,423	0	0	631,058
Red Lake	0	193,218	0	61,553	1,953	0	0	0	256,724
Roseau	0	0	0	225,886	0	18,232	0	0	244,117
District 2	**$76,884**	**$388,701**	**$323,769**	**$771,154**	**$105,466**	**$686,903**	**$0**	**$0**	**$2,352,876**
Aitkin	$27,696	$0	$8,130	$108,296	$7,534	$32,000	$0	$0	$183,656
Benton	248,957	0	0	0	0	0	0	0	248,957
Cass	0	0	0	0	0	0	0	0	0
Crow Wing	445,570	0	63,769	105,461	121,106	0	0	0	735,906
Isanti	83,500	0	0	10,181	0	0	0	0	93,681
Kanabec	0	0	0	0	0	0	0	0	0
Mille Lacs	81,866	172,816	34,694	173,755	44,417	0	0	0	507,548
Morrison	0	0	0	0	0	0	0	0	0
Sherburne	101,528	0	0	0	0	0	0	0	101,528
Stearns	696,234	0	85,182	331,919	0	0	0	0	1,113,334
Todd	16,745	0	0	0	0	0	0	0	16,745
Wadena	0	0	0	0	0	0	0	0	0
Wright	1,332,475	11,724	200,851	329,286	58,970	100,319	0	0	2,033,625
District 3	**$3,034,571**	**$184,540**	**$392,626**	**$1,058,898**	**$232,027**	**$132,319**	**$0**	**$0**	**$5,034,980**
Becker	$8,883	$0	$0	$115,520	$37,561	$19,576	$0	$0	$181,540
Big Stone	0	0	0	0	0	0	0	0	0
Clay	56,589	0	0	0	10,411	116,511	0	0	183,511
Douglas	183,684	25,059	25,081	131,002	0	32,755	0	0	397,581
Grant	0	0	8,496	76,044	0	22,750	0	0	107,290
Mahnomen	0	0	0	0	0	0	0	0	0
Otter Tail	0	0	0	0	0	0	0	0	0
Pope	0	0	0	0	0	0	0	0	0
Stevens	0	0	0	5,680	14,000	0	0	0	19,680
Swift	0	20,054	0	35,904	0	0	0	0	55,958
Traverse	0	0	0	0	0	0	0	0	0
Wilkin	0	0	0	0	0	0	0	0	0
District 4	**$249,156**	**$45,113**	**$33,577**	**$364,150**	**$61,972**	**$191,592**	**$0**	**$0**	**$945,560**

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County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	RR Protection	Concrete Paving	Total
Anoka	$8,288,610	$77,611	$1,136,633	$853,079	$1,357,226	$369,592	$0	$0	$12,082,751
Carver	37,029	204,557	0	0	143,578	50,581	0	0	435,745
Hennepin	14,304,598	3,536,523	3,721,006	7,465,173	67,499	0	0	0	29,094,799
Scott	4,125,861	84,055	587,848	1,805,102	179,709	0	0	0	6,782,575
Metro	**$26,756,098**	**$3,902,746**	**$5,445,487**	**$10,123,354**	**$1,748,012**	**$420,173**	**$0**	**$0**	**$48,395,870**
Dodge	$0	$0	$0	$48,264	$22,268	$0	$0	$0	$70,532
Fillmore	0	338,637	66,528	209,584	0	0	0	0	614,749
Freeborn	144,736	0	0	0	0	0	0	0	144,736
Goodhue	326,840	272,507	271,798	226,227	0	36,513	0	1,101,372	2,235,257
Houston	0	153,749	127,107	91,760	122,040	0	0	0	494,656
Mower	0	0	0	0	0	0	0	0	0
Olmsted	1,727,807	0	90,033	0	0	0	0	0	1,817,840
Rice	153,441	0	67,315	338,728	0	0	0	0	559,484
Steele	0	0	0	0	0	0	0	550,725	550,725
Wabasha	0	0	182,971	440,763	5,100	9,000	0	0	637,834
Winona	0	0	2,760	0	0	81,675	0	0	84,435
District 6	**$2,352,824**	**$764,893**	**$808,512**	**$1,355,326**	**$149,408**	**$127,188**	**$0**	**$1,652,097**	**$7,210,248**
Blue Earth	$384,243	$406,377	$208,536	$347,438	$655,184	$168,705	$13,190	$1,292,511	$3,476,184
Brown	8,925	79,742	0	68,649	0	253,288	0	0	410,604
Cottonwood	0	0	0	29,474	0	0	0	0	29,474
Faribault	99,989	27,850	0	141,052	0	27,909	0	0	296,800
Jackson	0	0	0	0	0	0	0	0	0
Le Sueur	35,834	111,130	130,685	273,876	0	41,241	0	0	592,766
Martin	0	0	0	0	0	0	0	0	0
Nicollet	0	0	50,232	23,340	0	0	0	0	73,572
Nobles	106,208	0	0	49,875	0	68,942	0	0	225,025
Rock	0	0	0	0	0	0	0	0	0
Sibley	0	0	0	0	0	0	0	0	0
Waseca	0	0	0	0	0	0	0	0	0
Watonwan	1,626	324,117	0	337,496	0	169,745	0	403,088	1,236,072
District 7	**$636,825**	**$949,216**	**$389,453**	**$1,271,200**	**$655,184**	**$729,830**	**$13,190**	**$1,695,599**	**$6,340,497**
Chippewa	$0	$0	$0	$0	$0	$92,358	$0	$0	$92,358
Kandiyohi	248,485	76,147	56,899	136,963	89,093	48,888	0	0	656,475
Lac Qui Parle	0	0	0	0	0	0	0	0	0
Lincoln	0	0	0	0	0	0	0	0	0
Lyon	0	0	0	73,849	7,824	0	0	0	81,673
McLeod	0	0	40,294	0	16,400	0	0	0	56,694
Meeker	8,439	0	0	0	0	23,762	0	0	32,201
Murray	0	0	29,988	231,697	0	0	0	0	261,685
Pipestone	96	120	3,150	122,280	0	15,000	0	0	140,646
Redwood	0	0	0	0	0	0	0	0	0
Renville	0	0	0	0	0	0	0	0	0
Yellow Medicine	0	0	0	0	0	36,576	0	0	36,576
District 8	**$257,020**	**$76,267**	**$130,331**	**$564,789**	**$113,317**	**$216,584**	**$0**	**$0**	**$1,358,308**
Chisago	$83,255	$0	$4,599	$110,419	$861	$0	$0	$0	$199,134
Dakota	6,586,833	44,010	2,458,035	1,607,123	435,535	123,708	0	0	11,255,243
Ramsey	10,307,957	1,052,561	2,704,292	1,544,250	877,278	2,240,430	0	267,880	18,994,648
Washington	4,526,875	41,632	728,553	649,514	281,565	0	0	0	6,228,139
Metro	**$21,504,920**	**$1,138,203**	**$5,895,479**	**$3,911,306**	**$1,595,239**	**$2,364,138**	**$0**	**$267,880**	**$36,677,165**
TOTAL	**$56,163,957**	**$8,228,456**	**$13,580,201**	**$20,550,284**	**$4,910,504**	**$4,868,727**	**$13,190**	**$3,615,576**	**$111,930,894**

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

Needs Adjustment for Credit for Local Effort

October 2008

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

> **That annually a needs adjustment for local effort for construction items which reduce state aid needs shall be made to the CSAH 25 year construction needs.**
>
> **The adjustment (credit for local effort) shall be the local (not state aid or federal aid) dollars spent on state aid construction projects for items eligible for state aid participation. This adjustment shall be annually added to the 25 year county state aid highway construction needs of the county involved for a period of twenty years beginning with the first needs of the county involved for a period of twenty years beginning with the first distribution year after the documentation has been submitted.**
>
> **It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1 to be included in the following years distribution determination.**

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These amounts have been added to each County's 2007 money needs.

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Carlton	$21,550	$0	$21,550
District 1	**$21,550**	**$0**	**$21,550**
Clearwater	$191,806	$551,887	$743,693
Kittson	147,195	45,705	192,900
Polk	7,858,579	340,000	8,198,579
District 2	**$8,197,580**	**$937,592**	**$9,135,172**
Isanti	$26,710	$0	$26,710
Sherburne	0	1,418,913	1,418,913
Stearns	$6,026	$523,449	$529,475
Todd	$0	$297,741	$297,741
Wright	126,424	204,457	330,881
District 3	**$159,160**	**$2,444,560**	**$2,603,720**
Becker	$2,223,928	$0	$2,223,928
Clay	55,021	0	55,021
Douglas	1,348,210	0	1,348,210
Stevens	100,000	25,000	125,000
District 4	**$3,727,159**	**$25,000**	**$3,752,159**
Anoka	$29,139,904	$0	$29,139,904
Carver	12,503,128	689,751	13,192,879
Hennepin	24,599,717	268,125	24,867,842
Scott	32,820,436	0	32,820,436
District 5	**$99,063,185**	**$957,876**	**$100,021,061**

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County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Dodge	$496,857	$426,054	$922,911
Fillmore	2,191,747	95,238	2,286,985
Freeborn	168,744	0	168,744
Goodhue	8,027,384	599	8,027,983
Olmsted	10,189,363	0	10,189,363
Rice	904,298	0	904,298
Winona	1,578,836	0	1,578,836
District 6	**$23,557,229**	**$521,891**	**$24,079,120**
Blue Earth	$2,375,882	$0	$2,375,882
Brown	2,447,516	355,015	2,802,531
Faribault	919,587	34,377	953,964
Jackson	46,584	125,950	172,534
Le Sueur	0	600,544	600,544
Martin	280,303	0	280,303
Nicollet	6,571,979	28,652	6,600,631
Nobles	0	62,245	62,245
Waseca	491,421	0	491,421
Watonwan	211,289	0	211,289
District 7	**$13,344,561**	**$1,206,783**	**$14,551,344**
Chippewa	$0	$28,964	$28,964
Kandiyohi	7,598,826	101,030	7,699,856
Lyon	343,882	0	343,882
McLeod	461,794	214,710	676,504
Meeker	206,466	0	206,466
Pipestone	246,637	0	246,637
Redwood	7,599	0	7,599
Renville	127,611	311,633	439,244
Yellow Medicine	940,553	14,416	954,969
District 8	**$9,933,368**	**$670,753**	**$10,604,121**
Dakota	$10,655,105	$0	$10,655,105
Ramsey	5,279,664	0	5,279,664
Washington	2,703,206	0	2,703,206
District 9	**$18,637,975**	**$0**	**$18,637,975**
TOTAL	**$176,641,767**	**$6,764,455**	**$183,406,222**

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Non Existing CSAH Needs Adjustment

October 2008

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

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

The following segments are covered by this resolution and the corresponding needs will be subtracted from the 2007 25 year needs, as shown on the tentative 2009 Money Needs Distribution.

County	CSAH	Miles	Termini	Year Designation	Needs Deduction
ITASCA	83	0.70	1.5 M E of TH 169 to TH 65	1976	819,011
DISTRICT 1		**0.70**			**819,011**
SCOTT	27	0.92	CSAH 16 to TH 13	1979	2,333,450
DAKOTA	5	1.35	TH 13 to FAI 35W	1975	2,757,473
METRO		**2.27**			**5,090,923**
STATE TOTAL		**2.97**			**$5,909,934**

Mill Levy Deduction

October 2008

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

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

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

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

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

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

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

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

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

Mill Levy Deduction

October 2008

County	County Total Real & Personal Market Value (Taxes Payable 2008)	Mill Levy Deduction
Carlton	$2,440,457,700	$389,497
Cook	1,550,787,100	247,506
Itasca	4,894,881,500	781,223
Koochiching	883,291,256	140,973
Lake	1,546,030,000	246,746
Pine	2,950,781,800	470,945
St. Louis*	14,681,756,576	1,419,726
District 1 Totals	**$28,947,985,932**	**$3,696,616**
Beltrami	$2,661,695,800	$424,807
Clearwater	666,384,300	106,355
Hubbard	3,201,838,600	511,013
Kittson	613,064,900	97,845
Lake of the Woods	404,531,800	64,563
Marshall	878,007,500	140,130
Norman	668,401,900	106,677
Pennington	687,488,500	109,723
Polk	2,448,944,500	390,852
Red Lake	272,676,500	43,519
Roseau	919,083,500	146,686
District 2 Totals	**$13,422,117,800**	**$2,142,170**
Aitkin	$2,755,341,900	$439,753
Benton	2,807,129,400	448,018
Cass	6,095,273,500	972,806
Crow Wing	10,407,679,600	1,661,066
Isanti	3,409,144,200	544,099
Kanabec	1,398,909,050	223,266
Mille Lacs	2,250,173,100	359,128
Morrison	3,062,025,600	488,699
Sherburne	8,358,744,640	1,334,056
Stearns	11,927,041,200	1,903,556
Todd	2,054,148,000	327,842
Wadena	931,702,300	148,700
Wright	12,518,370,200	1,997,932
District 3 Totals	**$67,975,682,690**	**$10,848,921**
Becker	$3,810,950,580	$608,228
Big Stone	637,088,700	101,679
Clay	3,541,672,800	565,251
Douglas	4,575,511,300	730,252
Grant	846,145,600	135,045
Mahnomen	370,314,200	59,102
Otter Tail	7,388,317,600	1,179,175
Pope	1,432,679,400	228,656
Stevens	1,028,760,700	164,190
Swift	1,265,948,500	202,045
Traverse	764,898,900	122,078
Wilkin	970,385,600	154,874
District 4 Totals	**$26,632,673,880**	**$4,250,575**

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Mill Levy Deduction

October 2008

County	County Total Real & Personal Market Value (Taxes Payable 2008)	Mill Levy Deduction
Anoka*	$31,316,413,000	$3,028,297
Carver	10,801,673,400	1,723,947
Hennepin*	145,982,406,305	14,116,499
Scott	14,692,088,600	2,344,857
Metro Totals	**$202,792,581,305**	**$21,213,600**
Dodge	$2,012,809,200	$321,244
Fillmore	2,231,062,000	356,077
Freeborn	2,790,919,000	445,431
Goodhue	5,461,272,200	871,619
Houston	1,607,174,300	256,505
Mower	3,038,560,900	484,954
Olmsted	12,068,649,700	1,926,156
Rice	6,034,814,000	963,156
Steele	3,215,073,500	513,126
Wabasha	2,269,171,000	362,160
Winona	3,654,362,300	583,236
District 6 Totals	**$44,383,868,100**	**$7,083,664**
Blue Earth	$5,678,023,300	$906,213
Brown	2,232,728,700	356,344
Cottonwood	1,422,863,400	227,089
Faribault	1,776,493,700	283,528
Jackson	1,562,541,100	249,382
Le Sueur	3,118,512,300	497,715
Martin	2,336,569,600	372,917
Nicollet	2,791,866,200	445,582
Nobles	1,892,622,300	302,063
Rock	1,167,509,300	186,334
Sibley	1,908,603,400	304,613
Waseca	1,868,035,800	298,139
Watonwan	1,161,407,000	185,361
District 7 Totals	**$28,917,776,100**	**$4,615,280**
Chippewa	$1,341,015,800	$214,026
Kandiyohi	4,070,496,400	649,651
Lac Qui Parle	994,327,400	158,695
Lincoln	662,005,100	105,656
Lyon	2,304,052,700	367,727
Mc Leod	3,086,806,900	492,654
Meeker	2,470,418,600	394,279
Murray	1,393,831,100	222,455
Pipestone	913,753,200	145,835
Redwood	1,955,706,800	312,131
Renville	2,333,163,000	372,373
Yellow Medicine	1,286,437,400	205,315
District 8 Totals	**$22,812,014,400**	**$3,640,797**
Chisago	$5,301,570,300	$846,131
Dakota*	43,373,927,900	4,194,259
Ramsey*	49,095,561,600	4,747,541
Washington*	28,236,839,000	2,730,502
Metro Totals	**$126,007,898,800**	**$12,518,433**
STATE TOTALS	**$561,892,599,007**	**$70,010,056**

*** Denotes Urban County.**

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Minimum County Apportionments

October 2008

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

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

And the following Screening Board resolution:

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

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

County	State Total 2009 Apportionment Sum	Apportionment Percentage	Minimum Apportionment	2009 Apportionment Sum
Big Stone		0.00586782	$2,042,682	$2,042,682
Grant		0.00586782	$2,042,682	$2,042,682
Kanabec		0.00586782	$2,042,682	$2,042,682
Koochiching		0.01099800	$3,828,580	$3,828,580
	$348,116,000			
Lake of the Woods		0.00749425	$2,608,868	$2,608,868
Mahnomen		0.00586782	$2,042,682	$2,042,682
Red Lake		0.00586782	$2,042,682	$2,042,682
Traverse		0.00586782	$2,042,682	$2,042,682
Stevens		0.00586782	$2,042,682	$2,042,682

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Minimum County Adjustment

October 2008

KOOCHICHING	-	EQUALIZATION	-	$400,133	$3,828,580	
		MOTOR VEHICLE	-	128,037	1,353,309	*
		LANE MILEAGE	-	825,139		
					2,475,271	
				$1,353,309 *	785,786	FIG. A MONEY NEEDS
					$1,689,485	= ADJUSTMENT
LAKE OF THE WOOD	-	EQUALIZATION	-	$400,133	$2,608,868	
		MOTOR VEHICLE	-	41,739	1,091,874	*
		LANE MILEAGE	-	650,002		
					1,516,994	
				$1,091,874 *	484,676	FIG. A MONEY NEEDS
					$1,032,318	= ADJUSTMENT
RED LAKE	-	EQUALIZATION	-	$400,133	$2,042,682	
		MOTOR VEHICLE	-	40,764	1,060,404	*
		LANE MILEAGE	-	619,507		
					982,278	
				$1,060,404	481,520	FIG. A MONEY NEEDS
					$500,758	= ADJUSTMENT
KANABEC	-	EQUALIZATION	-	$400,133	$2,042,682	
		MOTOR VEHICLE	-	116,166	1,222,592	*
		LANE MILEAGE	-	706,293		
					820,090	
				$1,222,592 *	745,620	FIG. A MONEY NEEDS
					$74,470	= ADJUSTMENT
BIG STONE	-	EQUALIZATION	-	$400,133	$2,042,682	
		MOTOR VEHICLE	-	52,426	1,156,136	*
		LANE MILEAGE	-	703,577		
					886,546	
				$1,156,136 *	643,214	FIG. A MONEY NEEDS
					$243,332	= ADJUSTMENT
GRANT	-	EQUALIZATION	-	$400,133	$2,042,682	
		MOTOR VEHICLE	-	62,139	1,225,168	*
		LANE MILEAGE	-	762,896		
					817,514	
				$1,225,168 *	574,541	FIG. A MONEY NEEDS
					$242,973	= ADJUSTMENT

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Minimum County Adjustment

October 2008

STEVENS	-	EQUALIZATION	-	$400,133		$2,042,682	
----------		MOTOR VEHICLE	-	81,390		1,290,997	*
		LANE MILEAGE	-	809,474		---	
				---		751,685	
				$1,290,997	*	592,610	FIG. A MONEY NEEDS

						$159,075	= ADJUSTMENT
MAHNOMEN	-	EQUALIZATION	-	$400,133		$2,042,682	
----------		MOTOR VEHICLE	-	33,941		1,084,076	*
		LANE MILEAGE	-	650,002		---	
				---		958,606	
				$1,084,076	*	595,358	FIG. A MONEY NEEDS
						$363,248	= ADJUSTMENT
TRAVERSE	-	EQUALIZATION	-	$400,133		$2,042,682	
----------		MOTOR VEHICLE	-	36,030		1,254,723	*
		LANE MILEAGE	-	818,560		---	
				---		787,959	
				$1,254,723	*	562,176	FIG. A MONEY NEEDS

						$225,783	= ADJUSTMENT

TOTAL ADJUSTMENTS FOR ALL COUNTIES
$4,531,442

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TENTATIVE

APPORTIONMENT

DATA

* * * * * * * * * * * * * * *

Development of the Tentative 2009
CSAH Money Needs Distribution
October 2008

This chart was prepared in order to determine annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for him in distributing the 2009 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2009 money needs distribution figure for each county based on an estimated distribution.

The trunk highway turnback adjustment column is the same as was used for the 2008 money needs distribution determination because current data was not available at the time the chart was printed. Current data will be used for the final 2009 distribution.

Adjustments must be made for any turnback activity in 2008, construction fund balances as of 12/31/08, and possibly for any action taken by this Board.

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FIGURE A

30-Sep-08

Tentative 2009 Money Needs Distribution

October 2008

COUNTY	REVISED BASIC 2008 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 2008 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER "THE FACT" NEEDS	(PLUS) Mn/DOT BRIDGE NEEDS "AFTER "THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	(MINUS) MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	(PLUS) 2007 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 78 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 78 COUNTIES	TENTATIVE 2009 MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS RECOMMENDATION TO THE COMMISSIONER	COUNTY
Carlton	$102,253,956		$102,253,956	$16,279,088	$904,568			($2,702,783)			$1,031,537	$339,454	$21,550		$117,827,370	$4,713,095	($389,497)	$4,323,598	1.036818	$1,793,073		$1,793,073		1.063554	($48,194)	$1,744,879	1.0025	$4,180,364	Carlton
Cook	66,299,212		66,299,212	12,460,652	106,098	(272,155)		(1,869,470)			512,227	101,941			77,338,505	3,093,540	(247,506)	2,846,034	0.682492	1,180,302		1,180,302		0.700092	(31,724)	1,148,578	0.6599	2,751,752	Cook
Itasca	193,891,374		193,891,374	53,712,919	4,083,997	(119,004)		(4,431,253)	$466,914		1,386,886	310,310		($819,011)	248,483,132	9,939,325	(781,223)	9,158,102	2.196154	3,798,029		3,798,029		2.252786	(102,084)	3,695,945	2.1234	8,854,709	Itasca
Koochiching	45,434,151		45,434,151	7,219,754	641,456			(3,745,483)			1,343,199	0			50,893,077	2,035,723	(140,973)	1,894,750	0.454369	785,786		785,786	$1,689,485			2,475,271	1.4221	5,930,230	Koochiching
Lake	82,550,091		82,550,091	27,668,949	5,145,882		1,559,795	(2,672,526)	113,025		1,342,860	263,137			115,971,213	4,638,849	(246,746)	4,392,103	1.053246	1,821,484		1,821,484		1.080406	(48,958)	1,772,526	1.0184	4,246,601	Lake
Pine	165,194,255		165,194,255	28,751,427	8,650,908			(8,503,577)			1,380,567	82,110			195,555,690	7,822,228	(470,945)	7,351,283	1.762870	3,048,707	$14,658	3,063,365		1.817023	(82,337)	2,981,028	1.7127	7,141,918	Pine
St. Louis	573,835,759		573,835,759	138,680,108	45,587,563			(17,058,581)			11,837,846	2,818,437			755,701,132	30,228,045	(1,419,726)	28,808,319	6.908363	11,947,323	0	11,947,323		7.086509	(321,121)	11,626,202	6.6795	27,853,941	St. Louis
District 1 Totals	**$1,229,458,798**		**$1,229,458,798**	**$284,772,897**	**$65,120,472**	**($391,159)**	**$1,559,795**	**($40,983,673)**	**$579,939**	**$0**	**$18,835,122**	**$3,615,389**	**$21,550**	**($819,011)**	**$1,561,770,119**	**$62,470,805**	**($3,696,616)**	**$58,774,189**	**14.094312**	**$24,374,704**	**$14,658**	**$24,389,362**	**$1,689,485**	**14.000370**	**($634,418)**	**$25,444,429**	**14.6185**	**$60,959,515**	**District 1 Totals**
Beltrami	$123,210,538		$123,210,538	$10,202,473	$2,333,621			($3,943,816)	$270,771		$2,049,488	$573,215	$0		$134,696,290	$5,387,852	($424,807)	$4,963,045	1.190160	$2,058,263		$2,058,263		1.220851	($55,322)	$2,002,941	1.1507	$4,798,627	Beltrami
Clearwater	61,977,858		61,977,858	$3,975,122	109,152			(1,676,743)			768,433	118,443	743,693		66,015,958	2,640,638	(106,355)	2,534,283	0.607732	1,051,012		1,051,012		0.623404	(28,249)	1,022,763	0.5876	2,450,326	Clearwater
Hubbard	75,182,470		75,182,470	7,968,396	530,649			(3,992,053)			2,257,465	18,213	0		81,965,140	3,278,606	(511,013)	2,767,593	0.663681	1,147,770		1,147,770		0.680795	(30,850)	1,116,920	0.6417	2,675,906	Hubbard
Kittson	60,761,681	3,314,361	64,076,042	1,885,306	506,519			(2,076,006)			1,566,094	153,971	192,900		66,304,826	2,652,193	(97,845)	2,554,348	0.612544	1,059,334		1,059,334		0.628340	(28,473)	1,030,861	0.5923	2,469,727	Kittson
Lake of Woods	30,812,112		30,812,112	3,186,647	230,522			(3,887,561)			250,237	237,725	$0		30,833,282	1,233,252	(64,563)	1,168,689	0.280257	484,676	$1,032,318	484,676				1,516,994	0.8715	3,634,399	Lake of Woods
Marshall	81,976,959	9,131,103	91,108,062	1,597,244	256,285	(10,018)		(734,763)			2,519,575	119,410	$0		94,855,795	3,794,232	(140,130)	3,654,102	0.876270	1,515,421		1,515,421		0.898866	(40,732)	1,474,689	0.8472	3,533,046	Marshall
Norman	71,316,133		71,316,133	2,848,658	635,217			(2,291,618)			943,710	0	$0		73,452,100	2,938,084	(106,677)	2,831,407	0.678984	1,174,235		1,174,235		0.696493	(31,561)	1,142,674	0.6565	2,737,607	Norman
Pennington	52,530,285		52,530,285	5,115,602	(60,987)			(1,881,576)			531,560	0	$0		56,234,884	2,249,395	(109,723)	2,139,672	0.513103	887,360		887,360		0.526334	(23,851)	863,509	0.4961	2,068,786	Pennington
Polk	161,170,369		161,170,369	3,476,275	553,776		777,206	(2,438,836)			5,302,371	631,058	8,198,579		177,670,798	7,106,832	(390,852)	6,715,980	1.610522	2,785,237		2,785,237		1.652053	(74,862)	2,710,375	1.5572	6,493,490	Polk
Red Lake	31,500,738	975,943	32,476,681	1,176,572	90,373			(4,227,329)			341,906	256,724	$0		30,114,927	1,204,597	(43,519)	1,161,078	0.278432	481,520	500,758	481,520				982,278	0.5643	2,353,332	Red Lake
Roseau	100,029,402		100,029,402	(1,340,872)	2,677,074			(3,084,049)			1,008,639	244,117	$0		99,534,311	3,981,372	(146,686)	3,834,686	0.919575	1,590,313		1,590,313		0.943288	(42,745)	1,547,568	0.8891	3,707,648	Roseau
District 2 Totals	**$850,468,545**		**$863,889,952**	**$40,091,423**	**$7,862,201**	**($10,018)**	**$777,206**	**($30,234,740)**	**$270,771**	**$0**	**$17,541,478**	**$2,352,876**	**$9,135,172**	**$0**	**$911,676,321**	**$36,467,053**	**($2,142,170)**	**$34,324,883**	**8.231260**	**$14,235,141**	**$0**	**$14,235,141**	**$1,533,076**	**7.870424**	**($356,645)**	**$15,411,572**	**8.8542**	**$36,922,894**	**District 2 Totals**
Aitkin	$90,306,467		$90,306,467	$16,162,892	$25,021			($1,815,778)			$1,626,328	$183,656	$0		$106,488,586	$4,259,543	($439,753)	$3,819,790	0.916003	$1,584,136		$1,584,136		0.939624	($42,579)	$1,541,557	0.8857	$3,693,247	Aitkin
Benton	70,053,835		70,053,835	13,576,511	2,223,743	(117,886)		(1,902,175)	$8,007		1,729,657	248,957	$0		85,820,649	3,432,826	(448,018)	2,984,808	0.715770	1,237,853	$977	1,238,830		0.734807	(33,297)	1,205,533	0.6926	2,888,204	Benton
Cass	112,217,153	1,617,379	113,834,532	12,904,419	834,353			(1,123,277)			1,551,285	0	$0		128,001,312	5,120,052	(972,806)	4,147,246	0.994528	1,719,937		1,719,937		1.020174	(46,229)	1,673,708	0.9616	4,009,853	Cass
Crow Wing	161,803,920		161,803,920	5,499,574	2,026,353			(3,857,531)	18,132		1,341,963	735,906	$0		167,568,317	6,702,733	(1,661,066)	5,041,667	1.209014	2,090,869	16,543	2,107,412		1.250003	(56,643)	2,050,769	1.1782	4,913,212	Crow Wing
Isanti	64,137,063		64,137,063	13,464,494	(693,851)			(1,739,292)			1,847,256	93,681	$26,710		77,136,061	3,085,442	(544,099)	2,541,343	0.609425	1,053,940		1,053,940		0.625141	(28,328)	1,025,612	0.5892	2,457,151	Isanti
Kanabec	45,076,455		45,076,455	5,478,219	(361,424)			(26,464)			362,375	0	$0		50,529,161	2,021,166	(223,266)	1,797,900	0.431144	745,620		745,620	$74,470			820,090	0.4712	1,964,764	Kanabec
Mille Lacs	92,989,621		92,989,621	16,031,668	3,663,025			(5,688,645)			831,634	507,548	$0		108,334,851	4,333,394	(359,128)	3,974,266	0.953047	1,648,199		1,648,199		0.977623	(44,300)	1,603,899	0.9215	3,842,606	Mille Lacs
Morrison	127,466,534		127,466,534	19,748,289	3,652,754			(4,503,266)			1,961,728	0	$0		148,326,039	5,933,042	(488,699)	5,444,343	1.305578	2,257,867	82,364	2,340,231		1.388099	(62,901)	2,277,330	1.3084	5,456,005	Morrison
Sherburne	86,408,410		86,408,410	9,222,276	449,191			(998,788)			2,326,063	101,528	$1,418,913		98,927,593	3,957,104	(1,334,056)	2,623,048	0.629019	1,087,825		1,087,825		0.645239	(29,239)	1,058,586	0.6082	2,536,150	Sherburne
Stearns	251,708,773		251,708,773	33,808,250	6,652,128			(9,805,144)	8,007		2,392,826	1,113,334	529,475		286,407,649	11,456,306	(1,903,556)	9,552,750	2.290792	3,961,696	1,047	3,962,743		2.350486	(106,511)	3,856,232	2.2155	9,238,723	Stearns
Todd	64,571,566		64,571,566	2,332,551	1,731,383	(417,818)		(1,703,324)			720,938	16,745	$297,741		67,549,782	2,701,991	(327,842)	2,374,149	0.569331	984,601		984,601		0.584012	(26,464)	958,137	0.5505	2,295,495	Todd
Wadena	47,206,541		47,206,541	6,138,902	827,506	(112,572)		(2,429,718)			384,615	0	$0		52,015,274	2,080,611	(148,700)	1,931,911	0.463281	801,198		801,198		0.475228	(21,535)	779,663	0.4479	1,867,909	Wadena
Wright	204,616,854		204,616,854	51,247,817	6,342,740			(7,840,956)	54,677		4,302,466	2,033,625	330,881		261,088,104	10,443,524	(1,997,932)	8,445,592	2.025290	3,502,536		3,502,536		2.077516	(94,141)	3,408,395	1.9582	8,165,800	Wright
District 3 Totals	**$1,418,563,192**		**$1,420,180,571**	**$205,615,862**	**$27,372,922**	**($6,48,276)**	**$0**	**($43,434,358)**	**$88,823**	**$0**	**$21,379,134**	**$5,034,980**	**$2,603,720**	**$0**	**$1,638,193,378**	**$65,527,734**	**($10,848,921)**	**$54,678,813**	**13.112222**	**$22,676,277**	**$100,931**	**$22,777,208**	**$74,470**	**13.067952**	**($592,167)**	**$22,259,511**	**12.7887**	**$53,329,119**	**District 3 Totals**
Becker	$102,164,825		$102,164,825	$9,551,836	$1,834,842			($7,138,156)			$1,391,300	$181,540	$2,223,928		$110,210,115	$4,408,405	($608,228)	$3,800,177	0.911299	$1,576,000		$1,576,000		0.934798	($42,360)	$1,533,640	0.8811	$3,674,280	Becker
Big Stone	35,189,702		35,189,702	8,525,754	649,385			(3,243,195)			194,537	0	$0		41,316,183	1,652,647	(101,679)	1,550,968	0.371929	643,214		643,214	$243,332			886,546	0.5093	2,123,978	Big Stone
Clay	86,567,617		86,567,617	16,345,177	1,837,740	(96,294)		(686,788)			1,868,580	183,511	55,021		106,074,564	4,242,983	(565,251)	3,677,732	0.881936	1,525,220		1,525,220		0.904678	(40,995)	1,484,225	0.8527	3,555,892	Clay
Douglas	98,834,350		98,834,350	9,298,490	189,107			(5,115,734)			1,520,708	397,581	1,348,210		106,472,712	4,258,908	(730,252)	3,528,656	0.846187	1,463,396		1,463,396		0.868008	(39,333)	1,424,063	0.8182	3,411,756	Douglas
Grant	30,039,403	1,092,613	31,132,016	8,521,487	332,799			(2,522,630)			439,639	107,290	$0		38,010,601	1,520,424	(135,045)	1,385,379	0.332220	574,541		574,541	242,973			817,514	0.4697	1,958,592	Grant
Mahnomen	28,931,194		28,931,194	10,428,907	21,019			(2,455,038)			440,791	0	$0		37,366,873	1,494,675	(59,102)	1,435,573	0.344257	595,358		595,358	363,248			958,606	0.5507	2,296,619	Mahnomen
Otter Tail	243,251,698		243,251,698	45,145,313	5,662,585			(9,907,623)			2,471,420	0	$0		286,623,393	11,464,936	(1,179,175)	10,285,761	2.466571	4,265,688		4,265,688		2.530177	(114,654)	4,151,034	2.3849	9,945,007	Otter Tail
Pope	54,574,386		54,574,386	16,815,398	423,459			(1,918,073)			1,169,235	0	$0		71,064,405	2,842,576	(228,656)	2,613,920	0.626830	1,084,040		1,084,040		0.642994	(29,137)	1,054,903	0.6061	2,527,326	Pope
Stevens	36,582,944		36,582,944	4,485,843	37,106			(2,240,810)			818,658	19,680	$125,000		39,828,421	1,593,137	(164,190)	1,428,947	0.342668	592,610		592,610	159,075			751,685	0.4319	1,800,880	Stevens
Swift	57,409,058		57,409,058	7,109,169	81,961			(949,074)			695,071	55,958	$0		64,402,143	2,576,086	(202,045)	2,374,041	0.569306	984,558		984,558		0.583987	(26,463)	958,095	0.5504	2,295,395	Swift
Traverse	39,363,188		39,363,188	1,018,009	220,099	(1,081,823)		(2,739,095)			160,653	0	$0		36,941,031	1,477,641	(122,078)	1,355,563	0.325070	562,176		562,176	225,783			787,959	0.4527	1,887,784	Traverse
Wilkin	69,327,692	2,855,952	72,183,644	8,680,109	622,662			(3,238,147)			916,876	0	$0		79,165,144	3,166,606	(154,874)	3,011,732	0.722227	1,249,019		1,249,019		0.740851	(33,571)	1,215,448	0.6983	2,911,958	Wilkin
District 4 Totals	**$882,236,057**		**$886,184,622**	**$145,925,492**	**$11,912,764**	**($1,178,117)**	**$0**	**($42,154,363)**	**$0**	**$0**	**$12,087,468**	**$945,560**	**$3,752,159**	**$0**	**$1,017,475,585**	**$40,699,024**	**($4,250,575)**	**$36,448,449**	**8.740500**	**$15,115,820**	**$0**	**$15,115,820**	**$1,234,411**	**7.205493**	**($326,513)**	**$16,023,718**	**9.2060**	**$38,389,467**	**District 4 Totals**
Anoka	$277,631,167		$277,631,167	$31,782,437	$55,964,293		$3,525,000	($90,089)	$179,005	$1,666,997	$18,760,300	$12,082,751	$29,139,904		$430,641,765	$17,225,671	($3,028,297)	$14,197,374	3.404593	$5,887,903	$152,425	$6,040,328		3.582798	($162,352)	$5,877,976	3.3770	$14,082,398	Anoka
Carver	132,479,273		132,479,273	23,182,386	10,499,664			(373,515)			4,005,060	435,745	13,192,879		183,421,492	7,336,860	(1,723,947)	5,612,913	1.346001	2,327,774		2,327,774		1.380710	(62,566)	2,265,208	1.3014	5,426,963	Carver
Hennepin	776,207,073		776,207,073	17,449,740	102,356,423	(452,957)		(267,766)	1,820,713		98,119,362	29,094,799	24,867,842		1,049,195,229	41,967,809	(14,116,499)	27,851,310	6.678868	11,550,434	78,036	11,628,470		6.897383	(312,551)	11,315,919	6.5012	27,110,568	Hennepin
Scott	141,597,052		141,597,052	46,891,853	8,519,841			0			31,738,104	6,782,575	32,820,436	($2,333,450)	266,016,411	10,640,656	(2,344,857)	8,295,799	1.989369	3,440,415	160,366	3,600,781		2.135790	(96,782)	3,503,999	2.0131	8,394,847	Scott
Metro Totals	**$1,327,914,565**		**$1,327,914,565**	**$119,306,416**	**$177,340,221**	**($452,957)**	**$3,525,000**	**($731,370)**	**$1,999,718**	**$1,666,997**	**$152,622,826**	**$48,395,870**	**$100,021,061**	**($2,333,450)**	**$1,929,274,897**	**$77,170,996**	**($21,213,600)**	**$55,957,396**	**13.418831**	**$23,206,526**	**$390,827**	**$23,597,353**	**$0**	**13.996681**	**($634,251)**	**$22,963,102**	**13.1927**	**$55,014,776**	**Metro Totals**
Dodge	$84,569,232		$84,569,232	$7,295,632	$797,951			($1,553,982)			$904,635	$70,532	$922,911		$93,006,911	$3,720,276	($321,244)	$3,399,032	0.815103	$1,409,639	$3,141	$1,412,780		0.837985	($37,973)	$1,374,807	0.7899	$3,293,749	Dodge
Fillmore	157,047,805		157,047,805	13,627,702	5,139,229			(1,986,406)			1,660,519	614,749	2,286,985		178,390,583	7,135,623	(356,077)	6,779,546	1.625765	2,811,598		2,811,598		1.667689	(75,570)	2,736,028	1.5719	6,554,949	Fillmore
Freeborn	120,888,355		120,888,355	17,478,753	223,252			(14,767,906)			523,787	144,736	168,744		124,659,721	4,986,389	(445,431)	4,540,958	1.088942	1,883,216		1,883,216		1.117022	(50,617)	1,832,599	1.0529	4,390,523	Freeborn
Goodhue	129,063,468		129,063,468	23,052,021	2,122,140			(1,815,203)	168,135		4,024,045	2,235,257	8,027,983		166,877,846	6,675,114	(871,619)	5,803,495	1.391704	2,406,813		2,406,813		1.427592	(64,691)	2,342,122	1.3456	5,611,233	Goodhue
Houston	91,102,715		91,102,715	21,389,364	878,359			(2,441,453)	138,340		889,522	494,656	$0		112,451,503	4,498,060	(256,505)	4,241,555	1.017144	1,759,049		1,759,049		1.043373	(47,280)	1,711,769	0.9834	4,101,039	Houston
Mower	124,676,471		124,676,471	12,319,213	(588,169)			(1,420,195)			558,309	0	$0		135,545,629	5,421,825	(484,954)	4,936,871	1.183884	2,047,409		2,047,409		1.214413	(55,030)	1,992,379	1.1447	4,773,322	Mower
Olmsted	172,837,790		172,837,790	5,679,209	589,521			(4,113,989)	576,522		5,967,330	1,817,840	10,189,363		193,543,586	7,741,743	(1,926,156)	5,815,587	1.394604	2,411,828		2,411,828		1.430567	(64,825)	2,347,003	1.3484	5,622,927	Olmsted
Rice	102,841,343		102,841,343	22,856,934	(109,186)			(6,296,734)	299,733		600,540	559,484	$904,298		121,656,412	4,866,256	(963,156)	3,903,100	0.935981	1,618,685		1,618,685		0.960117	(43,507)	1,575,178	0.9050	3,773,796	Rice
Steele	98,977,448		98,977,448	22,586,802	5,741,544			(4,986,074)			889,778	550,725	$0		123,760,223	4,950,409	(513,126)	4,437,283	1.064080	1,840,220		1,840,220		1.091519	(49,462)	1,790,758	1.0288	4,290,281	Steele
Wabasha	102,799,797	2,957,829	105,757,626	13,574,575	(124,078)			(4,136,029)	27,500		1,860,907	637,834	$0		117,598,335	4,703,933	(362,160)	4,341,773	1.041176	1,800,610		1,800,610		1.068025	(48,397)	1,752,213	1.0067	4,197,935	Wabasha
Winona	136,549,801	2,657,418	139,207,219	7,336,334	651,148			(8,634,554)			973,809	84,435	1,578,836		141,197,227	5,647,889	(583,236)	5,064,653	1.214526	2,100,401		2,100,401		1.245845	(56,455)	2,043,946	1.1743	4,896,866	Winona
District 6 Totals	**$1,321,354,225**		**$1,326,969,472**	**$167,196,539**	**$15,321,711**	**$0**	**$0**	**($52,152,525)**	**$1,210,230**	**$0**	**$18,853,181**	**$7,210,248**	**$24,079,120**	**$0**	**$1,508,687,976**	**$60,347,517**	**($7,083,664)**	**$53,263,853**	**12.772909**	**$22,089,468**	**$3,141**	**$22,092,609**	**$0**	**13.104147**	**($593,807)**	**$21,498,802**	**12.3516**	**$51,506,620**	**District 6 Totals**
Blue Earth	$177,879,430		$177,879,430	$17,069,496	$8,823,747			($4,596,639)			$14,477,632	$3,476,184	$2,375,882		$219,505,732	$8,780,229	($906,213)	$7,874,016	1.888224	$3,265,494	$21,254	$3,286,748		1.949522	($88,341)	$3,198,407	1.8376	$7,662,712	Blue Earth
Brown	77,599,231		77,599,231	6,286,485	939,118			(2,516,403)			1,965,644	410,604	2,802,531		87,487,210	3,499,488	(356,344)	3,143,144	0.753740	1,303,518		1,303,518		0.773177	(35,036)	1,268,482	0.7288	3,039,017	Brown
Cottonwood	63,073,284		63,073,284	8,151,715	29,263			(2,021,644)			935,910	29,474	$0		70,198,002	2,807,920	(227,089)	2,580,831	0.618895	1,070,317		1,070,317		0.634854	(28,768)	1,041,549	0.5984	2,495,333	Cottonwood
Faribault	96,831,275		96,831,275	7,817,752	2,319,408			(964,076)			901,212	296,800	953,964		108,156,335	4,326,253	(283,528)	4,042,725	0.969463	1,676,589		1,676,589		0.994462	(45,063)	1,631,526	0.9373	3,908,794	Faribault
Jackson	100,967,949		100,967,949	3,483,351	(119,811)			(2,464,504)			614,825	0	$172,534		102,654,344	4,106,174	(249,382)	3,856,792	0.924876	1,599,480		1,599,480		0.948725	(42,991)	1,556,489	0.8942	3,729,021	Jackson
Le Sueur	108,051,288	7,206,621	115,257,909	9,741,057	2,769,871		3,655,718	(7,300,314)			1,508,077	592,766	600,544		126,825,628	5,073,025	(497,715)	4,575,310	1.097180	1,897,463		1,897,463		1.125473	(51,000)	1,846,463	1.0608	4,423,738	Le Sueur
Martin	105,160,200		105,160,200	8,303,149	90,323			(1,486,267)			682,130	0	280,303		113,029,838	4,521,194	(372,917)	4,148,277	0.994775	1,720,364		1,720,364		1.020427	(46,240)	1,674,124	0.9618	4,010,850	Martin
Nicollet	95,155,348		95,155,348	12,971,474	1,842,639		1,256,865	(6,166,227)	152,281		2,183,640	73,572	6,600,631		114,070,223	4,562,809	(445,582)	4,117,227	0.987329	1,707,487		1,707,487		1.012789	(45,894)	1,661,593	0.9546	3,980,828	Nicollet
Nobles	98,995,760	942,701	99,938,461	10,762,072	1,788,176			(2,923,386)			570,879	225,025	62,245		110,423,472	4,416,939	(302,063)	4,114,876	0.986766	1,706,513	48,511	1,755,024		1.040986	(47,172)	1,707,852	0.9812	4,091,655	Nobles
Rock	69,844,576		69,844,576	6,603,010	416,747			(4,780,000)			611,529	0	$0		72,695,862	2,907,834	(186,334)	2,721,500	0.652628	1,128,655		1,128,655		0.669457	(30,336)	1,098,319	0.6310	2,631,342	Rock
Sibley	67,411,760		67,411,760	4,265,144	697,887			(2,403,009)			698,700	0	$0		70,670,482	2,826,819	(304,613)	2,522,206	0.604836	1,046,003		1,046,003		0.620433	(28,115)	1,017,888	0.5848	2,438,646	Sibley
Waseca	70,520,782	3,240,361	73,761,143	2,550,250	540,305			(5,787,221)			323,108	0	491,421		71,879,006	2,875,160	(298,139)	2,577,021	0.617981	1,068,736		1,068,736		0.633917	(28,726)	1,040,010	0.5975	2,491,646	Waseca
Watonwan	67,597,745		67,597,745	2,518,107	494,052			(1,003,418)			577,119	1,236,072	211,289		71,630,966	2,865,239	(185,361)	2,679,878	0.642647	1,111,394		1,111,394		0.659219	(29,872)	1,081,522	0.6214	2,591,100	Watonwan
District 7 Totals	**$1,199,088,628**		**$1,210,478,311**	**$100,523,062**	**$20,631,725**	**$0**	**$4,912,583**	**($44,413,108)**	**$152,281**	**$0**	**$26,050,405**	**$6,340,497**	**$14,551,344**	**$0**	**$1,339,227,100**	**$53,569,083**	**($4,615,280)**	**$48,953,803**	**11.739340**	**$20,302,013**	**$69,765**	**$20,371,778**	**$0**	**12.083441**	**($547,554)**	**$19,824,224**	**11.3894**	**$47,494,682**	**District 7 Totals**
Chippewa	$49,740,942		$49,740,942	$4,582,120	($131,519)			($3,925,903)			$721,249	$92,358	$28,964		$51,108,211	$2,044,328	($214,026)	$1,830,302	0.438915	$759,060		$759,060		0.450234	($20,402)	$738,658	0.4244	$1,769,670	Chippewa
Kandiyohi	119,245,883		119,245,883	16,762,045	3,722,237	($25,641)	$1,795,000	0	$19,828		3,567,019	656,475	7,699,856		153,442,702	6,137,708	(649,651)	5,488,057	1.316060	2,275,994		2,275,994		1.349997	(61,174)	2,214,820	1.2725	5,306,244	Kandiyohi
Lac Qui Parle	59,829,897		59,829,897	4,785,563	1,185,156			(4,361,493)			674,173	0	$0		62,113,296	2,484,532	(158,695)	2,325,837	0.557746	964,566		964,566		0.572129	(25,926)	938,640	0.5393	2,248,785	Lac Qui Parle
Lincoln	45,079,339		45,079,339	6,214,127	613,841			(1,268,479)			968,939	0	$0		51,607,767	2,064,311	(105,656)	1,958,655	0.469694	812,289		812,289		0.481806	(21,833)	790,456	0.4541	1,893,767	Lincoln
Lyon	78,372,956		78,372,956	5,588,725	(593,168)			(4,580,614)			1,421,938	81,673	343,882		80,635,392	3,225,416	(367,727)	2,857,689	0.685287	1,185,135		1,185,135		0.702958	(31,854)	1,153,281	0.6626	2,763,019	Lyon
Mc Leod	78,630,188	$8,853,638	87,483,826	8,882,387	1,612,680	(82,965)		(1,654,208)			2,487,550	56,694	676,504		99,462,468	3,978,499	(492,654)	3,485,845	0.835921	1,445,642	$10,470	1,456,112		0.863687	(39,137)	1,416,975	0.8141	3,394,775	Mc Leod
Meeker	61,428,809		61,428,809	8,966,985	1,771,722			(1,537,883)			685,952	32,201	$206,466		71,554,252	2,862,170	(394,279)	2,467,891	0.591811	1,023,478		1,023,478		0.607072	(27,509)	995,969	0.5722	2,386,133	Meeker
Murray	66,660,022		66,660,022	8,965,359	684,397			(3,865,958)			943,527	261,685	$0		73,649,032	2,945,961	(222,455)	2,723,506	0.653109	1,129,487		1,129,487		0.669951	(30,358)	1,099,129	0.6315	2,633,283	Murray
Pipestone	52,670,148		52,670,148	3,082,517	268,859			(3,405,841)			655,607	140,646	$246,637

October 23, 2008

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

Dear Commissioner Sorel:

We, the undersigned, as members of the 2008 County Screening Board, have reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System. Do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, traffic and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2008; construction fund balances as of December 31, 2008; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2009.

This Board therefore recommends that the mileage, lane miles and money needs as listed be modified as required and used as the basis for apportioning to the counties the 2009 Allocation provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary
County Screening Board

APPROVED

David Christy, District 1	Mitch Rasmussen, Metro	Mark Krebsbach, Urban
Bruce Hasbargen, District 2	Guy Kohlnhofer, District 6	Jim Grube, Urban
John Welle, District 3	John McDonald, District 7	Ken Haider, Urban
Brian Noetzelman, District 4	John Brunkhorst, District 8	Pete Eakman, Urban
Bill Malin, Metro	Doug Fischer, Urban	Don Theisen, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

Annual County State Aid Highway Money Needs

October 2008

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN DISTRIBUTING THE 2009 CSAH FUND.

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Carlton	292.11	595.14	$4,180,364
Cook	178.88	359.86	2,751,752
Itasca	647.29	1,293.18	8,854,709
Koochiching	247.45	494.60	5,930,230
Lake	223.65	440.30	4,246,601
Pine	479.36	958.63	7,141,918
St. Louis	1,378.07	2,770.69	27,853,941
District 1 Totals	3,446.81	6,912.40	$60,959,515
Beltrami	464.86	929.72	4,798,627
Clearwater	325.68	651.36	2,450,326
Hubbard	323.82	647.64	2,675,906
Kittson	373.20	746.40	2,469,727
Lake of the Woods	194.81	389.62	3,634,399
Marshall	639.65	1,279.30	3,533,046
Norman	392.39	786.02	2,737,607
Pennington	260.04	520.08	2,068,786
Polk	807.44	1,614.88	6,493,490
Red Lake	185.66	371.32	2,353,332
Roseau	481.92	963.84	3,707,648
District 2 Totals	4,449.47	8,900.18	$36,922,894
Aitkin	373.59	747.78	3,693,247
Benton	225.36	454.84	2,888,204
Cass	531.70	1,064.02	4,009,853
Crow Wing	377.26	757.49	4,913,212
Isanti	226.78	454.46	2,457,151
Kanabec	211.68	423.36	1,964,764
Mille Lacs	256.83	513.66	3,842,606
Morrison	450.25	904.60	5,456,005
Sherburne	242.22	491.32	2,536,150
Stearns	635.86	1,315.82	9,238,723
Todd	412.45	821.90	2,295,495
Wadena	227.32	454.64	1,867,909
Wright	408.89	832.30	8,165,800
District 3 Totals	4,580.19	9,236.19	$53,329,119
Becker	470.41	940.82	3,674,280
Big Stone	210.85	421.70	2,123,978
Clay	403.56	807.24	3,555,892
Douglas	384.06	768.12	3,411,756
Grant	228.65	457.30	1,958,592
Mahnomen	194.81	389.62	2,296,619
Otter Tail	916.58	1,833.16	9,945,007
Pope	298.60	596.62	2,527,326
Stevens	242.59	485.18	1,800,880
Swift	329.41	660.56	2,295,395
Traverse	245.32	490.64	1,887,784
Wilkin	312.26	625.68	2,911,958
District 4 Totals	4,237.10	8,476.64	$38,389,467

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County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Anoka	309.27	807.43	14,082,398
Carver	219.05	456.44	5,426,963
Hennepin	520.74	1,555.28	27,110,568
Scott	231.51	556.96	8,394,847
Metro Totals	1,280.57	3,376.11	$55,014,776
Dodge	255.87	512.24	3,293,749
Fillmore	411.74	823.48	6,554,949
Freeborn	446.55	894.74	4,390,523
Goodhue	324.71	651.88	5,611,233
Houston	249.59	499.62	4,101,039
Mower	373.79	750.34	4,773,322
Olmsted	315.37	684.76	5,622,927
Rice	281.78	565.84	3,773,796
Steele	291.98	578.12	4,290,281
Wabasha	272.34	544.68	4,197,935
Winona	315.38	630.82	4,896,866
District 6 Totals	3,539.10	7,136.52	$51,506,620
Blue Earth	427.70	867.44	7,662,712
Brown	317.41	635.82	3,039,017
Cottonwood	317.57	635.14	2,495,333
Faribault	346.98	694.60	3,908,794
Jackson	370.52	741.04	3,729,021
Le Sueur	266.09	532.68	4,423,738
Martin	378.15	757.54	4,010,850
Nicollet	245.77	490.16	3,980,828
Nobles	357.02	716.10	4,091,655
Rock	261.60	523.20	2,631,342
Sibley	288.60	579.50	2,438,646
Waseca	249.99	499.98	2,491,646
Watonwan	234.14	468.28	2,591,100
District 7 Totals	4,061.54	8,141.48	$47,494,682
Chippewa	243.95	487.90	1,769,670
Kandiyohi	432.91	875.93	5,306,244
Lac Qui Parle	362.91	725.82	2,248,785
Lincoln	254.18	508.36	1,893,767
Lyon	318.93	637.46	2,763,019
Mc Leod	255.19	510.38	3,394,775
Meeker	272.75	545.50	2,386,133
Murray	354.20	708.40	2,633,283
Pipestone	241.27	482.70	1,934,236
Redwood	390.54	781.56	4,300,865
Renville	445.87	891.74	4,689,240
Yellow Medicine	345.79	691.58	2,534,933
District 8 Totals	3,918.49	7,847.33	$35,854,950
Chisago	233.96	468.12	5,053,222
Dakota	320.84	867.52	11,028,637
Ramsey	262.98	754.33	13,334,221
Washington	214.80	481.28	8,118,356
Metro Totals	1,032.58	2,571.25	$37,534,436
STATE TOTALS	30,545.85	62,598.10	$417,006,459

Does not include 2007 T.H. Turnback Mileage

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Total Tentative 2009 CSAH Distribution

October 2008

The following tabulation lists a TENTATIVE 2009 Distribution based on an estimate of $406 million from Mn/DOT Finance.

The Motor Vehicle Registration Apportionment reflects changes caused by the new registration figures.

Each county's tentative 2009 lane mile distribution has been computed using the 2008 CSAH needs study lane miles. The limitation by the 1997 legislation which states that no county shall ever receive less in lane mile apportionment than they received in mileage apportionment in 1998 was not necessary this year. Also, 2008 trunk highway turnback mileage is not included, but will be when the final 2009 apportionment is determined.

The money needs apportionment is based on the actual 2008 25-year construction needs, however, these needs will be adjusted by 2008 turnback activity, construction fund balances as of December 31, 2008, and by any other action taken at this meeting.

We wish to emphasize that the distribution as shown is TENTATIVE and the final distribution will be determined in January 2009, by the Commissioner with the assistance of recommendations by your Screening Board.

Based on the February Forecast
Allocations To the County State Aid Highway Fund

	FY 2009		
Based on Total Revenues	479,742		
Further Distribution			
Amount To Be Apportioned	406,049		
Flexible Highway Account	39,426		
Township Roads	22,476		
Township Bridges	11,791		
Amount Not In Excess Sum	411,295		
Further Distribution			
Amount To Be Apportioned	348,116	10%	34,811,600
Flexible Highway Account	33,801	10%	34,811,600
Township Roads	19,270	30%	104,434,800
Township Bridges	10,109	50%	174,058,000
Amount in Excess Sum	68,447		
Further Distribution			
Amount To Be Apportioned	57,933	40%	23,173,200
Flexible Highway Account	5,625	60%	34,759,800
Township Roads	3,207		
Township Bridges	1,682		

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Components of the Tentative 2009 Distribution

October 2008

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total 2009 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	Final 2009 Distribution
Carlton	$400,133	$276,474	$992,862	$1,744,879	$3,414,348	$184,042	$360,396	$544,438	$3,958,786
Cook	400,133	48,214	600,396	1,148,578	2,197,321	32,095	237,233	269,328	2,466,649
Itasca	400,133	390,099	2,157,414	3,695,945	6,643,591	259,679	763,379	1,023,058	7,666,649
Koochiching	400,133	128,037	825,139	2,475,271	3,828,580	85,231	157,938	243,169	4,071,749
Lake	400,133	90,336	734,594	1,772,526	2,997,589	60,134	366,106	426,240	3,423,829
Pine	400,133	243,403	1,599,315	2,981,028	5,223,879	162,027	612,770	774,797	5,998,676
St. Louis	400,133	1,412,098	4,622,493	11,626,202	18,060,926	939,998	2,401,333	3,341,331	21,402,257
District 1 Totals	$2,800,931	$2,588,661	$11,532,213	$25,444,429	$42,366,234	$1,723,206	$4,899,155	$6,622,361	$48,988,595
Beltrami	400,133	$288,832	$1,551,066	$2,002,941	4,242,972	$192,268	$413,697	605,965	4,848,937
Clearwater	400,133	82,155	1,086,644	1,022,763	2,591,695	54,689	211,246	265,935	2,857,630
Hubbard	400,133	166,017	1,080,482	1,116,920	2,763,552	110,513	230,694	341,207	3,104,759
Kittson	400,133	44,663	1,245,281	1,030,861	2,720,938	29,731	212,919	242,650	2,963,588
Lake of the Woods	400,133	41,739	650,002	1,516,994	2,608,868	27,785	97,417	125,202	2,734,070
Marshall	400,133	92,460	2,134,334	1,474,689	4,101,616	61,548	304,590	366,138	4,467,754
Norman	400,133	60,990	1,311,388	1,142,674	2,915,185	40,599	236,013	276,612	3,191,797
Pennington	400,133	111,362	867,644	863,509	2,242,648	74,131	178,354	252,485	2,495,133
Polk	400,133	239,051	2,694,209	2,710,375	6,043,768	159,130	559,814	718,944	6,762,712
Red Lake	400,133	40,764	619,507	982,278	2,042,682	27,136	96,782	123,918	2,166,600
Roseau	400,133	147,880	1,607,983	1,547,568	3,703,564	98,440	319,642	418,082	4,121,646
District 2 Totals	**$4,401,463**	**$1,315,913**	**$14,848,540**	**$15,411,572**	**$35,977,488**	**$875,970**	**$2,861,168**	**$3,737,138**	**$39,714,626**
Aitkin	400,133	$157,209	$1,247,578	$1,541,557	3,346,477	$104,650	$318,401	423,051	3,769,528
Benton	400,133	249,773	758,823	1,205,533	2,614,262	166,268	248,800	415,068	3,029,330
Cass	400,133	226,206	1,775,183	1,673,708	4,075,230	150,579	345,696	496,275	4,571,505
Crow Wing	400,133	546,821	1,263,766	2,050,769	4,261,489	364,005	420,251	784,256	5,045,745
Isanti	400,133	280,373	758,197	1,025,612	2,464,315	186,637	211,835	398,472	2,862,787
Kanabec	400,133	116,166	706,293	820,090	2,042,682	77,329	149,865	227,194	2,269,876
Mille Lacs	400,133	273,932	856,992	1,603,899	3,134,956	182,350	331,277	513,627	3,648,583
Morrison	400,133	298,440	1,509,187	2,277,330	4,485,090	198,664	453,816	652,480	5,137,570
Sherburne	400,133	614,494	819,709	1,058,586	2,892,922	409,053	218,646	627,699	3,520,621
Stearns	400,133	1,116,652	2,195,219	3,856,232	7,568,236	743,327	796,275	1,539,602	9,107,838
Todd	400,133	192,787	1,371,229	958,137	2,922,286	128,333	197,898	326,231	3,248,517
Wadena	400,133	131,483	758,510	779,663	2,069,789	87,525	161,036	248,561	2,318,350
Wright	400,133	866,217	1,388,565	3,408,395	6,063,310	576,619	703,987	1,280,606	7,343,916
District 3 Totals	**$5,201,729**	**$5,070,553**	**$15,409,251**	**$22,259,511**	**$47,941,044**	**$3,375,339**	**$4,557,783**	**$7,933,122**	**$55,874,166**
Becker	400,133	$264,220	$1,569,655	$1,533,640	3,767,648	$175,885	$316,766	492,651	4,260,299
Big Stone	400,133	52,426	703,577	886,546	2,042,682	34,899	129,282	164,181	2,206,863
Clay	400,133	340,945	1,346,791	1,484,225	3,572,094	226,958	306,559	533,517	4,105,611
Douglas	400,133	318,108	1,281,519	1,424,063	3,423,823	211,757	294,133	505,890	3,929,713
Grant	400,133	62,139	762,896	817,514	2,042,682	41,364	115,479	156,843	2,199,525
Mahnomen	400,133	33,941	650,002	958,606	2,042,682	22,594	119,663	142,257	2,184,939
Otter Tail	400,133	484,612	3,058,373	4,151,034	8,094,152	322,594	857,375	1,179,969	9,274,121
Pope	400,133	101,232	995,368	1,054,903	2,551,636	67,388	217,885	285,273	2,836,909
Stevens	400,133	81,390	809,474	751,685	2,042,682	54,179	119,111	173,290	2,215,972
Swift	400,133	96,150	1,101,996	958,095	2,556,374	64,004	197,890	261,894	2,818,268
Traverse	400,133	36,030	818,560	787,959	2,042,682	23,984	112,994	136,978	2,179,660
Wilkin	400,133	64,297	1,043,826	1,215,448	2,723,704	42,801	251,045	293,846	3,017,550
District 4 Totals	**$4,801,596**	**$1,935,490**	**$14,142,037**	**$16,023,718**	**$36,902,841**	**$1,288,407**	**$3,038,182**	**$4,326,589**	**$41,229,430**

Components of the Tentative 2009 Distribution

October 2008

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total 2009 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	Final 2009 Distribution
Anoka	400,133	$2,038,498	$1,347,104	$5,877,976	9,663,711	$1,356,976	$1,183,430	2,540,406	12,204,117
Carver	400,133	512,775	761,539	2,265,208	3,939,655	341,341	467,867	809,208	4,748,863
Hennepin	400,133	6,097,844	2,594,683	11,315,919	20,408,579	4,059,180	2,321,561	6,380,741	26,789,320
Scott	400,133	738,807	929,156	3,503,999	5,572,095	491,805	691,501	1,183,306	6,755,401
Metro Totals	**$1,600,532**	**$9,387,924**	**$5,632,482**	**$22,963,102**	**$39,584,040**	**$6,249,302**	**$4,664,359**	**$10,913,661**	**$50,497,701**
Dodge	**400,133**	$151,848	$854,590	$1,374,807	2,781,378	$101,081	$283,328	384,409	3,165,787
Fillmore	**400,133**	191,011	1,373,840	2,736,028	4,701,012	127,151	565,113	692,264	5,393,276
Freeborn	**400,133**	240,653	1,492,687	1,832,599	3,966,072	160,196	378,514	538,710	4,504,782
Goodhue	**400,133**	377,601	1,087,584	2,342,122	4,207,440	251,360	483,754	735,114	4,942,554
Houston	**400,133**	153,345	833,494	1,711,769	3,098,741	102,078	353,557	455,635	3,554,376
Mower	**400,133**	282,496	1,251,860	1,992,379	3,926,868	188,051	411,516	599,567	4,526,435
Olmsted	**400,133**	827,228	1,142,412	2,347,003	4,716,776	550,665	484,762	1,035,427	5,752,203
Rice	**400,133**	419,863	943,986	1,575,178	3,339,160	279,492	325,345	604,837	3,943,997
Steele	**400,133**	266,692	964,455	1,790,758	3,422,038	177,530	369,872	547,402	3,969,440
Wabasha	**400,133**	197,695	908,687	1,752,213	3,258,728	131,601	361,911	493,512	3,752,240
Winona	**400,133**	310,589	1,052,389	2,043,946	3,807,057	206,751	422,167	628,918	4,435,975
District 6 Totals	**$4,401,463**	**$3,419,021**	**$11,905,984**	**$21,498,802**	**$41,225,270**	**$2,275,956**	**$4,439,839**	**$6,715,795**	**$47,941,065**
Blue Earth	**400,134**	$398,558	$1,447,153	$3,198,407	5,444,252	$265,310	$656,343	921,653	6,365,905
Brown	**400,134**	243,263	1,060,744	1,268,482	2,972,623	161,934	261,999	423,933	3,396,556
Cottonwood	**400,134**	97,020	1,059,595	1,041,549	2,598,298	64,584	215,127	279,711	2,878,009
Faribault	**400,134**	138,585	1,158,809	1,631,526	3,329,054	92,253	336,983	429,236	3,758,290
Jackson	**400,134**	88,978	1,236,299	1,556,489	3,281,900	59,231	321,485	380,716	3,662,616
Le Sueur	**400,134**	272,157	888,740	1,846,463	3,407,494	181,168	381,378	562,546	3,970,040
Martin	**400,134**	178,201	1,263,870	1,674,124	3,516,329	118,624	345,782	464,406	3,980,735
Nicollet	**400,134**	200,202	817,724	1,661,593	3,079,653	133,269	343,194	476,463	3,556,116
Nobles	**400,134**	159,263	1,194,734	1,707,852	3,461,983	106,017	342,998	449,015	3,910,998
Rock	**400,134**	77,421	872,866	1,098,319	2,448,740	51,537	226,852	278,389	2,727,129
Sibley	**400,134**	121,667	966,753	1,017,888	2,506,442	80,990	210,240	291,230	2,797,672
Waseca	**400,134**	148,506	834,121	1,040,010	2,422,771	98,857	214,809	313,666	2,736,437
Watonwan	**400,134**	94,339	781,277	1,081,522	2,357,272	62,799	223,383	286,182	2,643,454
District 7 Totals	**$5,201,742**	**$2,218,160**	**$13,582,685**	**$19,824,224**	**$40,826,811**	**$1,476,573**	**$4,080,573**	**$5,557,146**	**$46,383,957**
Chippewa	**400,134**	$107,533	$813,965	$738,658	2,060,290	$71,582	$152,566	224,148	2,284,438
Kandiyohi	**400,134**	338,508	1,461,356	2,214,820	4,414,818	225,336	457,460	682,796	5,097,614
Lac Qui Parle	**400,134**	67,604	1,210,922	938,640	2,617,300	45,002	193,871	238,873	2,856,173
Lincoln	**400,134**	52,183	848,115	790,456	2,090,888	34,737	163,265	198,002	2,288,890
Lyon	**400,134**	201,559	1,063,460	1,153,281	2,818,434	134,173	238,204	372,377	3,190,811
Mc Leod	**400,134**	308,117	851,457	1,416,975	2,976,683	205,106	290,564	495,670	3,472,353
Meeker	**400,134**	197,660	910,045	995,969	2,503,808	131,577	205,712	337,289	2,841,097
Murray	**400,134**	81,007	1,181,889	1,099,129	2,762,159	53,924	227,019	280,943	3,043,102
Pipestone	**400,134**	88,004	805,297	807,348	2,100,783	58,582	166,754	225,336	2,326,119
Redwood	**400,134**	146,174	1,303,868	1,795,176	3,645,352	97,304	370,785	468,089	4,113,441
Renville	**400,134**	151,291	1,487,674	1,957,283	3,996,382	100,711	404,267	504,978	4,501,360
Yellow Medicine	**400,134**	99,561	1,153,796	1,058,078	2,711,569	66,275	218,541	284,816	2,996,385
District 8 Totals	**$4,801,608**	**$1,839,201**	**$13,091,844**	**$14,965,813**	**$34,698,466**	**$1,224,309**	**$3,089,008**	**$4,313,317**	**$39,011,783**
Chisago	**400,134**	$487,502	$780,963	$2,109,209	3,777,808	$324,517	$434,200	758,717	4,536,525
Dakota	**400,134**	2,338,295	1,447,362	4,603,340	8,789,131	1,556,544	939,719	2,496,263	11,285,394
Ramsey	**400,134**	2,710,779	1,258,439	5,565,688	9,935,040	1,804,497	1,064,476	2,868,973	12,804,013
Washington	**400,134**	1,500,101	803,000	3,388,592	6,091,827	998,580	691,338	1,689,918	7,781,745
Metro Totals	**$1,600,536**	**$7,036,677**	**$4,289,764**	**$15,666,829**	**$28,593,806**	**$4,684,138**	**$3,129,733**	**$7,813,871**	**$36,407,677**
STATE TOTALS	**$34,811,600**	**$34,811,600**	**$104,434,800**	**$174,058,000**	**$348,116,000**	**$23,173,200**	**$34,759,800**	**$57,933,000**	**$406,049,000**

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Comparison of the Actual 2008 to the TENTATIVE 2009 CSAH Distribution

October 2008

The following two pages indicate a comparison between the actual 2008 CSAH distribution and what each county's 2009 county state aid distribution would be if all mileage, needs and adjustments remained as published in this booklet and if the 2009 CSAH Highway User Fund were the same as the estimate for apportionment sum and excess sum. However, as we stated in the previous pages, some revised figures will be used to determine the final 2009 distribution. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

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Comparison of the Actual 2008 to the TENTATIVE 2009 CSAH Distribution

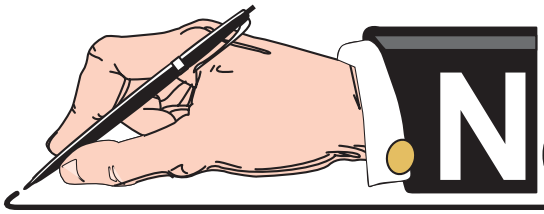
October 2008

County	Actual 2008 CSAH Distribution	TENTATIVE 2009 CSAH Distribution	Increase or Decrease	% + or -
Carlton	$3,480,155	$3,958,786	$478,631	13.8%
Cook	2,185,750	2,466,649	280,899	12.9%
Itasca	6,921,178	7,666,649	745,471	10.8%
Koochiching	4,001,896	4,071,749	69,853	1.8%
Lake	3,189,658	3,423,829	234,171	7.3%
Pine	5,352,355	5,998,676	646,321	12.1%
St. Louis	19,409,485	21,402,257	1,992,772	10.3%
District 1 Totals	**$44,540,477**	**$48,988,595**	**$4,448,118**	**10.0%**
Beltrami	$4,550,566	$4,848,937	$298,371	6.6%
Clearwater	2,735,336	2,857,630	122,294	4.5%
Hubbard	2,909,817	3,104,759	194,942	6.7%
Kittson	2,904,655	2,963,588	58,933	2.0%
Lake of the Woods	2,726,969	2,734,070	7,101	0.3%
Marshall	4,375,221	4,467,754	92,533	2.1%
Norman	3,079,601	3,191,797	112,196	3.6%
Pennington	2,384,544	2,495,133	110,589	4.6%
Polk	6,384,362	6,762,712	378,350	5.9%
Red Lake	2,135,152	2,166,600	31,448	1.5%
Roseau	3,805,303	4,121,646	316,343	8.3%
District 2 Totals	**$37,991,526**	**$39,714,626**	**$1,723,100**	**4.5%**
Aitkin	$3,512,469	$3,769,528	$257,059	7.3%
Benton	2,614,101	3,029,330	415,229	15.9%
Cass	4,403,985	4,571,505	167,520	3.8%
Crow Wing	4,100,149	5,045,745	945,596	23.1%
Isanti	2,560,066	2,862,787	302,721	11.8%
Kanabec	2,135,152	2,269,876	134,724	6.3%
Mille Lacs	3,337,375	3,648,583	311,208	9.3%
Morrison	4,604,479	5,137,570	533,091	11.6%
Sherburne	2,851,752	3,520,621	668,869	23.5%
Stearns	7,805,237	9,107,838	1,302,601	16.7%
Todd	3,057,007	3,248,517	191,510	6.3%
Wadena	2,184,107	2,318,350	134,243	6.2%
Wright	6,445,736	7,343,916	898,180	13.9%
District 3 Totals	**$49,611,615**	**$55,874,166**	**$6,262,551**	**12.6%**
Becker	$3,992,369	$4,260,299	$267,930	6.7%
Big Stone	2,135,152	2,206,863	71,711	3.4%
Clay	3,804,549	4,105,611	301,062	7.9%
Douglas	3,423,735	3,929,713	505,978	14.8%
Grant	2,135,152	2,199,525	64,373	3.0%
Mahnomen	2,135,152	2,184,939	49,787	2.3%
Otter Tail	8,463,910	9,274,121	810,211	9.6%
Pope	2,693,311	2,836,909	143,598	5.3%
Stevens	2,135,152	2,215,972	80,820	3.8%
Swift	2,566,188	2,818,268	252,080	9.8%
Traverse	2,135,152	2,179,660	44,508	2.1%
Wilkin	2,931,557	3,017,550	85,993	2.9%
District 4 Totals	**$38,551,379**	**$41,229,430**	**$2,678,051**	**7.0%**

Comparison of the Actual 2008 to the TENTATIVE 2009 CSAH Distribution

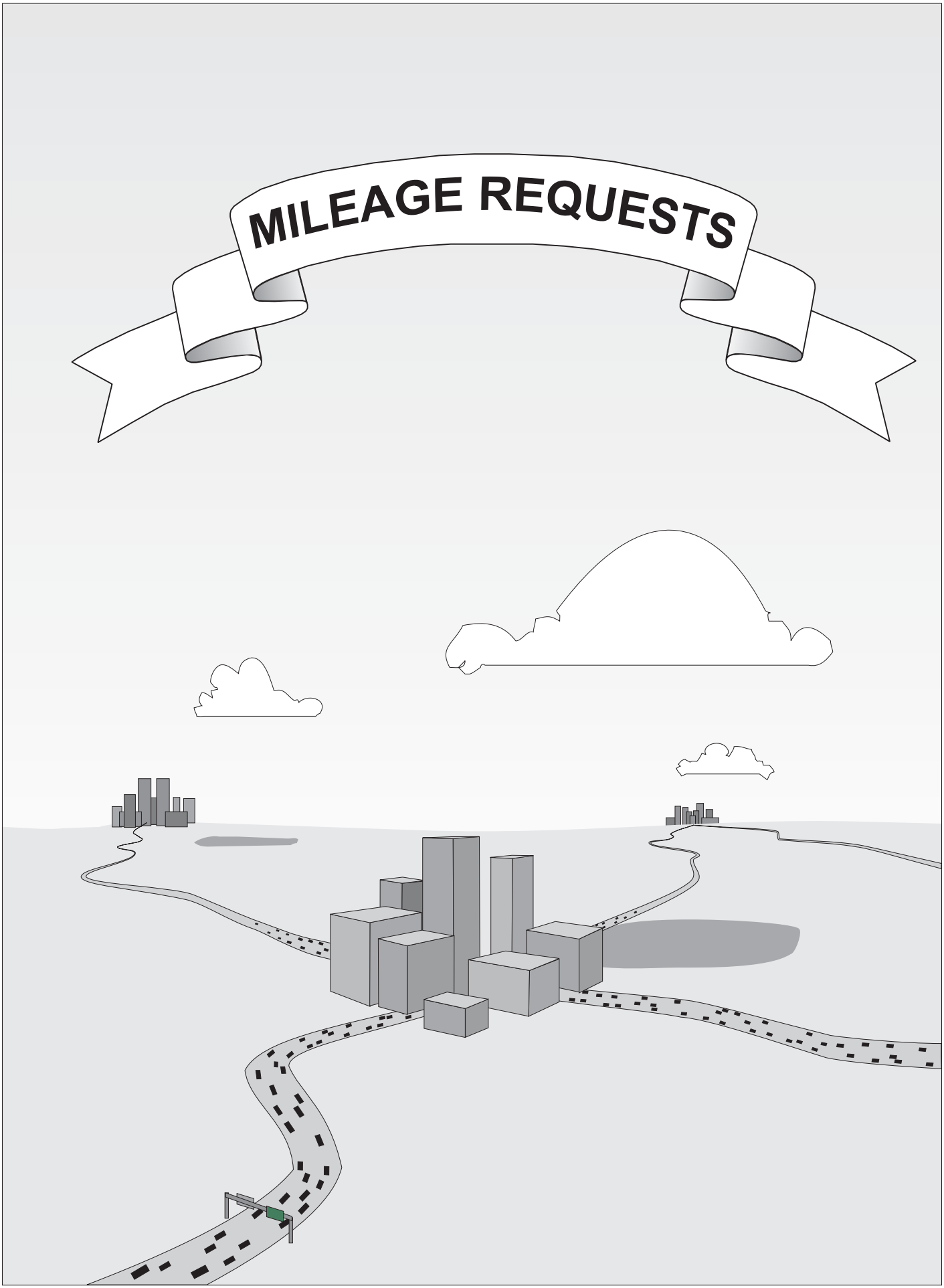
October 2008

County	Actual 2008 CSAH Distribution	TENTATIVE 2009 CSAH Distribution	Increase or Decrease	% + or -
Anoka	$9,524,279	$12,204,117	$2,679,838	28.1%
Carver	3,944,284	4,748,863	804,579	20.4%
Hennepin	21,865,667	26,789,320	4,923,653	22.5%
Scott	5,785,819	6,755,401	969,582	16.8%
Metro Totals	**$41,120,049**	**$50,497,701**	**$9,377,652**	**22.8%**
Dodge	$2,808,415	$3,165,787	$357,372	12.7%
Fillmore	4,910,020	5,393,276	483,256	9.8%
Freeborn	4,119,795	4,504,782	384,987	9.3%
Goodhue	4,375,527	4,942,554	567,027	13.0%
Houston	3,319,098	3,554,376	235,278	7.1%
Mower	4,237,201	4,526,435	289,234	6.8%
Olmsted	4,909,354	5,752,203	842,849	17.2%
Rice	3,547,209	3,943,997	396,788	11.2%
Steele	3,594,029	3,969,440	375,411	10.5%
Wabasha	3,520,908	3,752,240	231,332	6.6%
Winona	4,137,395	4,435,975	298,580	7.2%
District 6 Totals	**$43,478,951**	**$47,941,065**	**$4,462,114**	**10.3%**
Blue Earth	$5,438,388	$6,365,905	$927,517	17.1%
Brown	3,091,044	3,396,556	305,512	9.9%
Cottonwood	2,770,229	2,878,009	107,780	3.9%
Faribault	3,450,946	3,758,290	307,344	8.9%
Jackson	3,469,444	3,662,616	193,172	5.6%
Le Sueur	3,692,351	3,970,040	277,689	7.5%
Martin	3,798,167	3,980,735	182,568	4.8%
Nicollet	3,019,841	3,556,116	536,275	17.8%
Nobles	3,728,235	3,910,998	182,763	4.9%
Rock	2,576,655	2,727,129	150,474	5.8%
Sibley	2,684,669	2,797,672	113,003	4.2%
Waseca	2,594,348	2,736,437	142,089	5.5%
Watonwan	2,481,408	2,643,454	162,046	6.5%
District 7 Totals	**$42,795,725**	**$46,383,957**	**$3,588,232**	**8.4%**
Chippewa	$2,180,052	$2,284,438	$104,386	4.8%
Kandiyohi	4,563,120	5,097,614	534,494	11.7%
Lac Qui Parle	2,799,442	2,856,173	56,731	2.0%
Lincoln	2,190,266	2,288,890	98,624	4.5%
Lyon	2,952,379	3,190,811	238,432	8.1%
Mc Leod	3,191,124	3,472,353	281,229	8.8%
Meeker	2,601,142	2,841,097	239,955	9.2%
Murray	2,848,856	3,043,102	194,246	6.8%
Pipestone	2,174,178	2,326,119	151,941	7.0%
Redwood	3,840,262	4,113,441	273,179	7.1%
Renville	4,256,409	4,501,360	244,951	5.8%
Yellow Medicine	2,910,921	2,996,385	85,464	2.9%
District 8 Totals	**$36,508,151**	**$39,011,783**	**$2,503,632**	**6.9%**
Chisago	$3,797,038	$4,536,525	$739,487	19.5%
Dakota	8,626,950	11,285,394	2,658,444	30.8%
Ramsey	10,332,507	12,804,013	2,471,506	23.9%
Washington	6,520,505	7,781,745	1,261,240	19.3%
Metro Totals	**$29,277,000**	**$36,407,677**	**$7,130,677**	**24.4%**
STATE TOTALS	**$363,874,873**	**$406,049,000**	**$42,174,127**	**11.6%**



NOTES and COMMENTS

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

October 2008

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

Portion of Minnesota Rules For State Aid Operations

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

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

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

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

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

History of CSAH Additional Mileage Requests

October 2009

Approved by the County Engineers' Screening Board

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

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History of CSAH Additional Mileage Requests

October 2009

Approved by the County Engineers' Screening Board

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

History of CSAH Additional Mileage Requests

October 2009

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total Miles To Date	County
Blue Earth	15.29 [1]		0.25				3.46												19.00	Blue Earth
Brown	7.44	0.13																	7.57	Brown
Cottonwood	5.17	1.30																	6.47	Cottonwood
Faribault	0.37	1.20	0.09																1.66	Faribault
Jackson	0.10																		0.10	Jackson
Le Sueur	2.70	0.83		0.02															3.55	Le Sueur
Martin	1.52																		1.52	Martin
Nicollet				0.60								0.54							1.14	Nicollet
Nobles	13.71	0.23			0.12														14.06	Nobles
Rock	0.50		0.54																1.04	Rock
Sibley	1.50																		1.50	Sibley
Waseca	4.53	0.14		0.05															4.72	Waseca
Watonwan		0.04	0.68	0.19															0.91	Watonwan
District 7 Totals	**52.83**	**3.87**	**1.56**	**0.86**	**0.12**	**0.00**	**3.46**	**0.00**	**0.00**	**0.00**	**0.00**	**0.54**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**63.24**	**District 7 Totals**
Chippewa	15.00				0.05														15.05	Chippewa
Kandiyohi	0.44																		0.44	Kandiyohi
Lac qui Parle	1.93																		1.93	Lac Qui Parle
Lincoln	6.55 [1]																		6.55	Lincoln
Lyon	2.00				1.50														3.50	Lyon
Mc Leod	0.09	0.50			0.32														0.91	Mc Leod
Meeker	0.80	0.50																	1.30	Meeker
Murray	3.52	1.10																	4.62	Murray
Pipestone	0.50																		0.50	Pipestone
Redwood	3.41		0.13																3.54	Redwood
Renville																			0.00	Renville
Yellow Medicine		1.39																	1.39	Yellow Medicine
District 8 Totals	**34.24**	**3.49**	**0.13**	**0.00**	**1.87**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**39.73**	**District 8 Totals**
Chisago	3.24				2.20														5.44	Chisago
Dakota	1.65 [1]	2.47		2.26			35.63												42.01	Dakota
Ramsey	10.12 [1]	0.61		1.13															11.86	Ramsey
Washington	2.33 [1]	0.40	0.33	1.33	8.05	18.52													30.96	Washington
District 9 Totals	**17.34**	**3.48**	**0.33**	**4.72**	**10.25**	**18.52**	**35.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**90.27**	**District 9 Totals**
Totals	**339.03**	**25.65**	**11.39**	**7.49**	**26.41**	**117.60**	**39.09**	**0.00**	**0.00**	**26.60**	**29.24**	**0.54**	**26.68**	**22.13**	**13.12**	**0.00**	**0.00**	**0.00**	**688.79**	**Totals**

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

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

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Banked CSAH Mileage

October 2008

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

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

The following mileage presently represents the "banked" mileage available.

County	Banked Mileage Available
Aitkin	0.00
Anoka	0.00
Becker	0.11
Beltrami	1.30
Benton	0.07
Big Stone	0.00
Blue Earth	0.55
Brown	0.61
Carlton	0.88
Carver	0.92
Cass	0.55
Chippewa	0.32
Chisago	0.00
Clay	0.50
Clearwater	0.60
Cook	0.31
Cottonwood	1.00
Crow Wing	0.00
Dakota	2.17
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	0.06
Jackson	0.12
Kanabec	0.32
Kandiyohi	2.20
Kittson	0.26
Koochiching	0.23
Lac Qui Parle	0.00
Lake	0.39
Lake of the Woods	0.00
Le Sueur	1.10
Lincoln	0.00
Lyon	0.00
McLeod	1.19
Mahnomen	0.00

County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.81
Mille Lacs	0.00
Morrison	0.25
Mower	0.00
Murray	0.00
Nicollet	0.00
Nobles	2.07
Norman	0.76
Olmsted	0.92
Otter Tail	0.06
Pennington	0.35
Pine	0.66
Pipestone	0.05
Polk	0.00
Pope	0.13
Ramsey	0.26
Red Lake	0.50
Redwood	0.20
Renville	2.47
Rice	0.65
Rock	1.30
Roseau	0.30
St. Louis	0.86
Scott	0.82
Sherburne	0.00
Sibley	0.75
Stearns	1.30
Steele	0.90
Stevens	2.48
Swift	0.00
Todd	0.11
Traverse	0.00
Wabasha	1.51
Wadena	1.27
Waseca	0.01
Washington	0.00
Watonwan	1.04
Wilkin	0.00
Winona	1.00
Wright	1.68
Yellow Medicine	0.24
Total Banked Mileage	**56.83**

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

October 2008

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

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

These designations are left to be completed:

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

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

Historical Documentation for the
Dakota County CSAH Mileage Request

October 2008

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
01/1998	Beginning Balance	0.00	283.78	283.78
06/1998	Banked Mileage	(8.19)	283.78	275.59
08/1999	Revoked CSAH 9	(1.31)	275.59	274.28
09/1999	Designate CSAH 38, 46, 62, 85, & 91	31.00	274.28	305.28
03/2000	Designate CSAH 11	3.40	305.28	308.68
06/2002	Designate CSAH 28 - Eagan Portion, 30 & 43	9.07	308.68	317.75
08/2007	Revoked CSAH 45	(1.45)	317.75	316.30
08/2007	Designate CSAH 8	2.54	316.30	318.84
05/2005	Revoke Portion CSAH 48	(0.85)	318.84	317.99

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

Historical Documentation for the
Lake County CSAH Mileage Request

October 2008

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

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

This designation is left to be completed:

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

Historical Documentation for the
Olmsted County CSAH Mileage Request

October 2008

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

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

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

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

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

Historical Documentation for the
St. Louis County CSAH Mileage Request

October 2008

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

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

These designations are left to be completed:

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

Historical Documentation for the
Washington County CSAH Mileage Request

October 2008

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

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

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

AND

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

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Historical Documentation for the
Wright County CSAH Mileage Request

October 2008

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

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

These revocations need to be completed:

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

These designations are left to be completed:

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

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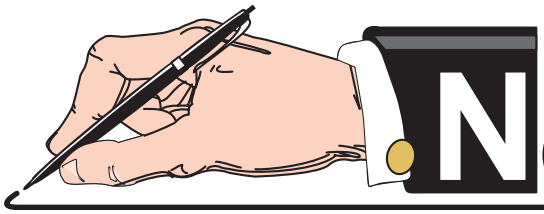
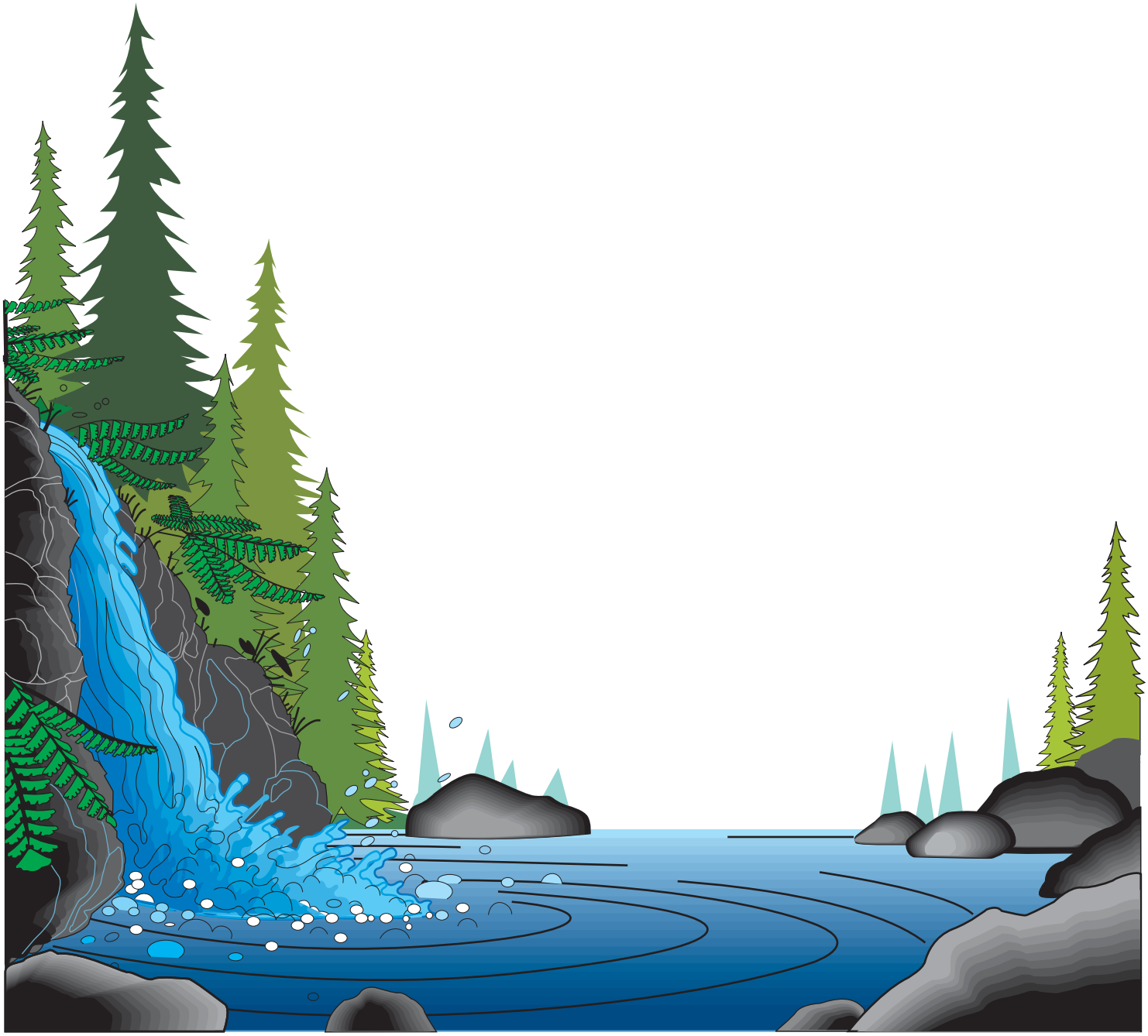


NOTES and COMMENTS

STATE PARK ROAD ACCOUNT



State Park Road Account

October 2008

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

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

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

Historical Review of 2006 State Park Road Account

October 2008

2006 Allotment $2,693,118

2006 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Kittson	6/06	35-607-020	CSAH	Between CSAH 20 & CSAH 14 to Devil's Playground Wildlife Management Area	Reconstruction	$350,000
Pine		58-600-007	City	Doc Street, city of Willow River; access to Willow River Forestry Campground	Road Improvements	$25,000 *
Wright		86-600-05	Twp	Armitage Ave Silver Ck Twp; access to Eagle Lake	Road Improvements	$221,601 *
Goodhue		25-600-004	Co Rd	Sunset Trail in Cannon Falls	Road Improvements	$180,000
Big Stone		06-600-xxx	Co Rd	Co Rd 80; Hwy 12 to Artichoke Lake	Road Improvements	$320,000
Waseca		81-604-021	CSAH	TH14 to Snake Trail/CSAH 13 in Waseca	Road Improvements	$40,000
Waseca		81-613-006	CSAH	At Clear Lake outlet 1 mi. E. of Waseca	Road Improvements	$40,000
						$1,176,601
				PROJECTS ADDED AFTER JUNE 2006		
Aitkin		01-600-014	Co Rd	Access to Little Willow River Wildlife Management area	Road Improvements	$75,000
Beltrami		04-600-010	Twp	Access road to Rognlien Park	Reconstruction	$200,000
Big Stone		06-600-003	Co Rd	Meadow Brook Rd, access to Big Stone Lake	Road Improvements	$49,576 *
Cass		11-600-015	Co Rd	Sylvan Twp Rd., access to Pillsbury State Forest	Road Improvements	$300,000 $45,971 *
Chisago		13-600-009	Co Rd	Franconia Trial, access to the St. Croix River	Road Improvements	$94,000 $43,763 *
Clearwater		15-600-009	Co. Rd	Access to Itasca State Park	Road Improvements	$646,000
Crow Wing		18-600-028	Co Rd	Kego Lake Rd., access to Kego Lake	Road Improvements	$100,000
Douglas		21-600-017	Co Rd	Sugar Sand Way & Sugar Sand Lane, access to Lake Ida	Road Improvements	$20,000
Douglas		21-600-018	Co Rd	Cty. Rd. 108, access to Chippewa Lake	Road Improvements	$130,000
Houston	6/02	28-601-009	CSAH	CSAH 1; access to Beaver Creek Valley State Park	road improvements	$115,000 *
Isanti		30-600-005	Co Rd	Access to Becklin Homestead Park/Wildlife Management area	Road Improvements	$100,000
Lake		38-600-015	Co Rd	Marina Drive, access to Lake Superior	Road Improvements	$90,000
Mille Lacs		48-600-009	Twp.	Access to Mille Lacs Wildlife Management Area	Reconstruction	$212,000
St. Louis		69-600-036	Twp	Esker Trail, access to State Forest lands & Fish Lake	Road Improvements	$270,000
Scott		70-600-010	Twp	CSAH 57 North park entrance	Road Improvements	$253,824
Waseca		81-613-005	CSAH	8th St. NE to CSAH 4 in Waseca	Road Improvements	$40,000
					TOTAL:	**$3,961,735**

* Supplement to a previous allocation

Historical Review of 2007 State Park Road Account

October 2008

2007 Allotment $2,726,127

2007 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Anoka		02-600-016	TWP	Carlos Avery Wild Life Management	Road Improvements	35,000
Becker		03-600-010	TWP	CSAH 29 to 350th Ave., 6 Mi E & 2 Mi N of D.L.	Seal Coat	30,000
Beltrami		04-600-011	TWP	Three Island Cty. Park Rd. access to Three Island Lake	Road Improvements	78,000
Beltrami	10/03	04-619-006	CSAH	CSAH 19 access to Lake Bemidji State Park	Road Improvements	45,000 *
Cass		11-600-016	CR	CR 141 access to Steamboat Lake & Heartland Trail Rest Area	Road Improvements	50,000
Chisago		13-600-010	TWP	Nathan Lane Twp Road access to Kroon Lake	Road Improvements	34,000
Chisago		13-600-011	TWP	482nd St. & Blue Heron Trail Access to Goose Lake	Road Improvements	50,000
Clearwater		15-600-010	CR	TH 200 to Co Rd 117 2.5 Mi e & 18.5 Mi S of Shevlin	Road Improvements	146,000
Crow Wing		18-600-028	TWP	Kego Lake Road in the City of Fifty Lakes access to Kego Lake	Road Improvements	78,000 *
Morrison		49-600-027	TWP	Little Elk Wild Life Management	Road Improvements	48,600
Pine		58-600-010	TWP	Bridge L3123 over Hay Creek on Piedmont Trail access to St. Croix State Park	Road Improvements	5,000
Polk		60-600-005	MSAS	12th St. NW to 20th St. NW	Road Improvements	48,925
Pope	6/07	61-628-024	CSAH	North Side of Lake Villard	Road Improvements	150,000
Rice		66-600-004	Twp	Co. Rd. 68 to 177th St. W., Access to Roberds Lake	Road Improvements	75,000
Rice	6/07	66-629-011	CSAH	CSAH 29 access to Nerstrand Woods State Park	Road Improvements	291,000
Rock	6/07	67-620-012	CSAH	CSAH 20 access to Blue Mounds State Park	Road Improvements	250,000
Roseau	6/07	68-613-016	CSAH	Access on Springsteel Island North of Warroad	Road Improvements	450,000
St. Louis		69-600-030	Township	Access to Ely Lake (Gilbert/Fayal Corp. Lim.	Road Improvements	560 *
Stearns		73-600-011	CITY	145th St and 73rd Ave. access to School Section Lake	Road Improvements	150,000
Swift		76-600-002	Twp	2.5 Mi. around the Danvers	Road Improvements	90,000
Wabasha		79-600-010	Park Road	Zumbro Bottoms Park	Road Improvements	976,153
Waseca		81-600-004	CR	CR 53 access Lake Elysian	Road Improvements	69,000
					TOTAL:	**$3,150,238**

* Supplement to a previous allocation

Historical Review of 2008 State Park Road Account

October 2008

2008 Allotment $2,749,684

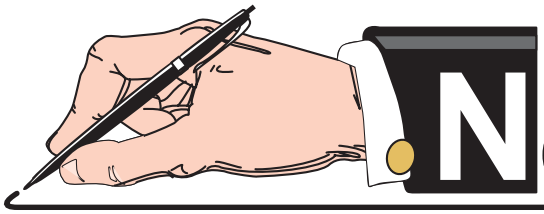
2008 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Becker	6/08	003-635-006	CSAH	From Whaley's Rd. to Rat Lake Trail	Road Improvements	150,000
Chippewa	6/07	012-632-003	CSAH	CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters	Bridge Replace.	465,000
Chippewa		012-600-007	Co Rd	CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters	Road Improvements	175,000
Crow Wing		018-600-028	Co Rd	Kego Lake Rd., access to Kego Lake	Road Improvements	40,000
Faribault		022-600-002	Twp Rd	At outlet of South Walnut Lake	Bridge Rehab.	300,000
Hubbard		029-600-009				300,000
Kanabec		033-600-001	Co Rd	TH 47 to access to Ann Lake	Road Improvements	175,000
Meeker		047-600-007	Twp Rd	CSAH 18 to 195th Ave.		315,000
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	40,000

* Supplement to a previous allocation

TOTAL: $2,310,000

* Supplement to a previous allocation



NOTES and COMMENTS

REFERENCE MATERIAL

CSAH 20-Year Traffic Projection Factors

October 2008

The map on the following page indicates the 20-year traffic projection factors used for the 2008 Needs Study.

For those counties whose traffic was counted in 2007 and for which we received traffic maps in 2008, two factors are shown. The first factor is the one used in the 2007 Needs Study and the second one was computed using 2007 traffic and has been used for the 2008 Needs Study.

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

The following counties were counted in 2007 and we received new traffic maps in 2008.

Anoka	**Goodhue**	**Otter Tail**	**Sherburne**
Beltrami	**Grant**	**Pennington**	**Sibley**
Benton	**Hennepin**	**Pope**	**Stearns**
Carver	**Houston**	**Ramsey**	**Steele**
Cass	**Isanti**	**Red Lake**	**Wabasha**
Clearwater	**LeSueur**	**Redwood**	**Waseca**
Crow Wing	**McLeod**	**Renville**	**Washington**
Dakota	**Meeker**	**St. Louis**	**Wilken**
Faribault	**Nicollet**	**Scott**	**Winona**

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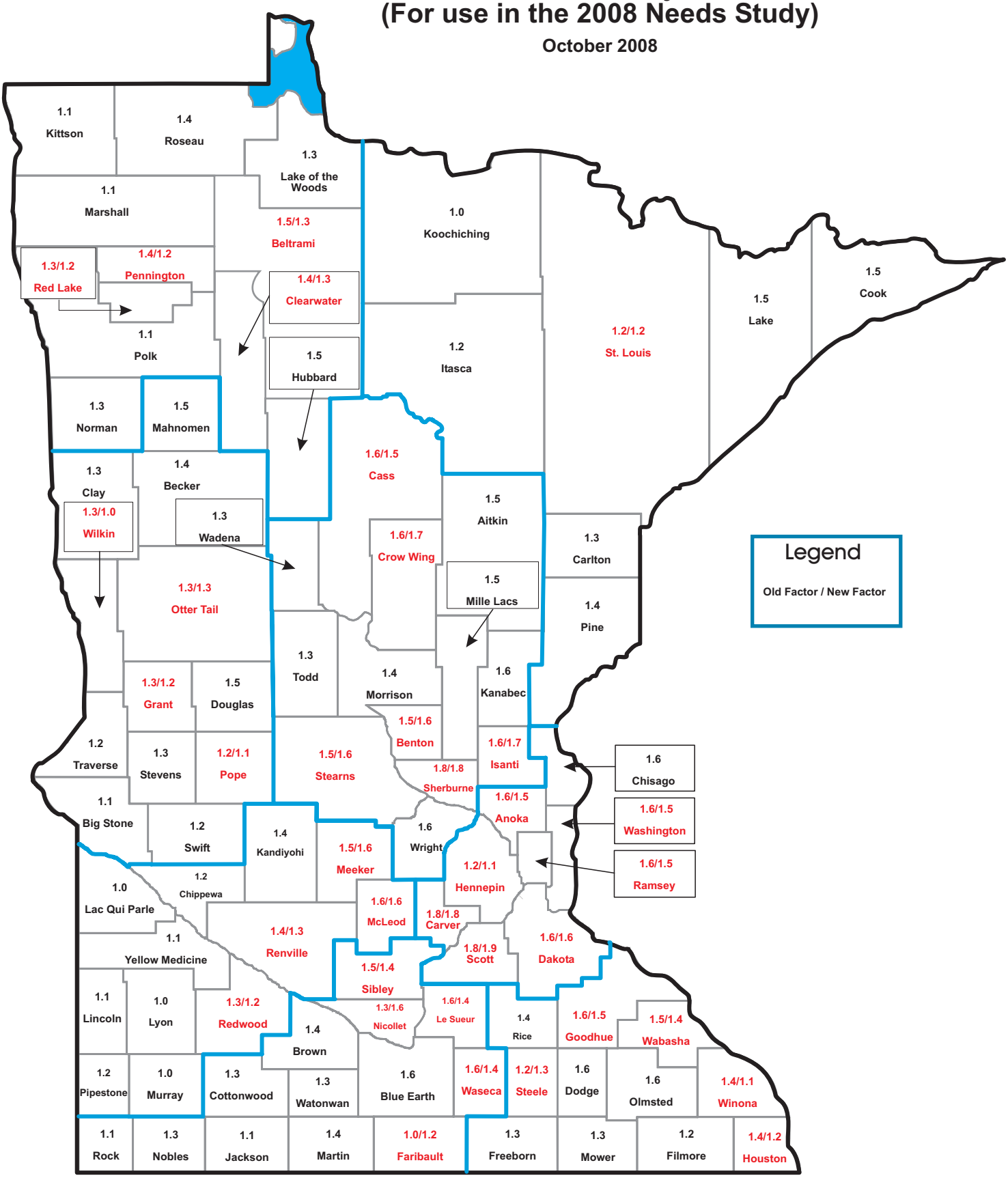
CSAH 20-Year Traffic Projection Factors
(For use in the 2008 Needs Study)

October 2008



Old and new factors are shown for those counties whose traffic was counted in 2007 and for which the Needs Unit has received updated traffic maps.

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Transportation Revolving Loan Fund

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

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

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

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

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

$8.2 million of the State General Fund money was taken back in 2003 to help balance the budget. Over the life of the program, the $50.3 million in the TRLF has leveraged over $120 million in loans to date.

TRLF PROJECT HISTORY (July 2008)

56 total project applications from 1999 - 2008;
24 city, 18 county, 12 Mn/DOT, and 2 Metropolitan Council.

17 total projects funded from 1999 - 2008;
7 city, 6 county, 3 Mn/DOT, and 1 Metropolitan Council.

Hardship Transfers

October 2008

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

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

Hardship Transfers		
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

October 2008

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

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

Maintenance Facilities			
	CY 1997		
Cook	$665,000.00	*	Original Bond $650,000-added 15,000 when refinanced
Rice	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

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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.

Variances Requested for 2007-2008

October 2008

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status (*Full approval or **Pend 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.

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 18 & 20, 2008
HOLIDAY INN SELECT, BLOOMINGTON

Chairman, John Welle, Aitkin County Engineer called the meeting to order at 1:05 p.m., June 18, 2008.

ATTENDANCE

Roll call of members:

Dave Christy, Itasca	District 1
Bruce Hasbargen, Lake of the Woods	District 2
John Welle, Aitkin	District 3
Brian Noetzelman, Pope	District 4
Mitch Rasmussen, Scott	Metro (absent) Roger Gustafson sitting in
Bill Malin, Chisago	Metro
Guy Kohlnhofer, Dodge	District 6
John McDonald, Faribault	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
Marcus Hall, St. Louis	Urban

Chairman, John Welle asked for a motion to approve the October 24 & 25, 2007 Screening Board Minutes held at Breezy Point Resort near Pequot Lakes. Motion by Marcus Hall and seconded by John McDonald, motion passed unanimously.

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

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

Chairman, John Welle asked the secretary to recognize the General Subcommittee: Chairman, Brian Giese, Stevens County, Anita Benson, Lyon County and Mitch Rasmussen, Scott County. And the Mileage Subcommittee, Chairman, Bruce Hasbargen, Lake of the Woods County, Guy Kohlnhofer, Dodge County and Bill Malin, Chisago County.

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

ELECTION OF VICE-CHAIRMAN

Chairman, John Welle informed the group that a vice chairman must be elected at this meeting.

REVIEW OF SCREENING BOARD REPORT

Chairman, John Welle asked Kim DeLaRosa to review the Screening Board book. Kim stated that she will not be reviewing the report page by page, because it was previously done out in all the Districts. Kim just wanted to talk about the items that need action on Friday and then if anyone may have questions or motions after she highlights the report.

A. General Information – pages 1-6

Kim started on page 2, Unit Price Inflation Factor for the gravel base needs to be approved to be used with the unit prices that go into the needs study for the apportionment for next year. The gravel base is a five year inflated average and page 2 shows the inflation factor for the last five years. The next page shows how the factors were applied to each counties projects to arrive at their gravel base price. Since the process has been changed this year we were asked to self report what we had for gravel base in our costs due to reclamation and other means of coming up with a unit base cost. There was no time to put the report together and send back out for verification so starting on page 41 to 85 will show the projects each county has in their gravel base study. There were two counties that were in error, Anoka County had two projects missing which changed their cost to $8.46 and LeSueur County had a reclamation project which changed their cost to $9.62. The rest of the counties are shown on page 10 and those counties with under 50,000 tons are shown on pages 5 & 6. These are the costs that need to be approved for the gravel base study for next year's apportionment.

B. Unit Price Recommendations - pages 7-17

The gravel base prices are used with the increment method shown on page 8 to determine each county's unit prices for bituminous, gravel shoulder and gravel surfacing.

C.S.A.H. miscellaneous unit prices on page 12 were figured using the recommended Mn/DOT prices for storm sewer prices which were taken from Mn/DOT's hydraulic estimating section, for complete Storm Sewer the cost is $277,895 and Partial it is $89,687. Curb and Gutter was taken from the MSAS needs study, which is $10.45. For bridges 0-149 Feet the price is $113.00 (23 bridges were used to compute this cost. remember that the city projects were removed last year, however there is still one large one from Hennepin County if removed the cost would go down), 150 Feet & longer the price is $117.00, (11 bridges were used to compute this cost), and widening stayed at $150.00 (using only two bridges for this cost).

We eliminated RR bridges over Highways, railroad crossing protection making this after the fact last October.

Page 16 shows the Minor Structure Unit Prices for culverts, the General Subcommittee looked at this to update but decided to wait another year to get a better sample of culverts costs around the state and then track the culvert projects and use a 5 year average and update annually.

John Welle asked the General Subcommittee if they had comments, Brian Giese wanted to thank Anita Benson and Mitch Rasmussen for their hard work. One thing they did discuss was reclamation used with the base prices as long as it reduced the base needs.

C. Variance List- Page 18

Kim commented that last fall it was decided to eliminate the adjustment to the variances granted to their complexity and tracking the projects, so page 18 shows the variances requested by the counties since January of 2007 this will just be a continuous list added to the book each year showing two years at a time.

D. Mileage Requests – Pages 20-33, none requested

The criteria necessary for CSAH designation is on page 21.

The History of Additional Mileage request can be found on pages 22-24.

On page 25 is a list of Banked mileage, this mileage is banked due to a change in their system and does not earn either needs or money. Becker County has 0.11 miles and Ramsey County has 0.20 miles and other changes can be made until the end of the year.

Reports of Historical documentation is shown on pages 26-33 only as information, for the Anoka County, Carver County, Dakota County, Lake County, St. Louis County, Olmsted County, Washington County and Wright County CSAH mileage requests.

E. State Park Road Account - Pages 35-38

Kim DeLaRosa reminded the group when requesting funds from the State Park Road Account for work on a CSAH, the commissioner of natural resources must obtain approval for the project from the County State-aid Screening Board. The money requested is then may be set aside for the project but there are no guarantees. Becker County is requesting $150,000 for work on SAP 03-635-06, there is an error on page 37 that shows this project was allocated $30,000 last year this is incorrect it should have shown it as a Township road project..

F. Reference Material

The rest of the book is reference material showing the projects that everyone had reported between 2002 and 2007, Hardship Transfers, Maintenance Facilities, minutes from meetings and our current resolutions of the county screening board.

Chairman, John Welle asked group if they had any questions for Kim concerning the information reviewed or the Becker County request for State Park Road Funds.

G. Proposed Resolution Changes

Chairman, John Welle addressed the first item of eliminating Special Resurfacing, speaking for District 7, John McDonald made a motion to eliminate the Special Resurfacing. Chairman John Welle commented that no action would be taken today but would encourage discussion about the item, John Welle asked how would it be handled, phase project in or out or eliminate all projects. John McDonald stated they didn't discuss it to that extent but would be open for suggestions. Brian Noetzelman commented that this was discussed last fall of 2007 and it was decided to leave it alone until the Needs Task Force completed their study. John Grindeland asked if in fact this is a topic being reviewed in the Needs Task Force, Kim stated it was being discussed in one of the subcommittees. Brian Giese, co-chairman of the Needs Task Force stated that is was discussed to length last year to leave it to be reviewed in the study but this should not be a reason to do something now if the group decided to take action. John Welle stated that he was not sure if there

was going to be a report given of the status of the committee. Doug Fischer wondered if counties could manipulate the work to take full advantage of funding, if this is removed, he is speaking in opposition of the proposed motion and feels the State Aid Dollars should be used to reduce our needs.

Chairman John Welle moved on to the next item dealing with loops and ramps resolution, which Kim expressed a concern on how to handle this item because more and more counties were requesting needs, she feels it should be after the fact. There was a lot of discussion on this item pro and con, CSAH to CSAH, TH to CSAH, etc interchanges, Kim is trying to understand what should be in the needs and what should the DSAE's be approving for the needs. Everyone agreed that there needs to more guidance on how to handle this item. Mark Krebsbach commented that Dakota County not only used the 70,000 ADT but their interchanges were also a part of their proposed county's adopted transportation plan. Roger Gustafson commented that he would not be in favor of using State Aid dollars for after the fact if the county is building something other than CSAH items. Proposed change is shown on attachment 2.

Chairman John Welle moved to the last item pertaining to Minimum Counties which may need some language changes because of the way the new transportation funding bill stated how the money shall be distributed. Kim explained what the issue was pertaining to the Minimum County resolution and how would the new money be distributed to these counties. Brian Noetzelman commented that District 4 is going to recommend tabling this matter and send it to the General Subcommittee to study this further and ask for a recommendation for the Fall Screening Board meeting.

ADDITIONAL SUBJECTS

A. Minimum County Discussion

John Welle was wondering what direction should the General Subcommittee be given, Brian Giese felt they should look at how do we keep Minimum County's funding adequate for the future using old and new money.

B. District 8 letter commenting on gravel base prices

John Welle asked if District 8 wanted to comment on the letter, John Brunkhorst commented that Dave Halbersma was present and if he would like to address his letter. Attachment 3, Dave Halbersma explained the reason for his letter and its contents. John McDonald stated District 7 will be bringing a motion forward to support this letter and request separating the bituminous unit cost from the gravel base unit cost and ask the General Subcommittee to review this issue. Kim just cautioned the group what they ask the General Subcommittee to do because data is already there, you just have to decide how to put it together.

C. Needs Task Force Committee Report Update

Brian Giese gave a report to the group after meeting for a year we have narrowed six ideas or systems down to two methods. Each group is meeting and evaluating their particular method and their hope is to give an update to the Board at the fall meeting. Don Theisen questioned whether the two methods will accomplish the goals set out to arrive at a possible entirely new method. Julie agreed she pushed the factors method the strongest to begin with and the subcommittee looked at it longer than other methods and there would be no way of getting around a Statutes change. And was there enough value in the factor's method to pursue taking on a political battle to make a change and we decided no and continued to study two methods. Kim encouraged everyone to speak up

even if they were not on the task force because we encourage all ideas. Marcus Hall mentioned the white papers are on the web site but they will be changing as the committees continue to meet. Julie felt that an overview could be presented at the fall screening board when there would be more time.

D. CSAH Revolving Loan Fund (Attachment 4)

John Welle commented that Statutes 162.06 Accruals to County State-Aid Highway Fund: Accounts allows for funding to be put into revolving loan account if new money became available. Julie stated there is political interest within AMC to look into this, if the Screening Board chose to put money in to a revolving loan fund two questions should be considered: one is to ask Rick K. to identify how many projects have used the transportation revolving loan funds (MnDOT) in the past and has anyone been turn down, second question is where do you take the money from and how much, as you would be decreasing everyone's apportionment by taking money off the top to fund this loan program. Julie says you do not have to do anything if you do not believe there is a need to put money in the fund. Jim Grube asked about the difference between this and the advance money that is available presently. Don Theisen cautioned if we create another pot of money it will be noticed by others.

Meeting was recessed until 8:30 on Friday.

The meeting reconvened at 8:30 a.m. June 20, 2008 with all members present.

ACTION ON SCREENING BOOK

A. Chairman, John Welle asked the group for Vice chairman election. Don Theisen nominated Guy Kohlnhofer, Dodge County, seconded by John Brunkhorst, motion passed unanimously, congratulations Guy.

B. Chairman, John Welle asked for a motion to approve the inflated gravel base prices shown on page 10 as amended with Anoka County at $8.46 and LeSueur at $9.62, motion by Doug Fischer, seconded by Guy Kohlnhofer, motion carried unanimously.

C. Chairman John Welle asked for a motion to approve the unit price increments as found on page 8 for shouldering, bituminous and surfacing. Motion by John McDonald to have the General Subcommittee examine various methods of the bituminous surfacing, aggregate shouldering and aggregate surfacing and come back with a recommendation to the Fall Screening Board, seconded by John Brunkhorst, discussion by Doug Fischer asking if this would preclude approving the unit prices and asked Kim what if approval waited until October. Kim stated she would come up with something to provide some prices for the fall book to estimate your needs, she felt this would be a rather big task and would ask for more help on the General Subcommittee. John Welle asked John M. what method was he considering them to study, John M. thought averages county by county and/or district by district for the last five years. Doug Fischer felt this is a very big task but not now, let's do it later and approve the unit cost today and study later so the pressure would not be there and if John M. and John B. would consider an amendment, John M. said no. There was some discussion that this issue is being study within the Needs Task Force committees. Motion failed 8 to 6.

Don Theisen made a motion to approve the unit price increments as found on page 8, seconded by Roger Gustafson, motion carried 13 to 1.

John McDonald made a motion to have the General Subcommittee examine two methods (county by county and/or district by district) of the bituminous surfacing, aggregate shouldering and aggregate surfacing and come back with a recommendation to the Screening Board when ready, seconded Doug Fischer, discussion

by Jim Grube stating that the direction is quite clear so why have additional people help out the committee it may just slow the process. Don Theisen again stated why have this issue studied by the General Subcommittee when the Needs Task Force is already looking at these items, let's have them complete their task and report back to the Screening Board their findings and recommendations. Motion failed 8 to 6.

John Welle ask the group to look at the resolution on page 111 Unit Costs – Oct. 1961 (Rev. Nov. 1965) he felt in reading this resolution he was wondering if we were doing what it says, no comments.

D. Chairman, John Welle asked for a motion to approve the CSAH Miscellaneous Unit Prices on page 12 motion by Marcus Hall to approve the 2008 CSAH Miscellaneous Unit Price Report, seconded by Brian Noetzelman, motion carried unanimously.

G. Chairman, John Welle asked for a motion to approve the State Park Road Fund requests from Becker County for an amount of $150,000 (attachment 5), which will still need approval from the DNR. Motion by Guy Kohlnhofer, seconded by John Brunkhorst, motion carried unanimously.

H. Chairman, John Welle asked the group for a motion to consider the proposed resolution changes the first being the removal of the Special Resurfacing Adjustment, John McDonald made the motion to remove the Special Resurfacing Needs Adjustment from the book, John Welle wanted a clarification to completely remove it or have some phase out and no more added in the future, John M. stated remove entirely. After further discussion John M. changed his motion to add no more projects and allow the existing ones to phase out, seconded by John Brunkhorst, discussion by Don Theisen stated we had this motion on the table when he was at Dakota County and it seems this is the fifth time we have voted on this, he still feels that we are premature with these decisions and we should wait and get the full report back from the Task Force. Motion passed 8 to 7, Chairman John Welle broke the tie vote.

Chairman John Welle moved on to the next item dealing with loops and ramps resolution, Mark Krebsbach gave an explanation of the resolution handed out (attachment 6) and went over the minor changes that were made. Kim felt this resolution would handle this issue with more consistency. Motion by Mark Krebsbach to accept the resolution as explained, seconded by Marcus Hall, discussion followed with enough questions to be answered the motion was tabled until the fall meeting in October.

Chairman John Welle stated that the Minimum County resolution change is merely a clarification of how the new money will or should be distributed. The resolution was changed to read: "That any county whose ~~total~~ apportionment sum percentage falls below .586782, which is the minimum percentage permitted for Red Lake, Mahnomen, and Big Stone Counties, shall have its money needs adjusted so that its ~~total~~ apportionment sum factor shall at least equal the minimum percentage factor." Brian Noetzelman stated that District 4 will move to direct the Needs Task Force to review the existing Minimum County resolution and the proposed Minimum County resolution revisions and make it part of their report back to the Screening Board, Bruce Hasbargen seconded the motion, question was asked what has State Aid done to date to review this issue, Rick Kjonaas commented that a MnDOT task force studied this after the bill passage and arrived at the interpretation which is cause for the resolution change. John Welle asked Brian Noetzelman for an explanation of what he was asking to be studied or the out come, he commented to try and determine if the minimum county allocation is appropriate and necessary and if yes, what level of funding should they receive. Brian Giese commented that this probably does not belong at the Needs Task Force because of the diverse cross section of counties represented on the committee. Question from Doug Fischer, if this is different than what State Aid is asking to do with the language change, yes Kim stated that no action is needed because they will handle the distribution as Rick K. stated and this is just a house keeping item based on bill language. Motion on the floor passed 9 to 4.

Doug Fischer made a motion to cleanup the language in the book for Minimum Counties as requested by State Aid, seconded by Marcus Hall, motion carried unanimously.

I. Chairman John Welle brought up the other issue that was discussed dealing with the Needs Task Force eliminating the Factors Method whether this should have been done without Screening Board approval. John asked if there was any further action by the Screening Board, hearing no comments the Needs Task Force will continue their quest and continue studying the two chosen methods.

The other issue discussed was the CSAH revolving loan fund which will be brought up at the fall meeting, John asked if the Board wanted to give any further action, no comments.

Chairman, John Welle thanked Brian Giese for serving on the General Subcommittee and appointed Al Goodman to take his place.

Chairman John Welle thanked the Screening Board for their spirited discussions on the issues brought before them and their attendance.

Chairman, John Welle informed the Board the next Screening Board meeting will be October 22 & 23, 2008 at Maddens Resort near Brainerd.

Motion by Mark Krebsbach, seconded by John McDonald to adjourn the Screening Board meeting, motion passed unanimously.

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED*:*

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

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

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

Screening Board Vice-chairman - June 1968

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

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

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

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

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

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

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

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

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

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

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

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

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

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

Non-existing County State Aid Highway Designations - Oct. 1990 – Oct 1992 (Latest Rev. June 2007)

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

TRAFFIC

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

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

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

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

ROAD NEEDS

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

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

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

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

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

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

That the unit costs for base, surface and shouldering quantities obtained from the 5-Year Average

Construction Cost Study and approved by the Screening Board shall be used for estimating needs.

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

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

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

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

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

Rural Design Grade Widening - June 1980

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

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

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

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

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

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

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

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

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

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

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

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

~~Special Resurfacing and Reconditioning Projects - May 1967- June 1999-(Latest Rev. June 2008~~

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

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

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

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

Loops and Ramps - May 1966

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

AFTER THE FACT NEEDS

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

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

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

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

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

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

Railroad Over Highway Bridges – October 2007

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

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

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

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