2015
COUNTY SCREENING BOARD DATA

Goodhue County

2014 MCEA Project of the Year
CSAH 24 South

October 2015

About the Cover:

Goodhue County, working in partnership with the City of Cannon Falls and Cannon Falls Township, initiated the CSAH 24 Southeast Collector Corridor Study in 2009. The existing CSAH 24 route traveled through downtown Cannon Falls and served as the primary north-south collector on the west side of TH 52. Based on city land use information, it is expected that the downtown intersection of CSAH 24/TH 20/TH 19 will become a bottleneck for traffic, increase safety concerns for pedestrian traffic, limit on-street parking opportunities, and degrade the historic downtown area. Therefore, the purpose of the Southeast Collector was to support planned land uses and forecasted travel demand.

For the southern portion, from TH 52 to CSAH 25 in 2014, construction of this 1.3 mile segment was completed using a combination of local funds and county state aid funds.

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.

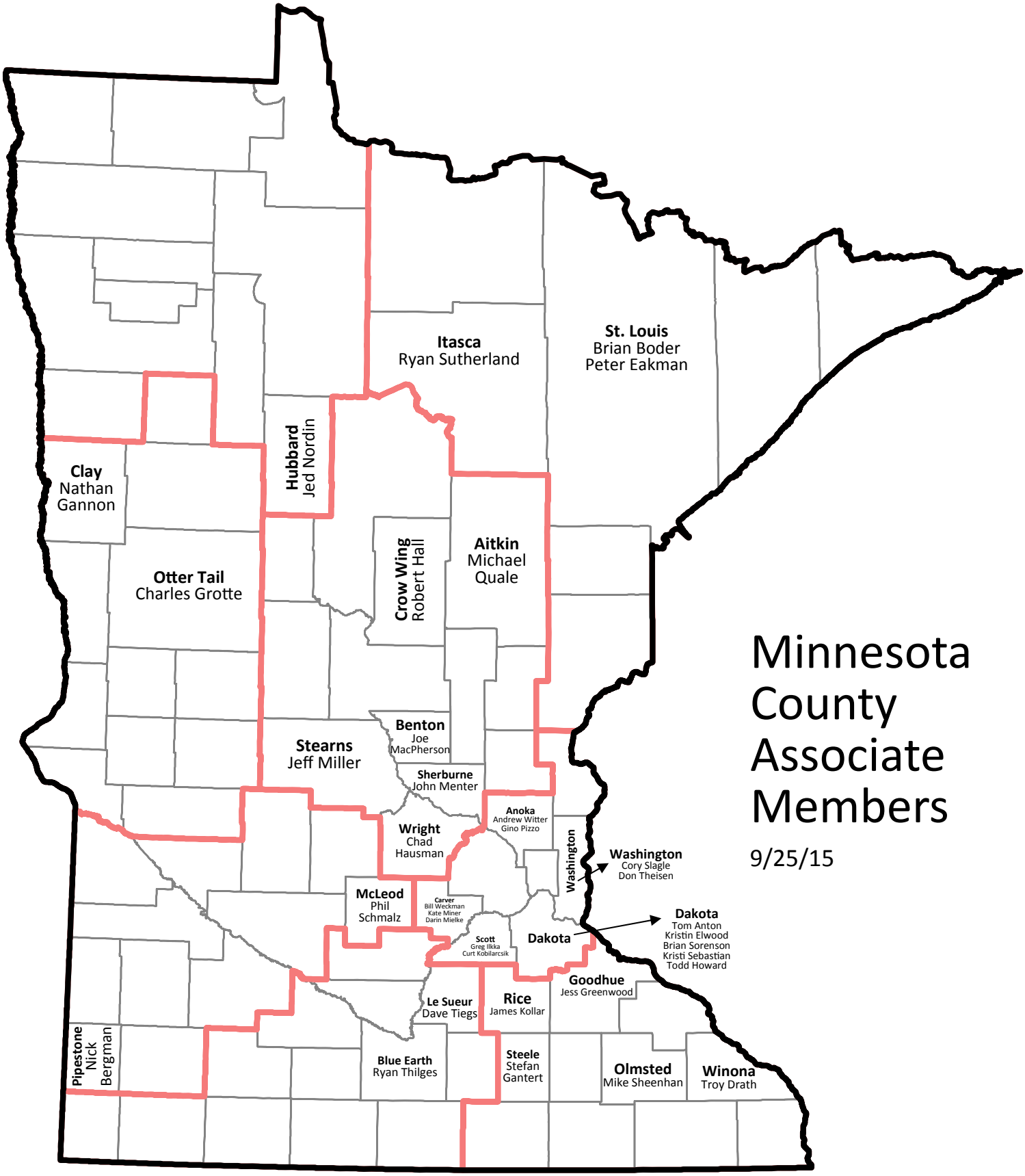
The *Needs* component of the distribution formula estimates the relative cost to build county highways or build and maintain city streets designated as state-aid routes.

Minnesota County Highway Engineers

9/25/15

Minnesota County Associate Members

9/25/15



2015 COUNTY SCREENING BOARD

Mike Tardy	(14-15)	Carlton County	District 1
Lon Aune	(14-15)	Marshall County	District 2
Bruce Cochran	(15-16)	Mille Lacs County	District 3
David Overbo	(14-15)	Clay County	District 4
Joe Triplett, Chair	(14-17)	Chisago County	Metro
Tony Winiecki	(12-15)	Scott County	Metro
David Kramer	(14-15)	Winona County	District 6
Seth Greenwood	(15-16)	Nicollet County	District 7
Willy Rabenberg	(15-16)	Redwood County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Jim Tolaas	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
Nick Anderson, Secretary		Big Stone County	

2015 SCREENING BOARD ALTERNATES

Krysten Foster	Lake County	District 1
Rich Sanders	Polk County	District 2
Tim Bray	Crow Wing County	District 3
Tracey Von Bargen	Grant County	District 4
Lyndon Robjent	Carver County	Metro
Kaye Bieniek	Olmsted County	District 6
Darrell Pettis	Le Sueur County	District 7
Aaron VanMoer	Lyon County	District 8

2015 CSAH MILEAGE SUBCOMMITTEE

Nathan Richman	October 2015	Waseca County
Mark Krebsbach	October 2016	Dakota County
Jon Large	October 2017	Mahnomen County

Table of Contents – Online Version

Please contact State Aid Staff for additional printed copies. This publication is available online here:
http://www.dot.state.mn.us/stateaid/csah-fallbooks.html

State Aid Program Mission Statement
Minnesota County Highway Engineers - Map
Minnesota County Associate Members - Map
2015 County Screening Board Members List

Needs Information, Needs Data and Adjustments **1**
- CSAH Mileage, Needs and Distribution 1958 through 2015 1-2
- 3-year Average Revised Basic Needs 3-5
- Restriction of 25-Year Construction Needs Changes 6-9
- County State Aid Construction Fund Balance "Needs" Deductions 10-13
- Mill Levy Deductions 14-16
- Statutory Minimum County Apportionments 17-18

Tentative Apportionment Data **19**
- Development of the Tentative 2016 CSAH Money Needs Distribution ..... 19 & Fig A
- Recommendation Letter to the Commissioner 21
- Annual CSAH Money Needs 22-23
- Preliminary Tentative Components of the 2016 Tentative Distribution 24-25
- Screening Board Minimum County Adjustment 26-27
- Tentative Final Components of the 2016 Distribution 28-29
- Comparison of the Actual 2015 to the Tentative 2016 CSAH Distribution 30-32

Mileage Requests **33**
- "Banked" CSAH Mileage 34
- Criteria Necessary for County State Aid Highway Designation 35
- Olmsted County Mileage Requests 36-45
- Ramsey County Mileage Requests 46
- History of the CSAH Additional Mileage Requests 47-49
- Historical Documentation for CSAH County Mileage Requests 50-54

State Park Road Account **55**
- State Park Road Account Statute 56
- State Park Road Funded Projects 57-59

Reference Material **61**
- Traffic Projection Factors 62
- Maintenance Facilities 63-64
- Hardship Transfers 65
- Advance Guidelines 66-68
- Minutes of the June 11, 2015 County Engineers Screening Board Meeting 69-72
- Current Resolutions of the County Screening Board 73-84
- County Engineer's Phone/E-Mail Listing 85-93
- State Aid Organization Chart 94

Appendix Item **61**
- Figure A: Tentative Money Needs 2015 ..... A-1
- Full Olmsted Mileage Request - 2015 ..... B-1
- Full Olmsted Mileage Request - 2006 ..... C-1

CSAH Mileage, Needs and Distribution 1958 through 2016

Fall 2015

The following information is presented as historical data for the 57 years of county state aid distribution and preliminary data for the 58th year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,717 miles of which almost 1,176 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 2016 is estimated to be approximately $528 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.

N\CSAH\Books\Fall 2015\MILEHIST.doc

CSAH Mileage, Needs and Distribution - 1958 through 2016

Fall 2015

Year	Mileage	Basic 25 Year Construction Needs	Total Distribution	Adjusted 25 Year Construction Needs	Money Needs Apport	Distribution Per $1,000 of Adjusted Needs	
1958	29,003.30	$705,318,817	$23,895,255				
1959	29,128.00	792,766,387	26,520,631				
1960	29,109.15	781,163,725	26,986,118				
1961	29,177.31	881,168,466	29,195,071				
1962	29,183.50	836,684,473	28,398,346				
1963	29,206.63	812,379,561	30,058,060				
1964	29,250.40	844,850,828	34,655,816				
1965	29,285.26	1,096,704,147	35,639,932				
1966	29,430.36	961,713,095	36,393,775				
1967	29,518.48	956,436,709	39,056,521	$956,436,709	$19,528,261	$20.42	
1968	29,614.63	920,824,895	45,244,948	925,268,781	22,622,474	24.45	
1969	29,671.50	907,383,704	47,316,647	910,649,082	23,658,323	25.98	
1970	29,732.84	871,363,426	51,248,592	871,363,426	25,624,296	29.41	
1971	29,763.66	872,716,257	56,306,623	872,716,257	28,153,312	32.26	
1972	29,814.83	978,175,117	56,579,342	985,471,441	28,289,691	28.71	
1973	29,806.67	1,153,027,326	56,666,390	1,154,838,282	28,333,195	24.53	
1974	29,807.37	1,220,857,594	67,556,282	1,220,436,874	33,778,141	27.68	
1975	29,857.90	1,570,593,707	69,460,645	1,596,084,465	34,730,323	21.76	
1976	29,905.06	1,876,982,838	68,892,738	1,853,364,975	34,446,369	18.59	
1977	29,929.57	2,014,158,273	84,221,382	1,995,381,940	42,110,691	21.10	
1978	29,952.03	1,886,535,596	86,001,153	1,863,226,307	43,000,577	23.08	
1979	30,008.47	1,964,328,702	93,482,005	1,934,116,556	46,741,003	24.17	
1980	30,008.25	2,210,694,426	100,581,191	2,193,295,678	50,290,596	22.93	
1981	30,072.55	2,524,102,659	104,003,792	2,492,190,699	52,001,896	20.87	
1982	30,086.79	2,934,808,695	122,909,078	2,910,643,326	61,454,539	21.11	
1983	30,084.16	3,269,243,767	127,310,171	3,171,578,527	63,655,086	20.07	
1984	30,087.24	3,363,921,407	143,696,365	3,315,431,920	71,848,183	21.67	
1985	30,089.03	3,628,382,077	171,133,770	3,742,822,880	85,566,885	22.86	
1986	30,095.37	4,742,570,129	176,412,995	4,658,153,549	88,206,498	18.94	
1987	30,095.26	4,656,668,402	169,035,460	4,595,651,198	84,588,456	18.41	
1988	30,101.37	4,694,034,188	176,956,052	4,547,152,346	88,528,717	19.47	
1989	30,119.91	4,801,166,017	224,066,256	4,752,045,566	112,048,340	23.58	
1990	30,139.52	4,710,422,098	234,971,125	4,710,965,075	117,502,985	24.94	
1991	30,144.88	4,905,899,327	228,425,033	4,927,846,604	114,216,993	23.18	
1992	30,142.84	4,965,601,700	244,754,252	5,010,500,884	122,385,406	24.43	
1993	30,130.03	5,231,566,081	244,499,683	5,358,303,906	122,276,603	22.82	
1994	30,149.73	5,313,983,542	245,557,356	5,549,564,545	122,789,429	22.13	
1995	30,200.17	5,390,579,832	249,926,147	5,738,251,809	124,963,096	21.78	
1996	30,212.15	5,472,714,828	278,383,078	5,926,763,133	139,191,538	23.49	
1997	30,272.41	5,775,789,344	280,824,171	6,341,979,229	140,412,086	22.14	
1998	30,289.09	5,767,000,396	293,510,766	6,483,139,948	146,755,383	22.64	
1999	30,322.88	6,221,807,797	310,854,283	6,989,213,942	155,427,142	22.24	
2000	30,328.79	6,211,014,218	327,806,772	7,054,661,571	163,903,386	23.23	
2001	30,356.26	6,480,813,015	342,079,509	7,372,660,405	171,039,754	23.19	
2002	30,365.98	6,672,655,716	356,235,225	7,649,465,287	178,117,612	23.28	
2003	30,386.86	6,948,696,768	335,646,516	8,034,749,831	167,823,257	20.89	
2004	30,401.58	7,421,208,589	358,461,318	8,690,667,118	179,230,659	20.62	
2005	30,427.62	7,768,067,132	358,601,844	9,117,963,299	179,300,922	19.66	
2006	30,481.85	8,206,097,964	356,389,259	9,680,839,334	178,194,630	18.41	
2007	30,506.59	8,995,176,545	360,757,456	10,688,558,772	180,378,728	16.88	
2008	30,540.10	10,057,837,789	363,874,873	11,995,607,602	181,937,437	15.17	
2009	30,545.95	10,065,495,565	383,265,770	12,168,327,832	196,760,563	16.17	
2010	30,547.47	10,705,724,398	406,984,186	12,981,598,589	211,637,680	16.30	
2011	30,567.28	10,955,649,861	441,394,374	13,422,552,370	229,873,841	17.13	
2012	30,589.90	11,128,509,731	469,471,103	13,775,039,351	248,487,504	18.04	
2013	30,609.08	10,931,296,011	483,075,941	13,621,117,681	254,926,487	18.72	
2014	30,621.33	10,932,386,139	499,850,198	13,618,759,197	264,840,208	19.45	
2015	30,700.95	10,932,861,404	528,142,334	13,620,457,545	280,458,025	20.59	
2016	30,707.68	$10,932,861,404	**$528,142,334**	**$13,611,623,604**	**$280,458,025**	**$20.60**	**Estimated**

*** Does not include 2015 Trunk Highway Turn Back Mileage**

N:\CSAH\Books\Fall 2015\Miles, Need, Apport, Per 1,000 Needs.xls

3-year Revised Average Basic Needs

Fall 2015

The County Screening Board held a special meeting January 20, 2012 at the County Conference in Brainerd to approve freezing the needs and not doing an update in 2012. This was to allow the needs unit to work with a consultant team to develop a new software system for collecting and computing the needs. Counties were given an extension to submit delinquent after the fact, credit for local effort and grading cost adjustments for projects up to December 31, 2010.

In contradiction to the January and June Screening Board minutes the State Aid Needs Unit used the "Revised Average Basic Needs" to calculate the needs distribution for 2013. This was to allow the additional "catch-up" adjustments from the spring, the current construction fund balance deduction and the split of regular and municipal needs when determining the final distribution.

> **Rich Sanders offered the following resolution, seconded by Dave Kramer and passed unanimously.**
> **Be it Resolved that the Screening Board discontinues the processing of data used in the calculation of the "adjusted 25-year needs".**
> **Be it Further Resolved, that the three-year calculated average of the "adjusted 25-year needs" from the 2009, 2010, and 2011 money needs apportionment be used to determine the money needs apportionment for the future Highway User Tax Distribution Fund distributions until the new needs calculating software is developed and adopted.**

The calculated average revised basic needs are shown on the following pages.

N:\CSAH\Books\Fall2015\BasicAverage.doc

3 year Average Basic Needs

Fall 2015

County	2009 Revised Basic CSAH Needs	2010 Revised Basic CSAH Needs	2011 Total Revised Basic CSAH Needs	2013 Average Basic CSAH Needs
Carlton	$109,452,702	$113,773,195	$114,166,607	$112,464,168
Cook	81,871,331	82,830,324	69,744,876	78,148,844
Itasca	203,972,048	202,471,007	205,105,004	203,849,353
Koochiching	49,337,005	52,848,235	53,672,300	51,952,513
Lake	89,296,109	88,364,767	87,631,913	88,430,930
Pine	172,491,567	185,710,686	194,351,418	184,184,557
St. Louis	607,493,057	626,494,380	639,930,748	624,639,395
District 1 Totals	**$1,313,913,819**	**$1,352,492,594**	**$1,364,602,866**	**$1,343,669,760**
Beltrami	$132,114,782	$139,337,233	$149,478,135	$140,310,050
Clearwater	65,056,663	68,764,113	71,271,402	68,364,059
Hubbard	78,588,880	79,768,301	82,752,055	80,369,745
Kittson	68,099,414	67,866,474	66,333,330	67,433,072
Lake of the Woods	34,037,682	41,443,409	41,762,863	39,081,318
Marshall	92,479,881	93,170,967	95,324,336	93,658,394
Norman	72,347,301	85,471,495	83,431,735	80,416,843
Pennington	54,048,214	55,218,902	56,619,013	55,295,376
Polk	170,360,650	173,858,518	170,852,287	171,690,485
Red Lake	33,078,459	34,093,807	34,889,531	34,020,599
Roseau	109,496,611	117,915,993	122,395,908	116,602,838
District 2 Totals	**$909,708,537**	**$956,909,212**	**$975,110,595**	**$947,242,779**
Aitkin	$96,676,341	$95,039,815	$100,324,492	$97,346,883
Benton	76,667,238	77,933,315	76,495,484	77,032,012
Cass	120,703,737	119,220,727	119,417,513	119,780,659
Crow Wing	156,735,755	152,848,912	159,039,220	156,207,962
Isanti	67,561,451	69,278,721	72,199,917	69,680,030
Kanabec	47,012,949	51,201,296	51,192,585	49,802,277
Mille Lacs	93,335,297	97,062,883	94,890,527	95,096,235
Morrison	131,123,647	136,010,807	144,892,698	137,342,384
Sherburne	84,509,887	95,459,387	95,376,953	91,782,076
Stearns	273,582,506	278,601,177	275,366,313	275,849,998
Todd	65,667,849	67,798,160	69,323,221	67,596,410
Wadena	50,504,916	51,452,486	52,841,895	51,599,765
Wright	215,130,568	218,289,461	219,101,648	217,507,226
District 3 Totals	**$1,479,212,141**	**$1,510,197,147**	**$1,530,462,466**	**$1,506,623,917**
Becker	$105,288,891	$109,509,161	$114,064,251	$109,620,768
Big Stone	36,024,282	35,688,134	37,066,606	36,259,674
Clay	89,260,381	96,536,541	107,072,856	97,623,260
Douglas	101,052,162	108,422,777	117,025,748	108,833,562
Grant	34,505,168	35,526,670	33,224,407	34,418,748
Mahnomen	31,828,289	33,284,581	32,578,759	32,563,876
Otter Tail	271,470,419	274,903,931	281,103,687	275,826,012
Pope	57,688,315	57,833,101	61,010,059	58,843,825
Stevens	39,980,247	41,104,003	43,166,675	41,416,975
Swift	60,889,817	62,452,286	56,549,757	59,963,953
Traverse	40,406,367	41,759,027	42,937,441	41,700,945
Wilkin	72,256,485	76,888,369	73,349,968	74,164,940
District 4 Totals	**$940,650,823**	**$973,908,581**	**$999,150,214**	**$971,236,538**

3 year Average Basic Needs

Fall 2015

County	2009 Revised Basic CSAH Needs	2010 Revised Basic CSAH Needs	2011 Total Revised Basic CSAH Needs	2013 Average Basic CSAH Needs
Anoka	$323,930,071	$336,754,135	$338,580,274	$333,088,160
Carver	130,419,834	132,276,364	135,816,818	132,837,672
Hennepin	825,417,222	823,340,984	821,179,206	823,312,471
Scott	152,189,664	153,732,532	151,870,029	152,597,408
Metro Totals	**$1,431,956,791**	**$1,446,104,015**	**$1,447,446,327**	**$1,441,835,711**
Dodge	$88,335,429	$94,124,548	$99,804,148	$94,088,042
Fillmore	159,297,094	155,469,490	151,916,157	155,560,914
Freeborn	121,144,084	121,871,730	135,396,690	126,137,501
Goodhue	133,385,715	137,446,671	146,631,809	139,154,732
Houston	107,555,591	112,688,025	107,413,620	109,219,079
Mower	116,254,828	117,516,614	123,504,537	119,091,993
Olmsted	186,269,257	191,725,151	193,489,721	190,494,710
Rice	113,533,115	116,292,520	114,822,684	114,882,773
Steele	115,349,663	112,602,706	103,370,379	110,440,916
Wabasha	112,438,293	110,826,033	107,630,478	110,298,268
Winona	152,515,549	149,981,918	145,464,056	149,320,508
District 6 Totals	**$1,406,078,618**	**$1,420,545,406**	**$1,429,444,279**	**$1,418,689,436**
Blue Earth	$183,076,505	$208,474,882	$213,845,977	$201,799,121
Brown	90,539,660	90,871,906	97,321,638	92,911,068
Cottonwood	66,355,708	63,981,133	64,947,812	65,094,884
Faribault	102,585,941	117,665,716	117,894,494	112,715,384
Jackson	116,129,867	122,761,693	128,371,509	122,421,023
Le Sueur	118,176,477	122,296,603	117,978,109	119,483,730
Martin	117,430,767	124,639,458	130,284,731	124,118,319
Nicollet	94,442,129	99,423,345	102,463,690	98,776,388
Nobles	102,669,520	106,879,780	111,117,002	106,888,768
Rock	69,647,707	69,042,131	71,708,923	70,132,920
Sibley	65,264,435	68,066,100	66,229,875	66,520,137
Waseca	71,502,315	71,403,238	74,764,306	72,556,620
Watonwan	72,896,431	76,801,133	73,392,798	74,363,454
District 7 Totals	**$1,270,717,462**	**$1,342,307,118**	**$1,370,320,864**	**$1,327,781,816**
Chippewa	$59,282,227	$55,945,487	$59,122,011	$58,116,575
Kandiyohi	132,820,597	132,669,828	123,943,539	129,811,322
Lac Qui Parle	64,915,786	59,186,092	61,188,084	61,763,321
Lincoln	47,974,495	49,531,740	53,259,677	50,255,304
Lyon	80,960,625	84,148,621	91,734,066	85,614,438
Mc Leod	82,748,701	85,785,694	89,694,642	86,076,346
Meeker	64,105,289	67,043,460	71,788,572	67,645,773
Murray	70,966,364	73,485,530	75,103,712	73,185,202
Pipestone	60,994,854	59,391,448	64,099,300	61,495,201
Redwood	113,858,296	118,977,935	121,392,324	118,076,185
Renville	126,041,533	130,332,860	131,644,254	129,339,549
Yellow Medicine	72,107,477	69,041,016	72,974,288	71,374,261
District 8 Totals	**$976,776,244**	**$985,539,711**	**$1,015,944,469**	**$992,753,477**
Chisago	$104,250,777	$109,520,197	$112,947,631	$108,906,202
Dakota	276,681,213	275,754,149	288,070,837	280,168,733
Ramsey	387,283,780	371,551,732	387,900,370	382,245,294
Washington	207,982,670	210,031,186	206,627,779	208,213,879
Metro Totals	**$976,198,440**	**$966,857,264**	**$995,546,617**	**$979,534,108**
STATE TOTALS	**$10,705,212,875**	**$10,954,861,048**	**$11,128,028,697**	**$10,929,367,542**

Restriction of 25-Year Construction Needs Changes

Fall 2015

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%, thereby limiting any individual counties needs change to a range from a -5.0% to a +20.0%.

Restriction of the 25 Year Construction Needs Changes

Fall 2015

COUNTY	RESTRICTED 2015 25 YEAR CONSTRUCTION NEEDS	AVG 3 YEAR REVISED BASIC 25-YEAR CONSTRUCTION NEEDS	THTB ACTIVITY IN 2012 - 2015	AVG 3 YEAR REVISED BASIC 25 YEAR CONST. NEEDS WITH THTB ACTIVITY	CHANGE FROM RESTRICTED 2013 NEEDS	% CHANGE FROM RESTRICTED 2013 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2015 25 YEAR CONSTRUCTION NEEDS	2015 SCREENING BOARD RESTRICTION	COUNTY
Carlton	$112,464,168	$112,464,168		$112,464,168	$0	0.0%				**Carlton**
Cook	78,148,844	78,148,844		78,148,844	0	0.0%				**Cook**
Itasca	203,849,353	203,849,353		203,849,353	0	0.0%				**Itasca**
Koochiching	51,952,513	51,952,513		51,952,513	0	0.0%				**Koochiching**
Lake	88,430,930	88,430,930		88,430,930	0	0.0%				**Lake**
Pine	184,184,557	184,184,557		184,184,557	0	0.0%				**Pine**
St. Louis	624,993,686	624,639,395	354,291	624,993,686	0	0.0%				**St. Louis**
District 1 Totals	**$1,344,024,051**	**$1,343,669,760**	**$354,291**	**$1,344,024,051**	**$0**	**0.0%**				**District 1 Totals**
Beltrami	$140,310,050	$140,310,050		$140,310,050	$0	0.0%				**Beltrami**
Clearwater	68,364,059	68,364,059		68,364,059	0	0.0%				**Clearwater**
Hubbard	80,369,745	80,369,745		80,369,745	0	0.0%				**Hubbard**
Kittson	67,433,072	67,433,072		67,433,072	0	0.0%				**Kittson**
Lake of 'Woods	39,081,318	39,081,318		39,081,318	0	0.0%				**Lake of 'Woods**
Marshall	93,658,394	93,658,394		93,658,394	0	0.0%				**Marshall**
Norman	80,416,843	80,416,843		80,416,843	0	0.0%				**Norman**
Pennington	55,295,376	55,295,376		55,295,376	0	0.0%				**Pennington**
Polk	171,690,485	171,690,485		171,690,485	0	0.0%				**Polk**
Red Lake	34,020,599	34,020,599		34,020,599	0	0.0%				**Red Lake**
Roseau	116,602,838	116,602,838		116,602,838	0	0.0%				**Roseau**
District 2 Totals	**$947,242,779**	**$947,242,779**	**$0**	**$947,242,779**	**$0**	**0.0%**				**District 2 Totals**
Aitkin	$98,103,788	$97,346,883	$756,905	$98,103,788	$0	0.0%				**Aitkin**
Benton	77,032,012	77,032,012		77,032,012	0	0.0%				**Benton**
Cass	119,811,082	119,780,659	30,423	119,811,082	0	0.0%				**Cass**
Crow Wing	156,207,962	156,207,962		156,207,962	0	0.0%				**Crow Wing**
Isanti	69,680,030	69,680,030		69,680,030	0	0.0%				**Isanti**
Kanabec	49,802,277	49,802,277		49,802,277	0	0.0%				**Kanabec**
Mille Lacs	95,096,235	95,096,235		95,096,235	0	0.0%				**Mille Lacs**
Morrison	137,342,384	137,342,384		137,342,384	0	0.0%				**Morrison**
Sherburne	91,782,076	91,782,076		91,782,076	0	0.0%				**Sherburne**
Stearns	275,849,998	275,849,998		275,849,998	0	0.0%				**Stearns**
Todd	67,596,410	67,596,410		67,596,410	0	0.0%				**Todd**
Wadena	51,599,765	51,599,765		51,599,765	0	0.0%				**Wadena**
Wright	217,507,226	217,507,226		217,507,226	0	0.0%				**Wright**
District 3 Totals	**$1,507,411,245**	**$1,506,623,917**	**$787,328**	**$1,507,411,245**	**$0**	**0.0%**				**District 3 Totals**

Restriction of the 25 Year Construction Needs Changes

Fall 2015

COUNTY	RESTRICTED 2015 25 YEAR CONSTRUCTION NEEDS	AVG 3 YEAR REVISED BASIC 25-YEAR CONSTRUCTION NEEDS	THTB ACTIVITY IN 2012 - 2015	AVG 3 YEAR REVISED BASIC 25 YEAR CONST. NEEDS WITH THTB ACTIVITY	CHANGE FROM RESTRICTED 2013 NEEDS	% CHANGE FROM RESTRICTED 2013 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2015 25 YEAR CONSTRUCTION NEEDS	2015 SCREENING BOARD RESTRICTION	COUNTY
Becker	$109,620,768	$109,620,768		$109,620,768	$0	0.0%				**Becker**
Big Stone	36,259,674	36,259,674		36,259,674	0	0.0%				**Big Stone**
Clay	97,623,260	97,623,260		97,623,260	0	0.0%				**Clay**
Douglas	110,005,126	108,833,562	1,171,564	110,005,126	0	0.0%				**Douglas**
Grant	34,418,748	34,418,748		34,418,748	0	0.0%				**Grant**
Mahnomen	32,563,876	32,563,876		32,563,876	0	0.0%				**Mahnomen**
Otter Tail	275,826,012	275,826,012		275,826,012	0	0.0%				**Otter Tail**
Pope	58,843,825	58,843,825		58,843,825	0	0.0%				**Pope**
Stevens	41,416,975	41,416,975		41,416,975	0	0.0%				**Stevens**
Swift	59,963,953	59,963,953		59,963,953	0	0.0%				**Swift**
Traverse	41,700,945	41,700,945		41,700,945	0	0.0%				**Traverse**
Wilkin	74,164,940	74,164,940		74,164,940	0	0.0%				**Wilkin**
District 4 Totals	**$972,408,102**	**$971,236,538**	**$1,171,564**	**$972,408,102**	**$0**	**0.0%**				**District 4 Totals**
Anoka	$333,088,160	$333,088,160		$333,088,160	$0	0.0%				**Anoka**
Carver	132,958,646	132,837,672	120,974	132,958,646	0	0.0%				**Carver**
Hennepin	823,312,471	823,312,471		823,312,471	0	0.0%				**Hennepin**
Scott	152,597,408	152,597,408		152,597,408	0	0.0%				**Scott**
Metro Totals	**$1,441,956,685**	**$1,441,835,711**	**$120,974**	**$1,441,956,685**	**$0**	**0.0%**				**Metro Totals**
Dodge	$94,088,042	$94,088,042		$94,088,042	$0	0.0%				**Dodge**
Fillmore	155,560,914	155,560,914		155,560,914	0	0.0%				**Fillmore**
Freeborn	126,137,501	126,137,501		126,137,501	0	0.0%				**Freeborn**
Goodhue	139,154,732	139,154,732		139,154,732	0	0.0%				**Goodhue**
Houston	109,219,079	109,219,079		109,219,079	0	0.0%				**Houston**
Mower	119,091,993	119,091,993		119,091,993	0	0.0%				**Mower**
Olmsted	190,494,710	190,494,710		190,494,710	0	0.0%				**Olmsted**
Rice	114,882,773	114,882,773		114,882,773	0	0.0%				**Rice**
Steele	110,440,916	110,440,916		110,440,916	0	0.0%				**Steele**
Wabasha	110,298,268	110,298,268		110,298,268	0	0.0%				**Wabasha**
Winona	149,320,508	149,320,508		149,320,508	0	0.0%				**Winona**
District 6 Totals	**$1,418,689,436**	**$1,418,689,436**	**$0**	**$1,418,689,436**	**$0**	**0.0%**				**District 6 Totals**

Restriction of the 25 Year Construction Needs Changes

Fall 2015

COUNTY	RESTRICTED 2015 25 YEAR CONSTRUCTION NEEDS	AVG 3 YEAR REVISED BASIC 25-YEAR CONSTRUCTION NEEDS	THTB ACTIVITY IN 2012 - 2015	AVG 3 YEAR REVISED BASIC 25 YEAR CONST. NEEDS WITH THTB ACTIVITY	CHANGE FROM RESTRICTED 2013 NEEDS	% CHANGE FROM RESTRICTED 2013 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2015 25 YEAR CONSTRUCTION NEEDS	2015 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	$201,799,121	$201,799,121		$201,799,121	$0	0.0%				**Blue Earth**
Brown	93,876,151	92,911,068	965,083	93,876,151	0	0.0%				**Brown**
Cottonwood	65,094,884	65,094,884		65,094,884	0	0.0%				**Cottonwood**
Faribault	112,715,384	112,715,384		112,715,384	0	0.0%				**Faribault**
Jackson	122,421,023	122,421,023		122,421,023	0	0.0%				**Jackson**
Le Sueur	119,483,730	119,483,730		119,483,730	0	0.0%				**Le Sueur**
Martin	124,118,319	124,118,319		124,118,319	0	0.0%				**Martin**
Nicollet	98,776,388	98,776,388		98,776,388	0	0.0%				**Nicollet**
Nobles	106,983,390	106,888,768	94,622	106,983,390	0	0.0%				**Nobles**
Rock	70,132,920	70,132,920		70,132,920	0	0.0%				**Rock**
Sibley	66,520,137	66,520,137		66,520,137	0	0.0%				**Sibley**
Waseca	72,556,620	72,556,620		72,556,620	0	0.0%				**Waseca**
Watonwan	74,363,454	74,363,454		74,363,454	0	0.0%				**Watonwan**
District 7 Totals	**$1,328,841,521**	**$1,327,781,816**	**$1,059,705**	**$1,328,841,521**	**$0**	**0.0%**				**District 7 Totals**
Chippewa	$58,116,575	$58,116,575		$58,116,575	$0	0.0%				**Chippewa**
Kandiyohi	129,811,322	129,811,322		129,811,322	0	0.0%				**Kandiyohi**
Lac Qui Parle	61,763,321	61,763,321		61,763,321	0	0.0%				**Lac Qui Parle**
Lincoln	50,255,304	50,255,304		50,255,304	0	0.0%				**Lincoln**
Lyon	85,614,438	85,614,438		85,614,438	0	0.0%				**Lyon**
Mc Leod	86,076,346	86,076,346		86,076,346	0	0.0%				**Mc Leod**
Meeker	67,645,773	67,645,773		67,645,773	0	0.0%				**Meeker**
Murray	73,185,202	73,185,202		73,185,202	0	0.0%				**Murray**
Pipestone	61,495,201	61,495,201		61,495,201	0	0.0%				**Pipestone**
Redwood	118,076,185	118,076,185		118,076,185	0	0.0%				**Redwood**
Renville	129,339,549	129,339,549		129,339,549	0	0.0%				**Renville**
Yellow Medicine	71,374,261	71,374,261		71,374,261	0	0.0%				**Yellow Medicine**
District 8 Totals	**$992,753,477**	**$992,753,477**	**$0**	**$992,753,477**	**$0**	**0.0%**				**District 8 Totals**
Chisago	$108,906,202	$108,906,202		$108,906,202	$0	0.0%				**Chisago**
Dakota	280,168,733	280,168,733		280,168,733	0	0.0%				**Dakota**
Ramsey	382,245,294	382,245,294		382,245,294	0	0.0%				**Ramsey**
Washington	208,213,879	208,213,879		208,213,879	0	0.0%				**Washington**
Metro Totals	**$979,534,108**	**$979,534,108**	**$0**	**$979,534,108**	**$0**	**0.0%**				**Metro Totals**
STATE TOTALS	**$10,932,861,404**	**$10,929,367,542**	**$3,493,862**	**$10,932,861,404**	**$0**	**0.0%**		**$0**	**$0**	**STATE TOTALS**

County State Aid Construction Fund Balance Needs Deductions

Fall 2015

The resolution below was originally adopted by the Screening Board at its May 1975 meeting. The latest revision was made at the October 2006 Screening Board 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 last two years of 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 acquisitions which is being actively engaged in or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.**

The following listing indicates the balances as of September 1, the maximum allowable balances, and the needs deduction, in the respective accounts, which would be made to the 2015 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 2016 CSAH Distribution.

N\CSAH\Books\FALL 2015\OCTOBER NEEDS 2015.DOC

County State Aid Construction Fund Balance Needs Deductions

Fall 2015

	Regular Account			Municipal Account			Tentative	
	Unencumbered Construction Fund Balance As of 9/1/2015	Maximum Balance 2 Year 2014-2015 Const. Apportionment	2016 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of 9/1/2015	Maximum Balance Larger of Either or $500,000 2013-2015 Const. Apport.	2016 Construction Fund Balance "Needs" Deduction	2016 Construction Fund Balance "Needs" Deduction	
Carlton	$4,819,387	$5,229,024	$0	$309,171	$920,804	$0	$0	Carlton
Cook	1,160,627	3,481,213	0	216,873	500,000	0	0	Cook
Itasca	1,227,460	10,124,493	0	1,227,087	1,672,049	0	0	Itasca
Koochiching	8,040,724	5,342,261	2,698,463	0	500,000	0	2,698,463	Koochiching
Lake	4,050,946	4,419,421	0	679,275	733,181	0	0	Lake
Pine	0	7,571,067	0	0	2,075,531	0	0	Pine
St. Louis	3,730,472	30,691,722	0	316,972	3,402,032	0	0	St. Louis
District 1 Totals	**$23,029,617**	**$66,859,201**	**$2,698,463**	**$2,749,378**	**$9,803,597**	**$0**	**$2,698,463**	**District 1 Totals**
Beltrami	$890,076	$7,258,990	$0	$335,335	$500,000	$0	$0	Beltrami
Clearwater	3,288,340	3,650,803	0	433,865	545,084	0	0	Clearwater
Hubbard	0	4,281,475	0	116,230	500,000	0	0	Hubbard
Kittson	1,062,670	3,530,266	0	596,873	632,418	0	0	Kittson
Lake of the Woods	4,576,566	3,562,823	1,013,743	246,164	500,000	0	1,013,743	Lake of the Woods
Marshall	1,642,102	5,282,578	0	882,788	819,038	63,750	63,750	Marshall
Norman	1,973,688	4,065,896	0	666,358	541,350	125,008	125,008	Norman
Pennington	955,971	3,296,971	0	429,951	500,000	0	0	Pennington
Polk	284,470	8,734,277	0	290,612	954,462	0	0	Polk
Red Lake	2,897,803	3,138,217	0	778,366	500,000	278,366	278,366	Red Lake
Roseau	1,324,347	5,294,806	0	1,041,873	1,014,604	27,269	27,269	Roseau
District 2 Totals	**$18,896,033**	**$52,097,102**	**$1,013,743**	**$5,818,415**	**$7,006,956**	**$494,392**	**$1,508,136**	**District 2 Totals**
Aitkin	$2,281,931	$5,327,067	$0	$128,282	$500,000	$0	$0	Aitkin
Benton	3,389,410	4,213,874	0	703,539	661,976	41,563	41,563	Benton
Cass	130,197	5,894,961	0	588,995	904,868	0	0	Cass
Crow Wing	1,499,929	6,046,808	0	402,817	2,335,933	0	0	Crow Wing
Isanti	2,647,733	4,326,292	0	226,493	500,000	0	0	Isanti
Kanabec	1,458,664	2,956,147	0	609,513	502,179	107,334	107,334	Kanabec
Mille Lacs	182,752	4,829,121	0	229,053	675,486	0	0	Mille Lacs
Morrison	4,703	6,592,829	0	0	1,116,401	0	0	Morrison
Sherburne	4,845,973	5,695,516	0	402,056	567,463	0	0	Sherburne
Stearns	0	12,415,554	0	0	2,836,526	0	0	Stearns
Todd	718,870	3,917,249	0	1,271,778	959,936	311,842	311,842	Todd
Wadena	726,495	2,867,631	0	949,971	685,066	264,905	264,905	Wadena
Wright	0	11,470,698	0	369,452	1,071,576	0	0	Wright
District 3 Totals	**$17,886,656**	**$76,553,747**	**$0**	**$5,881,950**	**$13,317,410**	**$725,645**	**$725,645**	**District 3 Totals**

County State Aid Construction Fund Balance Needs Deductions

Fall 2015

	Regular Account			Municipal Account			Tentative	
	Unencumbered Construction Fund Balance As of 9/1/2015	Maximum Balance 2 Year 2014-2015 Const. Apportionment	2016 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of 9/1/2015	Maximum Balance Larger of Either or $500,000 2013-2015 Const. Apport.	2016 Construction Fund Balance "Needs" Deduction	2016 Construction Fund Balance "Needs" Deduction	
Becker	$1,708,658	$5,735,277	$0	$826,237	$657,837	$168,400	$168,400	Becker
Big Stone	673,848	3,005,777	0	22,016	500,000	0	0	Big Stone
Clay	0	5,610,478	0	399,821	701,158	0	0	Clay
Douglas	815,353	5,413,348	0	276,966	915,270	0	0	Douglas
Grant	0	2,997,351	0	224,367	500,000	0	0	Grant
Mahnomen	1,689,790	3,178,151	0	117,080	500,000	0	0	Mahnomen
Otter Tail	6,353,010	13,099,060	0	17,736	1,245,881	0	0	Otter Tail
Pope	825,242	3,578,433	0	418,299	500,000	0	0	Pope
Stevens	0	3,154,257	0	103,178	500,000	0	0	Stevens
Swift	1,242,062	3,476,598	0	438,115	500,000	0	0	Swift
Traverse	0	2,963,069	0	55,679	500,000	0	0	Traverse
Wilkin	0	3,556,644	0	700,639	764,267	0	0	Wilkin
District 4 Totals	**$13,307,964**	**$55,768,443**	**$0**	**$3,600,133**	**$7,784,413**	**$168,400**	**$168,400**	**District 4 Totals**
Anoka	$0	$19,898,077	$0	$0	$2,767,383	$0	$0	Anoka
Carver	8,627,415	7,009,016	1,618,399	1,249,896	1,040,186	209,710	1,828,109	Carver
Hennepin	10,315,534	44,729,012	0	4,814,745	5,167,620	0	0	Hennepin
Scott	2,651,211	10,913,361	0	396,666	500,000	0	0	Scott
Metro Totals	**$21,594,160**	**$82,549,466**	**$1,618,399**	**$6,461,307**	**$9,475,189**	**$209,710**	**$1,828,109**	**Metro Totals**
Dodge	$3,669,681	$4,176,892	$0	$411,400	$556,484	$0	$0	Dodge
Fillmore	2,028,554	5,977,851	0	1,306,418	1,796,949	0	0	Fillmore
Freeborn	57,271	5,967,433	0	0	774,475	0	0	Freeborn
Goodhue	3,388,849	6,598,641	0	627,969	1,088,612	0	0	Goodhue
Houston	835,862	5,070,961	0	57,755	500,000	0	0	Houston
Mower	0	5,589,411	0	374,702	566,960	0	0	Mower
Olmsted	0	8,959,173	0	535,953	523,502	12,451	12,451	Olmsted
Rice	3,160,550	5,992,056	0	417,873	500,000	0	0	Rice
Steele	559,731	5,721,410	0	22,776	500,000	0	0	Steele
Wabasha	0	4,643,299	0	224,524	1,022,005	0	0	Wabasha
Winona	851,097	6,021,536	0	704,027	822,846	0	0	Winona
District 6 Totals	**$14,551,595**	**$64,718,663**	**$0**	**$4,683,396**	**$8,651,833**	**$12,451**	**$12,451**	**District 6 Totals**

County State Aid Construction Fund Balance Needs Deductions

Fall 2015

	Regular Account			Municipal Account			Tentative	
	Unencumbered Construction Fund Balance As of 9/1/2015	Maximum Balance 2 Year 2014-2015 Const. Apportionment	2016 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of 9/1/2015	Maximum Balance Larger of Either or $500,000 2013-2015 Const. Apport.	2016 Construction Fund Balance "Needs" Deduction	2016 Construction Fund Balance "Needs" Deduction	
Blue Earth	$0	$9,206,671	$0	$531,731	$979,093	$0	$0	Blue Earth
Brown	0	4,745,913	0	421,137	528,505	0	0	Brown
Cottonwood	3,482,898	3,195,718	287,180	498,754	741,631	0	287,180	Cottonwood
Faribault	0	4,647,151	0	276,085	1,129,336	0	0	Faribault
Jackson	2,516,160	4,809,783	0	1,057,682	821,981	235,701	235,701	Jackson
Le Sueur	0	4,503,034	0	237,991	1,731,529	0	0	Le Sueur
Martin	935,844	5,297,518	0	809,002	729,158	79,844	79,844	Martin
Nicollet	576,634	4,724,476	0	750,042	699,137	50,905	50,905	Nicollet
Nobles	1,399,856	4,936,980	0	457,217	500,000	0	0	Nobles
Rock	0	3,002,042	0	290,803	848,729	0	0	Rock
Sibley	357,222	3,388,542	0	332,372	536,720	0	0	Sibley
Waseca	1,564,799	3,478,392	0	246,681	500,000	0	0	Waseca
Watonwan	625,792	3,103,699	0	308,562	916,327	0	0	Watonwan
District 7 Totals	**$11,459,205**	**$59,039,919**	**$287,180**	**$6,218,058**	**$10,662,146**	**$366,450**	**$653,630**	**District 7 Totals**
Chippewa	$1,598,923	$2,966,365	$0	$493,444	$500,000	$0	$0	Chippewa
Kandiyohi	3,830,468	6,995,099	0	228,113	654,003	0	0	Kandiyohi
Lac Qui Parle	436,695	3,364,007	0	622,635	545,261	77,374	77,374	Lac Qui Parle
Lincoln	2,433,569	2,920,217	0	580,453	555,219	25,234	25,234	Lincoln
Lyon	823,538	3,867,204	0	475,191	963,450	0	0	Lyon
Mc Leod	3,367,616	4,598,490	0	197,550	628,929	0	0	Mc Leod
Meeker	567,578	4,092,343	0	237,600	500,000	0	0	Meeker
Murray	521,853	3,658,981	0	413,889	621,631	0	0	Murray
Pipestone	1,060,126	2,552,367	0	536,757	1,120,230	0	0	Pipestone
Redwood	1,195,607	4,779,172	0	730,944	1,071,027	0	0	Redwood
Renville	2,679,655	6,123,325	0	270,045	500,000	0	0	Renville
Yellow Medicine	0	3,587,332	0	95,896	764,906	0	0	Yellow Medicine
District 8 Totals	**$18,515,629**	**$49,504,902**	**$0**	**$4,882,518**	**$8,424,656**	**$102,608**	**$102,608**	**District 8 Totals**
Chisago	$613,093	$6,272,098	$0	$0	$1,400,460	$0	$0	Chisago
Dakota	19,629,065	$18,643,598	985,467	702,447	532,714	169,733	1,155,200	Dakota
Ramsey	20,450,502	$21,360,043	0	638,767	500,000	138,767	138,767	Ramsey
Washington	10,939,967	$10,396,809	543,158	2,242,268	3,133,835	0	543,158	Washington
Metro Totals	**$51,632,627**	**$56,672,548**	**$1,528,625**	**$3,583,482**	**$5,567,009**	**$308,500**	**$1,837,125**	**Metro Totals**
STATE TOTALS	**$190,873,486**	**$563,763,991**	**$7,146,410**	**$43,878,635**	**$80,693,209**	**$2,388,156**	**$9,534,566**	**STATE TOTALS**

Mill Levy Deduction

Fall 2015

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.

The enactment of the “Homestead Exclusion” (MS 273.13, subd. 35) by the 2011 Legislature will be effective for the CSAH distribution in 2013. The effect will be to reduce the taxable market values provided to you be the Dept. of Revenue to compute the mill levy deduction and thus the mill levy deduction itself from what they would have otherwise been before the enactment of the homestead exclusion. The reduction will be relatively greater in those largely rural counties with lower home values than it will be for the urbanized counties with higher home values.

Mill Levy Deduction

Fall 2015

County	County Total Real & Personal Market Value (Taxes Payable 2015)	Mill Levy Deduction
Carlton	2,473,440,600	$394,761
Cook	1,587,834,389	253,418
Itasca	5,336,590,200	851,720
Koochiching	980,742,670	156,527
Lake	1,638,500,900	261,505
Pine	2,342,419,800	373,850
St. Louis*	14,740,006,310	1,425,359
District 1 Totals	**29,099,534,869**	**$3,717,140**
Beltrami	2,895,724,600	$462,158
Clearwater	891,834,000	142,337
Hubbard	3,150,446,850	502,811
Kittson	1,223,236,300	195,229
Lake of the Woods	509,306,300	81,285
Marshall	2,707,778,200	432,161
Norman	1,955,676,494	312,126
Pennington	1,206,450,900	192,550
Polk	5,164,205,800	824,207
Red Lake	587,573,200	93,777
Roseau	1,155,121,100	184,357
District 2 Totals	**21,447,353,744**	**$3,422,998**
Aitkin	2,712,246,400	$432,875
Benton	2,561,774,700	408,859
Cass	6,143,439,000	980,493
Crow Wing	9,235,920,600	1,474,053
Isanti	2,573,174,600	410,679
Kanabec	1,082,658,100	172,792
Mille Lacs	1,847,185,300	294,811
Morrison	3,060,684,900	488,485
Sherburne	6,860,995,898	1,095,015
Stearns	12,163,400,200	1,941,279
Todd	2,288,246,900	365,204
Wadena	908,224,000	144,953
Wright	11,730,937,300	1,872,258
District 3 Totals	**63,168,887,898**	**$10,081,756**
Becker	4,793,309,900	$765,012
Big Stone	1,378,106,900	219,946
Clay	5,714,264,000	911,997
Douglas	4,853,706,900	774,652
Grant	1,838,070,500	293,356
Mahnomen	637,302,200	101,713
Otter Tail	8,668,633,100	1,383,514
Pope	2,219,282,700	354,198
Stevens	2,204,167,700	351,785
Swift	2,908,803,800	464,245
Traverse	2,112,739,100	337,193
Wilkin	2,527,403,500	403,374
District 4 Totals	**39,855,790,300**	**$6,360,985**

Mill Levy Deduction

Fall 2015

County	County Total Real & Personal Market Value (Taxes Payable 2015)	Mill Levy Deduction
Anoka*	24,689,831,722	$2,387,507
Carver	11,220,862,800	1,790,850
Hennepin*	129,650,721,822	12,537,225
Scott	14,091,897,700	2,249,067
Metro Totals	**179,653,314,044**	**$18,964,649**
Dodge	2,978,710,400	$475,402
Fillmore	3,913,537,800	624,601
Freeborn	4,454,733,600	710,975
Goodhue	6,248,577,900	997,273
Houston	2,103,498,500	335,718
Mower	4,784,412,200	763,592
Olmsted	13,390,503,300	2,137,124
Rice	5,319,723,700	849,028
Steele	3,745,605,100	597,799
Wabasha	2,858,004,400	456,138
Winona	4,271,829,900	681,784
District 6 Totals	**54,069,136,800**	**$8,629,434**
Blue Earth	7,793,352,880	$1,243,819
Brown	4,168,859,000	665,350
Cottonwood	3,720,289,400	593,758
Faribault	3,991,584,900	637,057
Jackson	3,669,136,700	585,594
Le Sueur	3,665,979,450	585,090
Martin	4,721,181,700	753,501
Nicollet	4,099,925,500	654,348
Nobles	4,544,912,300	725,368
Rock	3,096,803,200	494,250
Sibley	3,436,654,600	548,490
Waseca	2,926,307,100	467,039
Watonwan	2,351,403,900	375,284
District 7 Totals	**52,186,390,630**	**$8,328,948**
Chippewa	2,797,191,800	$446,432
Kandiyohi	5,552,962,000	886,253
Lac Qui Parle	2,677,765,600	427,371
Lincoln	2,094,016,700	334,205
Lyon	4,452,138,100	710,561
Mc Leod	3,807,159,900	607,623
Meeker	3,068,643,400	489,755
Murray	3,967,636,000	633,235
Pipestone	2,399,162,500	382,906
Redwood	5,064,323,300	808,266
Renville	6,057,715,500	966,811
Yellow Medicine	3,388,862,900	540,863
District 8 Totals	**45,327,577,700**	**$7,234,281**
Chisago	4,083,731,800	$651,764
Dakota*	37,715,425,213	3,647,082
Ramsey*	39,918,494,200	3,860,118
Washington*	26,277,082,200	2,540,994
Metro Totals	**107,994,733,413**	**$10,699,958**
STATE TOTALS	**592,802,719,398**	**$77,440,149**

*** Denotes Urban County.**

Minimum County Apportionments

Fall 2015

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

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

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

County	2015 Apportionment Sum	Apportionment Percentage	Minimum Apportionment	2015 Apportionment Sum
Big Stone		0.00586782	$2,107,350	$2,107,350
Koochiching		0.01099800	$3,949,786	$3,949,786
	$359,136,787			
Lake of the Woods		0.00749425	$2,691,461	$2,691,461
Mahnomen		0.00586782	$2,107,350	$2,107,350
Red Lake		0.00586782	$2,107,350	$2,107,350

Minimum County Adjustment

Fall 2015

KOOCHICHING	-	EQUALIZATION	-	$412,801		$3,949,786	
		MOTOR VEHICLE	-	128,320		1,411,884	*
		LANE MILEAGE	-	870,763			
						2,537,902	
				$1,411,884	*	827,045	FIG. A MONEY NEEDS
						$1,710,857	= ADJUSTMENT
LAKE OF THE WOODS	-	EQUALIZATION	-	$412,801		$2,691,461	
		MOTOR VEHICLE	-	43,779		1,122,096	*
		LANE MILEAGE	-	665,516			
						1,569,365	
				$1,122,096	*	574,353	FIG. A MONEY NEEDS
						$995,012	= ADJUSTMENT
RED LAKE	-	EQUALIZATION	-	$412,801		$2,107,350	
		MOTOR VEHICLE	-	42,917		1,090,636	*
		LANE MILEAGE	-	634,918			
						1,016,714	
				$1,090,636		487,357	FIG. A MONEY NEEDS
						$529,357	= ADJUSTMENT
BIG STONE	-	EQUALIZATION	-	$412,801		$2,107,350	
		MOTOR VEHICLE	-	55,235		1,188,931	*
		LANE MILEAGE	-	720,895			
						918,419	
				$1,188,931	*	581,168	FIG. A MONEY NEEDS
						$337,251	= ADJUSTMENT
MAHNOMEN	-	EQUALIZATION	-	$412,801		$2,107,350	
		MOTOR VEHICLE	-	34,944		1,112,399	*
		LANE MILEAGE	-	664,654			
						994,951	
				$1,112,399	*	572,087	FIG. A MONEY NEEDS
						$422,864	= ADJUSTMENT

TOTAL ADJUSTMENTS FOR ALL COUNTIES
$3,995,341

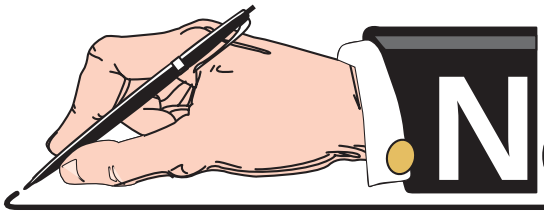
Development of the Tentative 2016 CSAH Money Needs Distribution

Fall 2015

This chart was prepared in order to determine the annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner of Transportation on or before November 1, for him in distributing the 2016 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2016 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 2015 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 2016 distribution.

Adjustments must be made for any turnback activity in 2015, construction fund balances as of 12/31/15, and possibly for any action taken by this board.



NOTES and COMMENTS

October 29, 2015

Charlie Zelle
Minnesota Department of Transportation
MS 100, Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Zelle:

We, the undersigned, as members of the 2015 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 actions taken by previous screening boards. 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 2015; construction fund balances as of December 31, 2015; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2016.

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 2016 Distribution provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Nick Anderson, Secretary
County Screening Board

APPROVED

Mike Tardy, District 1	Tony Winiecki, Metro	Mark Krebsbach, Urban
Lon Aune, District 2	David Kramer, District 6	Jim Grube, Urban
Bruce Cochran, District 3	Seth Greenwood, District 7	Jim Tolaas, Urban
David Overbo, District 4	Willy Rabenberg, District 8	Jim Foldesi, Urban
Joe Triplett, Metro	Doug Fischer, Urban	Wayne Sandberg, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

Annual County State Aid Highway Money Needs

Fall 2015

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 2015 CSAH FUND.

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Carlton	292.11	595.14	$4,672,165	$4,798,772
Cook	178.88	359.86	3,232,825	3,320,429
Itasca	648.45	1,295.50	9,850,735	10,117,670
Koochiching	254.84	509.28	6,600,622	2,159,280
Lake	231.34	455.68	4,623,236	4,748,517
Pine	482.06	964.03	8,308,044	8,533,179
St. Louis	1,391.20	2,797.95	32,011,162	32,878,612
District 1 Totals	**3,478.88**	**6,977.44**	**$69,298,789**	**$66,556,459**
Beltrami	465.66	931.78	$6,018,479	$6,181,570
Clearwater	326.27	652.54	2,762,004	2,836,851
Hubbard	324.02	648.04	3,030,370	3,112,489
Kittson	373.46	746.92	2,564,977	2,634,481
Lake of the Woods	194.61	389.22	4,081,633	1,499,544
Marshall	639.65	1,279.30	3,389,675	3,481,531
Norman	390.89	783.02	3,007,935	3,089,445
Pennington	260.04	520.08	2,204,391	2,264,126
Polk	805.84	1,611.68	6,718,702	6,900,767
Red Lake	185.66	371.32	2,644,289	1,272,410
Roseau	481.92	963.84	4,366,751	4,485,080
District 2 Totals	**4,448.02**	**8,897.74**	**$40,789,206**	**$37,758,294**
Aitkin	383.04	766.68	$4,265,621	$4,381,210
Benton	225.20	456.02	3,403,163	3,495,382
Cass	531.80	1,062.02	4,381,492	4,500,223
Crow Wing	376.85	757.67	5,471,433	5,619,698
Isanti	226.78	454.76	2,864,848	2,942,482
Kanabec	211.40	422.80	2,088,257	2,144,842
Mille Lacs	256.83	513.66	4,237,500	4,352,329
Morrison	450.25	906.30	5,794,096	5,936,620
Sherburne	242.22	491.32	3,377,719	3,469,251
Stearns	642.57	1,330.62	10,710,311	10,910,903
Todd	412.32	824.64	2,464,140	2,530,916
Wadena	235.80	471.60	2,216,652	2,183,911
Wright	406.51	830.90	9,842,054	10,108,755
District 3 Totals	**4,601.57**	**9,288.99**	**$61,117,286**	**$62,576,522**
Becker	470.41	940.96	$4,056,374	$4,166,296
Big Stone	210.80	421.60	2,388,641	1,517,335
Clay	403.16	806.44	3,806,183	3,909,326
Douglas	397.52	795.04	4,053,930	4,163,783
Grant	228.65	457.30	1,429,914	1,468,662
Mahnomen	194.37	388.74	2,587,687	1,493,623
Otter Tail	926.56	1,853.12	11,625,422	11,849,910
Pope	298.70	596.82	2,569,414	2,639,042
Stevens	244.39	488.78	1,476,201	1,516,205
Swift	329.11	659.96	2,231,533	2,292,003
Traverse	245.29	490.58	1,386,767	1,424,345
Wilkin	312.26	625.68	2,903,920	2,982,610
District 4 Totals	**4,261.22**	**8,525.02**	**$40,515,986**	**$39,423,140**

Annual County State Aid Highway Money Needs

Fall 2015

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Anoka	312.44	830.12	$18,187,055	$18,619,227
Carver	227.40	472.36	6,496,701	6,343,353
Hennepin	531.13	1,592.56	34,892,676	35,471,055
Scott	231.63	578.56	9,668,527	9,774,155
Metro Totals	**1,302.60**	**3,473.60**	**$69,244,959**	**$70,207,790**
Dodge	256.65	513.80	$3,550,708	$3,646,926
Fillmore	411.80	823.60	6,282,293	6,452,530
Freeborn	446.55	894.74	4,796,533	4,926,509
Goodhue	326.33	654.72	6,096,878	6,262,093
Houston	249.59	499.62	4,645,239	4,771,117
Mower	373.79	750.84	4,295,738	4,412,145
Olmsted	313.51	685.10	6,519,474	6,696,139
Rice	282.20	566.68	4,627,771	4,753,177
Steele	300.54	606.96	4,934,229	5,067,939
Wabasha	273.04	546.08	4,421,118	4,540,924
Winona	315.38	630.82	5,421,416	5,568,329
District 6 Totals	**3,549.38**	**7,172.96**	**$55,591,397**	**$57,097,828**
Blue Earth	427.74	871.42	$8,897,257	$9,138,359
Brown	328.21	657.42	3,432,963	3,525,989
Cottonwood	317.57	635.14	2,137,774	2,195,701
Faribault	349.03	698.70	4,282,791	4,398,845
Jackson	370.82	741.64	4,348,662	4,466,502
Le Sueur	266.74	533.10	4,639,995	4,765,730
Martin	380.04	761.32	4,447,813	4,568,341
Nicollet	245.55	491.50	4,286,014	4,402,157
Nobles	359.63	721.32	3,996,454	3,978,897
Rock	261.60	523.20	2,446,873	2,513,181
Sibley	288.77	579.84	2,295,397	2,357,598
Waseca	267.68	535.36	2,406,048	2,471,246
Watonwan	234.97	469.94	2,795,341	2,871,093
District 7 Totals	**4,098.35**	**8,219.90**	**$50,413,382**	**$51,653,639**
Chippewa	244.14	488.28	$1,960,835	$2,013,970
Kandiyohi	432.85	875.81	5,721,210	5,876,244
Lac Qui Parle	362.91	725.82	2,093,087	2,149,806
Lincoln	254.21	508.42	1,917,279	1,969,235
Lyon	318.93	637.46	2,871,982	2,949,807
Mc Leod	254.47	508.88	3,505,068	3,600,049
Meeker	273.54	547.08	2,887,600	2,965,850
Murray	354.20	708.40	2,526,885	2,595,358
Pipestone	241.18	482.36	2,127,350	2,184,999
Redwood	390.73	781.94	4,080,770	4,191,351
Renville	445.87	891.74	4,927,378	5,060,900
Yellow Medicine	345.79	691.58	2,616,202	2,687,098
District 8 Totals	**3,918.82**	**7,847.77**	**$37,235,646**	**$38,244,667**
Chisago	238.40	477.00	$6,046,050	$6,209,894
Dakota	338.43	904.86	12,415,228	12,751,662
Ramsey	262.79	750.87	15,981,406	15,970,547
Washington	209.22	476.38	8,375,458	8,574,351
Metro Totals	**1,048.84**	**2,609.11**	**$42,818,142**	**$43,506,454**
STATE TOTALS	**30,707.68**	**63,012.53**	**$467,024,793**	**$467,024,793**

Preliminary Components of the 2015 Tentative Distribution

Fall 2015

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	Preliminay 2016 Distribution
Carlton	$412,801	$282,605	$1,017,614	$1,796,421	$3,509,441	$531,962	$1,041,939	$1,573,901	$5,083,342
Cook	412,801	50,279	615,309	1,243,003	2,321,392	94,643	720,952	815,595	3,136,987
Itasca	412,801	411,176	2,215,048	3,787,552	6,826,577	773,978	2,196,812	2,970,790	9,797,367
Koochiching	412,801	128,320	870,763	2,537,902	3,949,786	241,543	468,836	710,379	4,660,165
Lake	412,801	95,279	779,183	1,777,608	3,064,871	179,349	1,031,027	1,210,376	4,275,247
Pine	412,801	242,669	1,648,330	3,194,396	5,498,196	456,788	1,852,777	2,309,565	7,807,761
St. Louis	412,801	1,434,751	4,784,025	12,308,111	18,939,688	2,700,709	7,138,808	9,839,517	28,779,205
District 1 Totals	$2,889,607	$2,645,079	$11,930,272	$26,644,993	$44,109,951	$4,978,972	$14,451,151	$19,430,123	$63,540,074
Beltrami	$412,801	$311,443	$1,593,167	$2,314,071	4,631,482	$586,246	$1,342,181	1,928,427	6,559,909
Clearwater	412,801	89,461	1,115,766	1,061,975	2,680,003	168,397	615,954	784,351	3,464,354
Hubbard	412,801	183,914	1,108,009	1,165,160	2,869,884	346,191	675,802	1,021,993	3,891,877
Kittson	412,801	48,304	1,277,162	986,219	2,724,486	90,925	572,015	662,940	3,387,426
Lake of the Woods	412,801	43,779	665,516	1,569,365	2,691,461	82,407	325,590	407,997	3,099,458
Marshall	412,801	99,373	2,187,359	1,303,311	4,002,844	187,055	755,931	942,986	4,945,830
Norman	412,801	65,794	1,338,790	1,156,534	2,973,919	123,847	670,799	794,646	3,768,565
Pennington	412,801	118,479	889,295	847,576	2,268,151	223,020	491,601	714,621	2,982,772
Polk	412,801	260,482	2,755,692	2,583,303	6,012,278	490,319	1,498,338	1,988,657	8,000,935
Red Lake	412,801	42,917	634,918	1,016,714	2,107,350	80,785	276,273	357,058	2,464,408
Roseau	412,801	156,153	1,648,007	1,678,991	3,895,952	293,934	973,829	1,267,763	5,163,715
District 2 Totals	**$4,540,811**	**$1,420,099**	**$15,213,681**	**$15,683,219**	**$36,857,810**	**$2,673,126**	**$8,198,313**	**$10,871,439**	**$47,729,249**
Aitkin	$412,801	$164,233	$1,310,885	$1,640,107	3,528,026	$309,145	$951,276	1,260,421	4,788,447
Benton	412,801	272,980	779,722	1,308,497	2,774,000	513,844	758,939	1,272,783	4,046,783
Cass	412,801	256,675	1,815,867	1,684,659	4,170,002	483,153	977,116	1,460,269	5,630,271
Crow Wing	412,801	565,676	1,295,478	2,103,735	4,377,690	1,064,803	1,220,184	2,284,987	6,662,677
Isanti	412,801	298,586	777,567	1,101,518	2,590,472	562,045	638,890	1,200,935	3,791,407
Kanabec	412,801	132,773	722,942	802,923	2,071,439	249,925	465,702	715,627	2,787,066
Mille Lacs	412,801	246,260	878,305	1,629,295	3,166,661	463,548	945,005	1,408,553	4,575,214
Morrison	412,801	311,910	1,549,639	2,227,797	4,502,147	587,125	1,288,996	1,876,121	6,378,268
Sherburne	412,801	683,473	840,057	1,298,714	3,235,045	1,286,538	753,265	2,039,803	5,274,848
Stearns	412,801	1,151,608	2,275,167	4,118,054	7,957,630	2,167,733	2,369,043	4,536,776	12,494,406
Todd	412,801	206,540	1,410,007	947,448	2,976,796	388,780	549,528	938,308	3,915,104
Wadena	412,801	135,251	806,334	852,290	2,206,676	254,590	474,184	728,774	2,935,450
Wright	412,801	952,646	1,420,673	3,784,214	6,570,334	1,793,216	2,194,876	3,988,092	10,558,426
District 3 Totals	**$5,366,413**	**$5,378,611**	**$15,882,643**	**$23,499,251**	**$50,126,918**	**$10,124,445**	**$13,587,004**	**$23,711,449**	**$73,838,367**
Becker	$412,801	$291,368	$1,608,897	$1,559,653	3,872,719	$548,457	$904,612	1,453,069	5,325,788
Big Stone	412,801	55,235	720,895	918,419	2,107,350	103,972	329,453	433,425	2,540,775
Clay	412,801	378,889	1,378,870	1,463,456	3,634,016	713,203	848,817	1,562,020	5,196,036
Douglas	412,801	337,840	1,359,369	1,558,713	3,668,723	635,934	904,066	1,540,000	5,208,723
Grant	412,801	65,758	781,877	549,794	1,810,230	123,780	318,885	442,665	2,252,895
Mahnomen	412,801	34,944	664,654	994,951	2,107,350	65,777	324,305	390,082	2,497,432
Otter Tail	412,801	525,525	3,168,556	4,469,909	8,576,791	989,223	2,572,926	3,562,149	12,138,940
Pope	412,801	107,849	1,020,415	987,925	2,528,990	203,009	573,005	776,014	3,305,004
Stevens	412,801	85,618	835,747	567,591	1,901,757	161,164	329,208	490,372	2,392,129
Swift	412,801	99,984	1,128,372	858,012	2,499,169	188,205	497,654	685,859	3,185,028
Traverse	412,801	38,859	838,764	533,204	1,823,628	73,146	309,263	382,409	2,206,037
Wilkin	412,801	67,805	1,069,761	1,116,541	2,666,908	127,633	647,603	775,236	3,442,144
District 4 Totals	**$4,953,612**	**$2,089,674**	**$14,576,177**	**$15,578,168**	**$37,197,631**	**$3,933,503**	**$8,559,797**	**$12,493,300**	**$49,690,931**

Preliminary Components of the 2015 Tentative Distribution

Fall 2015

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	Preliminay 2016 Distribution
Anoka	$412,801	$2,131,620	$1,419,380	$6,992,820	10,956,621	$4,012,462	$4,042,723	8,055,185	19,011,806
Carver	412,801	563,629	807,627	2,497,945	4,282,002	1,060,949	1,377,309	2,438,258	6,720,260
Hennepin	412,801	6,102,416	2,723,047	13,416,037	22,654,301	11,486,901	7,701,696	19,188,597	41,842,898
Scott	412,801	824,614	989,278	3,717,494	5,944,187	1,552,215	2,122,226	3,674,441	9,618,628
Metro Totals	**$1,651,204**	**$9,622,279**	**$5,939,332**	**$26,624,296**	**$43,837,111**	**$18,112,527**	**$15,243,954**	**$33,356,481**	**$77,193,592**
Dodge	$412,801	$162,940	$878,520	$1,365,227	2,819,488	$306,711	$791,843	1,098,554	3,918,042
Fillmore	412,801	190,809	1,408,175	2,415,506	4,427,291	359,171	1,401,014	1,760,185	6,187,476
Freeborn	412,801	242,669	1,529,815	1,844,240	4,029,525	456,788	1,069,674	1,526,462	5,555,987
Goodhue	412,801	384,169	1,119,429	2,344,215	4,260,614	723,141	1,359,664	2,082,805	6,343,419
Houston	412,801	157,410	854,279	1,786,068	3,210,558	296,301	1,035,934	1,332,235	4,542,793
Mower	412,801	280,127	1,283,842	1,651,687	3,628,457	527,297	957,993	1,485,290	5,113,747
Olmsted	412,801	871,230	1,171,361	2,506,701	4,962,093	1,639,962	1,453,908	3,093,870	8,055,963
Rice	412,801	428,019	968,915	1,779,352	3,589,087	805,683	1,032,039	1,837,722	5,426,809
Steele	412,801	265,510	1,037,762	1,897,183	3,613,256	499,783	1,100,382	1,600,165	5,213,421
Wabasha	412,801	201,296	933,684	1,699,895	3,247,676	378,910	985,954	1,364,864	4,612,540
Winona	412,801	310,115	1,078,596	2,084,504	3,886,016	583,745	1,209,030	1,792,775	5,678,791
District 6 Totals	**$4,540,811**	**$3,494,294**	**$12,264,378**	**$21,374,578**	**$41,674,061**	**$6,577,492**	**$12,397,435**	**$18,974,927**	**$60,648,988**
Blue Earth	$412,801	$412,325	$1,489,951	$3,420,945	5,736,022	$776,141	$1,984,177	2,760,318	8,496,340
Brown	412,801	249,887	1,124,062	1,319,955	3,106,705	470,376	765,585	1,235,961	4,342,666
Cottonwood	412,801	106,520	1,086,030	821,962	2,427,313	200,508	476,745	677,253	3,104,566
Faribault	412,801	137,729	1,194,633	1,646,709	3,391,872	259,255	955,105	1,214,360	4,606,232
Jackson	412,801	97,865	1,268,112	1,672,036	3,450,814	184,216	969,795	1,154,011	4,604,825
Le Sueur	412,801	265,653	911,489	1,784,052	3,373,995	500,054	1,034,765	1,534,819	4,908,814
Martin	412,801	181,292	1,301,727	1,710,159	3,605,979	341,256	991,907	1,333,163	4,939,142
Nicollet	412,801	208,658	840,380	1,647,948	3,109,787	392,769	955,824	1,348,593	4,458,380
Nobles	412,801	164,700	1,233,312	1,536,614	3,347,427	310,024	863,923	1,173,947	4,521,374
Rock	412,801	81,955	894,574	940,809	2,330,139	154,268	545,678	699,946	3,030,085
Sibley	412,801	130,869	991,433	882,567	2,417,670	246,342	511,896	758,238	3,175,908
Waseca	412,801	150,766	915,368	925,112	2,404,047	283,794	536,573	820,367	3,224,414
Watonwan	412,801	96,644	803,533	1,074,793	2,387,771	181,918	623,389	805,307	3,193,078
District 7 Totals	**$5,366,413**	**$2,284,863**	**$14,054,604**	**$19,383,661**	**$41,089,541**	**$4,300,921**	**$11,215,362**	**$15,516,283**	**$56,605,824**
Chippewa	$412,801	$113,272	$834,885	$753,930	2,114,888	$213,217	$437,286	650,503	2,765,391
Kandiyohi	412,801	352,565	1,497,493	2,199,773	4,462,632	663,651	1,275,887	1,939,538	6,402,170
Lac Qui Parle	412,801	74,126	1,241,069	804,780	2,532,776	139,531	466,779	606,310	3,139,086
Lincoln	412,801	61,233	869,362	737,183	2,080,579	115,262	427,572	542,834	2,623,413
Lyon	412,801	205,570	1,089,908	1,104,261	2,812,540	386,955	640,481	1,027,436	3,839,976
Mc Leod	412,801	310,617	870,117	1,347,679	2,941,214	584,692	781,666	1,366,358	4,307,572
Meeker	412,801	201,691	935,408	1,110,266	2,660,166	379,654	643,964	1,023,618	3,683,784
Murray	412,800	88,599	1,211,225	971,573	2,684,197	166,775	563,521	730,296	3,414,493
Pipestone	412,800	93,160	824,758	817,954	2,148,672	175,360	474,421	649,781	2,798,453
Redwood	412,800	152,166	1,336,959	1,569,033	3,470,958	286,431	910,052	1,196,483	4,667,441
Renville	412,800	157,122	1,524,751	1,894,549	3,989,222	295,760	1,098,854	1,394,614	5,383,836
Yellow Medicine	412,800	100,522	1,182,458	1,005,915	2,701,695	189,219	583,438	772,657	3,474,352
District 8 Totals	**$4,953,607**	**$1,910,643**	**$13,418,393**	**$14,316,896**	**$34,599,539**	**$3,596,507**	**$8,303,921**	**$11,900,428**	**$46,499,967**
Chisago	$412,800	$474,994	$815,707	$2,324,672	4,028,173	$894,107	$1,348,330	2,242,437	6,270,610
Dakota	412,800	2,394,042	1,547,269	4,773,585	9,127,696	4,506,432	2,768,720	7,275,152	16,402,848
Ramsey	412,800	2,646,012	1,283,950	6,144,760	10,487,522	4,980,729	3,467,625	8,448,354	18,935,876
Washington	412,800	1,553,088	814,630	3,220,316	6,000,834	2,923,458	1,861,716	4,785,174	10,786,008
Metro Totals	**$1,651,200**	**$7,068,136**	**$4,461,556**	**$16,463,333**	**$29,644,225**	**$13,304,726**	**$9,446,391**	**$22,751,117**	**$52,395,342**
STATE TOTALS	**$35,913,678**	**$35,913,678**	**$107,741,036**	**$179,568,395**	**$359,136,787**	**$67,602,219**	**$101,403,328**	**$169,005,547**	**$528,142,334**

Screening Board Minimum County Adjustment

Fall 2015

As per the October 2009 Screening Board Resolution:

Be It Resolved, for minimum county adjustment purposes, the maximum redistribution shall not exceed 1.25% of the total distribution, and
Be It Further Resolved, that any county whose total distribution share falls below 0.55% shall have is money needs adjusted upward such that its total distribution percentage is up to, but not more than 0.55%, and
Be It Further Resolved, that the maximum redistribution ceiling of 1.25% has precedence over the target maximum safety net of 0.55%.
Be It Further Resolved, that such adjustments be made to both the apportionment sum and excess sum distribution, based on the prorated share of each sum of the total distribution; and that said adjustments be prorated to each county based on its distribution percentage of the apportionment sum and excess sum, respectively.

County	Tentative Apportionment Sum Distribution	Tentative Excess Sum Distribution	Tentative Total Distribution	Minimum Distribution 0.52881%	Apportionment Sum Adjustment	Final Apportionment Sum Distribution	Excess Sum Adjustment	Final Excess Sum Distribution	Final Total Distribution
Carlton	$3,509,441	$1,573,901	$5,083,342	$2,792,885	(18,667)	3,490,774	(8,003)	1,565,898	5,056,672
Cook	2,321,392	815,595	3,136,987	2,792,885	(12,348)	2,309,044	(4,148)	811,447	3,120,491
Itasca	6,826,577	2,970,790	9,797,367	2,792,885	(36,312)	6,790,265	(15,106)	2,955,684	9,745,949
Koochiching	3,949,786	710,379	4,660,165	2,792,885	-	3,949,786	(3,600)	706,779	4,656,565
Lake	3,064,871	1,210,376	4,275,247	2,792,885	(16,303)	3,048,568	(6,155)	1,204,221	4,252,789
Pine	5,498,196	2,309,565	7,807,761	2,792,885	(29,247)	5,468,949	(11,744)	2,297,821	7,766,770
St. Louis	18,939,688	9,839,517	28,779,205	2,792,885	(100,745)	18,838,943	(50,034)	9,789,483	28,628,426
District 1 Totals	**$44,109,951**	**$19,430,123**	**$63,540,074**			**$43,896,329**		**$19,331,333**	**$63,227,662**
Beltrami	$4,631,482	$1,928,427	$6,559,909	$2,792,885	(24,636)	4,606,846	(9,807)	1,918,620	6,525,466
Clearwater	2,680,003	784,351	3,464,354	2,792,885	(14,256)	2,665,747	(3,988)	780,363	3,446,110
Hubbard	2,869,884	1,021,993	3,891,877	2,792,885	(15,266)	2,854,618	(5,197)	1,016,796	3,871,414
Kittson	2,724,486	662,940	3,387,426	2,792,885	(14,492)	2,709,994	(3,371)	659,569	3,369,563
Lake of the Woods	2,691,461	407,997	3,099,458	2,792,885	-	2,691,461	(2,067)	405,930	3,097,391
Marshall	4,002,844	942,986	4,945,830	2,792,885	(21,292)	3,981,552	(4,795)	938,191	4,919,743
Norman	2,973,919	794,646	3,768,565	2,792,885	(15,819)	2,958,100	(4,041)	790,605	3,748,705
Pennington	2,268,151	714,621	2,982,772	2,792,885	(12,065)	2,256,086	(3,634)	710,987	2,967,073
Polk	6,012,278	1,988,657	8,000,935	2,792,885	(31,981)	5,980,297	(10,113)	1,978,544	7,958,841
Red Lake	2,107,350	357,058	2,464,408	2,792,885	223,365	2,330,715	105,112	462,170	2,792,885
Roseau	3,895,952	1,267,763	5,163,715	2,792,885	(20,724)	3,875,228	(6,447)	1,261,316	5,136,544
District 2 Totals	**$36,857,810**	**$10,871,439**	**$47,729,249**			**$36,910,644**		**$10,923,091**	**$47,833,735**
Aitkin	$3,528,026	$1,260,421	$4,788,447	$2,792,885	(18,767)	3,509,259	(6,410)	1,254,011	4,763,270
Benton	2,774,000	1,272,783	4,046,783	2,792,885	(14,756)	2,759,244	(6,472)	1,266,311	4,025,555
Cass	4,170,002	1,460,269	5,630,271	2,792,885	(22,182)	4,147,820	(7,425)	1,452,844	5,600,664
Crow Wing	4,377,690	2,284,987	6,662,677	2,792,885	(23,286)	4,354,404	(11,619)	2,273,368	6,627,772
Isanti	2,590,472	1,200,935	3,791,407	2,792,885	(13,779)	2,576,693	(6,107)	1,194,828	3,771,521
Kanabec	2,071,439	715,627	2,787,066	2,792,885	3,957	2,075,396	1,862	717,489	2,792,885
Mille Lacs	3,166,661	1,408,553	4,575,214	2,792,885	(16,844)	3,149,817	(7,162)	1,401,391	4,551,208
Morrison	4,502,147	1,876,121	6,378,268	2,792,885	(23,948)	4,478,199	(9,541)	1,866,580	6,344,779
Sherburne	3,235,045	2,039,803	5,274,848	2,792,885	(17,208)	3,217,837	(10,373)	2,029,430	5,247,267
Stearns	7,957,630	4,536,776	12,494,406	2,792,885	(42,328)	7,915,302	(23,070)	4,513,706	12,429,008
Todd	2,976,796	938,308	3,915,104	2,792,885	(15,835)	2,960,961	(4,772)	933,536	3,894,497
Wadena	2,206,676	728,774	2,935,450	2,792,885	(11,738)	2,194,938	(3,706)	725,068	2,920,006
Wright	6,570,334	3,988,092	10,558,426	2,792,885	(34,950)	6,535,384	(20,279)	3,967,813	10,503,197
District 3 Totals	**$50,126,918**	**$23,711,449**	**$73,838,367**			**$49,875,254**		**$23,596,375**	**$73,471,629**
Becker	$3,872,719	$1,453,069	$5,325,788	$2,792,885	(20,600)	3,852,119	(7,389)	1,445,680	5,297,799
Big Stone	2,107,350	433,425	2,540,775	2,792,885	171,435	2,278,785	80,675	514,100	2,792,885
Clay	3,634,016	1,562,020	5,196,036	2,792,885	(19,330)	3,614,686	(7,943)	1,554,077	5,168,763
Douglas	3,668,723	1,540,000	5,208,723	2,792,885	(19,514)	3,649,209	(7,831)	1,532,169	5,181,378
Grant	1,810,230	442,665	2,252,895	2,792,885	367,193	2,177,423	172,797	615,462	2,792,885
Mahnomen	2,107,350	390,082	2,497,432	2,792,885	200,908	2,308,258	94,545	484,627	2,792,885
Otter Tail	8,576,791	3,562,149	12,138,940	2,792,885	(45,622)	8,531,169	(18,114)	3,544,035	12,075,204
Pope	2,528,990	776,014	3,305,004	2,792,885	(13,452)	2,515,538	(3,946)	772,068	3,287,606
Stevens	1,901,757	490,372	2,392,129	2,792,885	272,514	2,174,271	128,242	618,614	2,792,885
Swift	2,499,169	685,859	3,185,028	2,792,885	(13,294)	2,485,875	(3,487)	682,372	3,168,247
Traverse	1,823,628	382,409	2,206,037	2,792,885	399,057	2,222,685	187,791	570,200	2,792,885
Wilkin	2,666,908	775,236	3,442,144	2,792,885	(14,186)	2,652,722	(3,942)	771,294	3,424,016
District 4 Totals	**$37,197,631**	**$12,493,300**	**$49,690,931**			**$38,462,740**		**$13,104,698**	**$51,567,438**
Anoka	$10,956,621	$8,055,185	$19,011,806	$2,792,885	(58,281)	10,898,340	(40,961)	8,014,224	18,912,564
Carver	4,282,002	2,438,258	6,720,260	2,792,885	(22,777)	4,259,225	(12,399)	2,425,859	6,685,084
Hennepin	22,654,301	19,188,597	41,842,898	2,792,885	(120,504)	22,533,797	(97,575)	19,091,022	41,624,819
Scott	5,944,187	3,674,441	9,618,628	2,792,885	(31,619)	5,912,568	(18,685)	3,655,756	9,568,324
Metro Totals	**$43,837,111**	**$33,356,481**	**$77,193,592**			**$43,603,930**		**$33,186,861**	**$76,790,791**

Screening Board Minimum County Adjustment

Fall 2015

County	Tentative Apportionment Sum Distribution	Tentative Excess Sum Distribution	Tentative Total Distribution	Minimum Distribution 0.53%	Apportionment Sum Adjustment	Final Apportionment Sum Distribution	Excess Sum Adjustment	Final Excess Sum Distribution	Final Total Distribution
Dodge	$2,819,488	$1,098,554	$3,918,042	$2,792,885	(14,998)	2,804,490	(5,587)	1,092,967	3,897,457
Fillmore	4,427,291	1,760,185	6,187,476	2,792,885	(23,550)	4,403,741	(8,951)	1,751,234	6,154,975
Freeborn	4,029,525	1,526,462	5,555,987	2,792,885	(21,434)	4,008,091	(7,762)	1,518,700	5,526,791
Goodhue	4,260,614	2,082,805	6,343,419	2,792,885	(22,663)	4,237,951	(10,591)	2,072,214	6,310,165
Houston	3,210,558	1,332,235	4,542,793	2,792,885	(17,078)	3,193,480	(6,775)	1,325,460	4,518,940
Mower	3,628,457	1,485,290	5,113,747	2,792,885	(19,301)	3,609,156	(7,553)	1,477,737	5,086,893
Olmsted	4,962,093	3,093,870	8,055,963	2,792,885	(26,395)	4,935,698	(15,732)	3,078,138	8,013,836
Rice	3,589,087	1,837,722	5,426,809	2,792,885	(19,091)	3,569,996	(9,345)	1,828,377	5,398,373
Steele	3,613,256	1,600,165	5,213,421	2,792,885	(19,219)	3,594,037	(8,137)	1,592,028	5,186,065
Wabasha	3,247,676	1,364,864	4,612,540	2,792,885	(17,276)	3,230,400	(6,940)	1,357,924	4,588,324
Winona	3,886,016	1,792,775	5,678,791	2,792,885	(20,670)	3,865,346	(9,116)	1,783,659	5,649,005
District 6 Totals	**$41,674,061**	**$18,974,927**	**$60,648,988**			**$41,452,386**		**$18,878,438**	**$60,330,824**
Blue Earth	$5,736,022	$2,760,318	$8,496,340	$2,792,885	(30,511)	5,705,511	(14,036)	2,746,282	8,451,793
Brown	3,106,705	1,235,961	4,342,666	2,792,885	(16,525)	3,090,180	(6,285)	1,229,676	4,319,856
Cottonwood	2,427,313	677,253	3,104,566	2,792,885	(12,911)	2,414,402	(3,444)	673,809	3,088,211
Faribault	3,391,872	1,214,360	4,606,232	2,792,885	(18,042)	3,373,830	(6,175)	1,208,185	4,582,015
Jackson	3,450,814	1,154,011	4,604,825	2,792,885	(18,355)	3,432,459	(5,869)	1,148,142	4,580,601
Le Sueur	3,373,995	1,534,819	4,908,814	2,792,885	(17,947)	3,356,048	(7,804)	1,527,015	4,883,063
Martin	3,605,979	1,333,163	4,939,142	2,792,885	(19,181)	3,586,798	(6,779)	1,326,384	4,913,182
Nicollet	3,109,787	1,348,593	4,458,380	2,792,885	(16,542)	3,093,245	(6,858)	1,341,735	4,434,980
Nobles	3,347,427	1,173,947	4,521,374	2,792,885	(17,805)	3,329,622	(5,970)	1,167,977	4,497,599
Rock	2,330,139	699,946	3,030,085	2,792,885	(12,394)	2,317,745	(3,560)	696,386	3,014,131
Sibley	2,417,670	758,238	3,175,908	2,792,885	(12,860)	2,404,810	(3,856)	754,382	3,159,192
Waseca	2,404,047	820,367	3,224,414	2,792,885	(12,788)	2,391,259	(4,172)	816,195	3,207,454
Watonwan	2,387,771	805,307	3,193,078	2,792,885	(12,702)	2,375,069	(4,095)	801,212	3,176,281
District 7 Totals	**$41,089,541**	**$15,516,283**	**$56,605,824**			**$40,870,978**		**$15,437,380**	**$56,308,358**
Chippewa	$2,114,888	$650,503	$2,765,391	$2,792,885	18,696	2,133,584	8,798	659,301	2,792,885
Kandiyohi	4,462,632	1,939,538	6,402,170	2,792,885	(23,738)	4,438,894	(9,863)	1,929,675	6,368,569
Lac Qui Parle	2,532,776	606,310	3,139,086	2,792,885	(13,472)	2,519,304	(3,083)	603,227	3,122,531
Lincoln	2,080,579	542,834	2,623,413	2,792,885	115,241	2,195,820	54,231	597,065	2,792,885
Lyon	2,812,540	1,027,436	3,839,976	2,792,885	(14,960)	2,797,580	(5,224)	1,022,212	3,819,792
Mc Leod	2,941,214	1,366,358	4,307,572	2,792,885	(15,645)	2,925,569	(6,948)	1,359,410	4,284,979
Meeker	2,660,166	1,023,618	3,683,784	2,792,885	(14,150)	2,646,016	(5,205)	1,018,413	3,664,429
Murray	2,684,197	730,296	3,414,493	2,792,885	(14,278)	2,669,919	(3,714)	726,582	3,396,501
Pipestone	2,148,672	649,781	2,798,453	2,792,885	(5,191)	2,143,481	(377)	649,404	2,792,885
Redwood	3,470,958	1,196,483	4,667,441	2,792,885	(18,463)	3,452,495	(6,084)	1,190,399	4,642,894
Renville	3,989,222	1,394,614	5,383,836	2,792,885	(21,219)	3,968,003	(7,092)	1,387,522	5,355,525
Yellow Medicine	2,701,695	772,657	3,474,352	2,792,885	(14,371)	2,687,324	(3,929)	768,728	3,456,052
District 8 Totals	**$34,599,539**	**$11,900,428**	**$46,499,967**			**$34,577,989**		**$11,911,938**	**$46,489,927**
Chisago	$4,028,173	$2,242,437	$6,270,610	$2,792,885	(21,427)	4,006,746	(11,402)	2,231,035	6,237,781
Dakota	9,127,696	7,275,152	16,402,848	2,792,885	(48,553)	9,079,143	(36,993)	7,238,159	16,317,302
Ramsey	10,487,522	8,448,354	18,935,876	2,792,885	(55,787)	10,431,735	(42,958)	8,405,396	18,837,131
Washington	6,000,834	4,785,174	10,786,008	2,792,885	(31,921)	5,968,913	(24,331)	4,760,843	10,729,756
Metro Totals	**$29,644,225**	**$22,751,117**	**$52,395,342**			**$29,486,537**		**$22,635,433**	**$52,121,970**
STATE TOTALS	**$359,136,787**	**$169,005,547**	**$528,142,334**			**$359,136,787**		**$169,005,547**	**$528,142,334**

Maximum redistribution 1.25%	$6,601,779
Total redistributed	$6,601,763

Final Components of the Tentative 2016 Distribution

Fall 2015

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Money Needs Apportionment	Total Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	2016 Distribution
Carlton	$412,801	$282,605	$1,017,614	$1,796,421	($18,667)	$1,777,754	$3,490,774	$531,962	$1,041,939	($8,003)	$1,033,936	$1,565,898	$5,056,672
Cook	412,801	50,279	615,309	1,243,003	(12,348)	1,230,655	2,309,044	94,643	720,952	(4,148)	716,804	811,447	3,120,491
Itasca	412,801	411,176	2,215,048	3,787,552	(36,312)	3,751,240	6,790,265	773,978	2,196,812	(15,106)	2,181,706	2,955,684	9,745,949
Koochiching	412,801	128,320	870,763	2,537,902	0	2,537,902	3,949,786	241,543	468,836	(3,600)	465,236	706,779	4,656,565
Lake	412,801	95,279	779,183	1,777,608	(16,303)	1,761,305	3,048,568	179,349	1,031,027	(6,155)	1,024,872	1,204,221	4,252,789
Pine	412,801	242,669	1,648,330	3,194,396	(29,247)	3,165,149	5,468,949	456,788	1,852,777	(11,744)	1,841,033	2,297,821	7,766,770
St. Louis	412,801	1,434,751	4,784,025	12,308,111	(100,745)	12,207,366	18,838,943	2,700,709	7,138,808	(50,034)	7,088,774	9,789,483	28,628,426
District 1 Totals	**$2,889,607**	**$2,645,079**	**$11,930,272**	**$26,644,993**	**($213,622)**	**$26,431,371**	**$43,896,329**	**$4,978,972**	**$14,451,151**	**($98,790)**	**$14,352,361**	**$19,331,333**	**$63,227,662**
Beltrami	$412,801	$311,443	$1,593,167	$2,314,071	($24,636)	$2,289,435	$4,606,846	$586,246	$1,342,181	($9,807)	$1,332,374	$1,918,620	6,525,466
Clearwater	412,801	89,461	1,115,766	1,061,975	(14,256)	1,047,719	2,665,747	168,397	615,954	(3,988)	611,966	780,363	3,446,110
Hubbard	412,801	183,914	1,108,009	1,165,160	(15,266)	1,149,894	2,854,618	346,191	675,802	(5,197)	670,605	1,016,796	3,871,414
Kittson	412,801	48,304	1,277,162	986,219	(14,492)	971,727	2,709,994	90,925	572,015	(3,371)	568,644	659,569	3,369,563
Lake of the Woods	412,801	43,779	665,516	1,569,365	0	1,569,365	2,691,461	82,407	325,590	(2,067)	323,523	405,930	3,097,391
Marshall	412,801	99,373	2,187,359	1,303,311	(21,292)	1,282,019	3,981,552	187,055	755,931	(4,795)	751,136	938,191	4,919,743
Norman	412,801	65,794	1,338,790	1,156,534	(15,819)	1,140,715	2,958,100	123,847	670,799	(4,041)	666,758	790,605	3,748,705
Pennington	412,801	118,479	889,295	847,576	(12,065)	835,511	2,256,086	223,020	491,601	(3,634)	487,967	710,987	2,967,073
Polk	412,801	260,482	2,755,692	2,583,303	(31,981)	2,551,322	5,980,297	490,319	1,498,338	(10,113)	1,488,225	1,978,544	7,958,841
Red Lake	412,801	42,917	634,918	1,016,714	223,365	1,240,079	2,330,715	80,785	276,273	105,112	381,385	462,170	2,792,885
Roseau	412,801	156,153	1,648,007	1,678,991	(20,724)	1,658,267	3,875,228	293,934	973,829	(6,447)	967,382	1,261,316	5,136,544
District 2 Totals	**$4,540,811**	**$1,420,099**	**$15,213,681**	**$15,683,219**	**$52,834**	**$15,736,053**	**$36,910,644**	**$2,673,126**	**$8,198,313**	**$51,652**	**$8,249,965**	**$10,923,091**	**$47,833,735**
Aitkin	$412,801	$164,233	$1,310,885	$1,640,107	($18,767)	$1,621,340	$3,509,259	$309,145	$951,276	($6,410)	$944,866	$1,254,011	4,763,270
Benton	412,801	272,980	779,722	1,308,497	(14,756)	1,293,741	2,759,244	513,844	758,939	(6,472)	752,467	1,266,311	4,025,555
Cass	412,801	256,675	1,815,867	1,684,659	(22,182)	1,662,477	4,147,820	483,153	977,116	(7,425)	969,691	1,452,844	5,600,664
Crow Wing	412,801	565,676	1,295,478	2,103,735	(23,286)	2,080,449	4,354,404	1,064,803	1,220,184	(11,619)	1,208,565	2,273,368	6,627,772
Isanti	412,801	298,586	777,567	1,101,518	(13,779)	1,087,739	2,576,693	562,045	638,890	(6,107)	632,783	1,194,828	3,771,521
Kanabec	412,801	132,773	722,942	802,923	3,957	806,880	2,075,396	249,925	465,702	1,862	467,564	717,489	2,792,885
Mille Lacs	412,801	246,260	878,305	1,629,295	(16,844)	1,612,451	3,149,817	463,548	945,005	(7,162)	937,843	1,401,391	4,551,208
Morrison	412,801	311,910	1,549,639	2,227,797	(23,948)	2,203,849	4,478,199	587,125	1,288,996	(9,541)	1,279,455	1,866,580	6,344,779
Sherburne	412,801	683,473	840,057	1,298,714	(17,208)	1,281,506	3,217,837	1,286,538	753,265	(10,373)	742,892	2,029,430	5,247,267
Stearns	412,801	1,151,608	2,275,167	4,118,054	(42,328)	4,075,726	7,915,302	2,167,733	2,369,043	(23,070)	2,345,973	4,513,706	12,429,008
Todd	412,801	206,540	1,410,007	947,448	(15,835)	931,613	2,960,961	388,780	549,528	(4,772)	544,756	933,536	3,894,497
Wadena	412,801	135,251	806,334	852,290	(11,738)	840,552	2,194,938	254,590	474,184	(3,706)	470,478	725,068	2,920,006
Wright	412,801	952,646	1,420,673	3,784,214	(34,950)	3,749,264	6,535,384	1,793,216	2,194,876	(20,279)	2,174,597	3,967,813	10,503,197
District 3 Totals	**$5,366,413**	**$5,378,611**	**$15,882,643**	**$23,499,251**	**($251,664)**	**$23,247,587**	**$49,875,254**	**$10,124,445**	**$13,587,004**	**($115,074)**	**$13,471,930**	**$23,596,375**	**$73,471,629**
Becker	$412,801	$291,368	$1,608,897	$1,559,653	($20,600)	$1,539,053	$3,852,119	$548,457	$904,612	($7,389)	$897,223	$1,445,680	5,297,799
Big Stone	412,801	55,235	720,895	918,419	171,435	1,089,854	2,278,785	103,972	329,453	80,675	410,128	514,100	2,792,885
Clay	412,801	378,889	1,378,870	1,463,456	(19,330)	1,444,126	3,614,686	713,203	848,817	(7,943)	840,874	1,554,077	5,168,763
Douglas	412,801	337,840	1,359,369	1,558,713	(19,514)	1,539,199	3,649,209	635,934	904,066	(7,831)	896,235	1,532,169	5,181,378
Grant	412,801	65,758	781,877	549,794	367,193	916,987	2,177,423	123,780	318,885	172,797	491,682	615,462	2,792,885
Mahnomen	412,801	34,944	664,654	994,951	200,908	1,195,859	2,308,258	65,777	324,305	94,545	418,850	484,627	2,792,885
Otter Tail	412,801	525,525	3,168,556	4,469,909	(45,622)	4,424,287	8,531,169	989,223	2,572,926	(18,114)	2,554,812	3,544,035	12,075,204
Pope	412,801	107,849	1,020,415	987,925	(13,452)	974,473	2,515,538	203,009	573,005	(3,946)	569,059	772,068	3,287,606
Stevens	412,801	85,618	835,747	567,591	272,514	840,105	2,174,271	161,164	329,208	128,242	457,450	618,614	2,792,885
Swift	412,801	99,984	1,128,372	858,012	(13,294)	844,718	2,485,875	188,205	497,654	(3,487)	494,167	682,372	3,168,247
Traverse	412,801	38,859	838,764	533,204	399,057	932,261	2,222,685	73,146	309,263	187,791	497,054	570,200	2,792,885
Wilkin	412,801	67,805	1,069,761	1,116,541	(14,186)	1,102,355	2,652,722	127,633	647,603	(3,942)	643,661	771,294	3,424,016
District 4 Totals	**$4,953,612**	**$2,089,674**	**$14,576,177**	**$15,578,168**	**$1,265,109**	**$16,843,277**	**$38,462,740**	**$3,933,503**	**$8,559,797**	**$611,398**	**$9,171,195**	**$13,104,698**	**$51,567,438**

Final Components of the Tentative 2016 Distribution

Fall 2015

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Money Needs Apportionment	Total Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	2016 Distribution
Anoka	$412,801	$2,131,620	$1,419,380	$6,992,820	($58,281)	$6,934,539	$10,898,340	$4,012,462	$4,042,723	($40,961)	$4,001,762	$8,014,224	$18,912,564
Carver	412,801	563,629	807,627	2,497,945	(22,777)	2,475,168	4,259,225	1,060,949	1,377,309	(12,399)	1,364,910	2,425,859	6,685,084
Hennepin	412,801	6,102,416	2,723,047	13,416,037	(120,504)	13,295,533	22,533,797	11,486,901	7,701,696	(97,575)	7,604,121	19,091,022	41,624,819
Scott	412,801	824,614	989,278	3,717,494	(31,619)	3,685,875	5,912,568	1,552,215	2,122,226	(18,685)	2,103,541	3,655,756	9,568,324
Metro Totals	**$1,651,204**	**$9,622,279**	**$5,939,332**	**$26,624,296**	**($233,181)**	**$26,391,115**	**$43,603,930**	**$18,112,527**	**$15,243,954**	**($169,620)**	**$15,074,334**	**$33,186,861**	**$76,790,791**
Dodge	$412,801	$162,940	$878,520	$1,365,227	($14,998)	$1,350,229	$2,804,490	$306,711	$791,843	($5,587)	$786,256	$1,092,967	3,897,457
Fillmore	412,801	190,809	1,408,175	2,415,506	(23,550)	2,391,956	4,403,741	359,171	1,401,014	(8,951)	1,392,063	1,751,234	6,154,975
Freeborn	412,801	242,669	1,529,815	1,844,240	(21,434)	1,822,806	4,008,091	456,788	1,069,674	(7,762)	1,061,912	1,518,700	5,526,791
Goodhue	412,801	384,169	1,119,429	2,344,215	(22,663)	2,321,552	4,237,951	723,141	1,359,664	(10,591)	1,349,073	2,072,214	6,310,165
Houston	412,801	157,410	854,279	1,786,068	(17,078)	1,768,990	3,193,480	296,301	1,035,934	(6,775)	1,029,159	1,325,460	4,518,940
Mower	412,801	280,127	1,283,842	1,651,687	(19,301)	1,632,386	3,609,156	527,297	957,993	(7,553)	950,440	1,477,737	5,086,893
Olmsted	412,801	871,230	1,171,361	2,506,701	(26,395)	2,480,306	4,935,698	1,639,962	1,453,908	(15,732)	1,438,176	3,078,138	8,013,836
Rice	412,801	428,019	968,915	1,779,352	(19,091)	1,760,261	3,569,996	805,683	1,032,039	(9,345)	1,022,694	1,828,377	5,398,373
Steele	412,801	265,510	1,037,762	1,897,183	(19,219)	1,877,964	3,594,037	499,783	1,100,382	(8,137)	1,092,245	1,592,028	5,186,065
Wabasha	412,801	201,296	933,684	1,699,895	(17,276)	1,682,619	3,230,400	378,910	985,954	(6,940)	979,014	1,357,924	4,588,324
Winona	412,801	310,115	1,078,596	2,084,504	(20,670)	2,063,834	3,865,346	583,745	1,209,030	(9,116)	1,199,914	1,783,659	5,649,005
District 6 Totals	**$4,540,811**	**$3,494,294**	**$12,264,378**	**$21,374,578**	**($221,675)**	**$21,152,903**	**$41,452,386**	**$6,577,492**	**$12,397,435**	**($96,489)**	**$12,300,946**	**$18,878,438**	**$60,330,824**
Blue Earth	$412,801	$412,325	$1,489,951	$3,420,945	($30,511)	$3,390,434	$5,705,511	$776,141	$1,984,177	($14,036)	$1,970,141	$2,746,282	8,451,793
Brown	412,801	249,887	1,124,062	1,319,955	(16,525)	1,303,430	3,090,180	470,376	765,585	(6,285)	759,300	1,229,676	4,319,856
Cottonwood	412,801	106,520	1,086,030	821,962	(12,911)	809,051	2,414,402	200,508	476,745	(3,444)	473,301	673,809	3,088,211
Faribault	412,801	137,729	1,194,633	1,646,709	(18,042)	1,628,667	3,373,830	259,255	955,105	(6,175)	948,930	1,208,185	4,582,015
Jackson	412,801	97,865	1,268,112	1,672,036	(18,355)	1,653,681	3,432,459	184,216	969,795	(5,869)	963,926	1,148,142	4,580,601
Le Sueur	412,801	265,653	911,489	1,784,052	(17,947)	1,766,105	3,356,048	500,054	1,034,765	(7,804)	1,026,961	1,527,015	4,883,063
Martin	412,801	181,292	1,301,727	1,710,159	(19,181)	1,690,978	3,586,798	341,256	991,907	(6,779)	985,128	1,326,384	4,913,182
Nicollet	412,801	208,658	840,380	1,647,948	(16,542)	1,631,406	3,093,245	392,769	955,824	(6,858)	948,966	1,341,735	4,434,980
Nobles	412,801	164,700	1,233,312	1,536,614	(17,805)	1,518,809	3,329,622	310,024	863,923	(5,970)	857,953	1,167,977	4,497,599
Rock	412,801	81,955	894,574	940,809	(12,394)	928,415	2,317,745	154,268	545,678	(3,560)	542,118	696,386	3,014,131
Sibley	412,801	130,869	991,433	882,567	(12,860)	869,707	2,404,810	246,342	511,896	(3,856)	508,040	754,382	3,159,192
Waseca	412,801	150,766	915,368	925,112	(12,788)	912,324	2,391,259	283,794	536,573	(4,172)	532,401	816,195	3,207,454
Watonwan	412,801	96,644	803,533	1,074,793	(12,702)	1,062,091	2,375,069	181,918	623,389	(4,095)	619,294	801,212	3,176,281
District 7 Totals	**$5,366,413**	**$2,284,863**	**$14,054,604**	**$19,383,661**	**($218,563)**	**$19,165,098**	**$40,870,978**	**$4,300,921**	**$11,215,362**	**($78,903)**	**$11,136,459**	**$15,437,380**	**$56,308,358**
Chippewa	$412,801	$113,272	$834,885	$753,930	$18,696	$772,626	$2,133,584	$213,217	$437,286	$8,798	$446,084	$659,301	2,792,885
Kandiyohi	412,801	352,565	1,497,493	2,199,773	(23,738)	2,176,035	4,438,894	663,651	1,275,887	(9,863)	1,266,024	1,929,675	6,368,569
Lac Qui Parle	412,801	74,126	1,241,069	804,780	(13,472)	791,308	2,519,304	139,531	466,779	(3,083)	463,696	603,227	3,122,531
Lincoln	412,801	61,233	869,362	737,183	115,241	852,424	2,195,820	115,262	427,572	54,231	481,803	597,065	2,792,885
Lyon	412,801	205,570	1,089,908	1,104,261	(14,960)	1,089,301	2,797,580	386,955	640,481	(5,224)	635,257	1,022,212	3,819,792
Mc Leod	412,801	310,617	870,117	1,347,679	(15,645)	1,332,034	2,925,569	584,692	781,666	(6,948)	774,718	1,359,410	4,284,979
Meeker	412,801	201,691	935,408	1,110,266	(14,150)	1,096,116	2,646,016	379,654	643,964	(5,205)	638,759	1,018,413	3,664,429
Murray	412,800	88,599	1,211,225	971,573	(14,278)	957,295	2,669,919	166,775	563,521	(3,714)	559,807	726,582	3,396,501
Pipestone	412,800	93,160	824,758	817,954	(5,191)	812,763	2,143,481	175,360	474,421	(377)	474,044	649,404	2,792,885
Redwood	412,800	152,166	1,336,959	1,569,033	(18,463)	1,550,570	3,452,495	286,431	910,052	(6,084)	903,968	1,190,399	4,642,894
Renville	412,800	157,122	1,524,751	1,894,549	(21,219)	1,873,330	3,968,003	295,760	1,098,854	(7,092)	1,091,762	1,387,522	5,355,525
Yellow Medicine	412,800	100,522	1,182,458	1,005,915	(14,371)	991,544	2,687,324	189,219	583,438	(3,929)	579,509	768,728	3,456,052
District 8 Totals	**$4,953,607**	**$1,910,643**	**$13,418,393**	**$14,316,896**	**($21,550)**	**$14,295,346**	**$34,577,989**	**$3,596,507**	**$8,303,921**	**$11,510**	**$8,315,431**	**$11,911,938**	**$46,489,927**
Chisago	$412,800	$474,994	$815,707	$2,324,672	($21,427)	$2,303,245	$4,006,746	$894,107	$1,348,330	($11,402)	$1,336,928	$2,231,035	6,237,781
Dakota	412,800	2,394,042	1,547,269	4,773,585	(48,553)	4,725,032	9,079,143	4,506,432	2,768,720	(36,993)	2,731,727	7,238,159	16,317,302
Ramsey	412,800	2,646,012	1,283,950	6,144,760	(55,787)	6,088,973	10,431,735	4,980,729	3,467,625	(42,958)	3,424,667	8,405,396	18,837,131
Washington	412,800	1,553,088	814,630	3,220,316	(31,921)	3,188,395	5,968,913	2,923,458	1,861,716	(24,331)	1,837,385	4,760,843	10,729,756
Metro Totals	**$1,651,200**	**$7,068,136**	**$4,461,556**	**$16,463,333**	**($157,688)**	**$16,305,645**	**$29,486,537**	**$13,304,726**	**$9,446,391**	**($115,684)**	**$9,330,707**	**$22,635,433**	**$52,121,970**
STATE TOTALS	**$35,913,678**	**$35,913,678**	**$107,741,036**	**$179,568,395**	**$0**	**$179,568,395**	**$359,136,787**	**$67,602,219**	**$101,403,328**	**$0**	**$101,403,328**	**$169,005,547**	**$528,142,334**

Comparison of the Actual 2015 to the TENTATIVE 2016 CSAH Distribution

Fall 2015

The following two pages indicate a comparison between the actual 2015 CSAH distribution and what each county's 2015 county state aid distribution would be if all mileage, needs and adjustments remained as published in this booklet and if the 2016 CSAH Highway User Fund were the same as the estimate for distribution sum and excess sum. However, as we stated in the previous pages, some revised figures will be used to determine the final 2016 distribution. This data is being presented in this manner simply to show the approximate comparison to last year's distribution, if the Board approves the mileage and money needs as presented.

Comparison of the Actual 2015 to the Tentative 2016 CSAH Distribution

Fall 2015

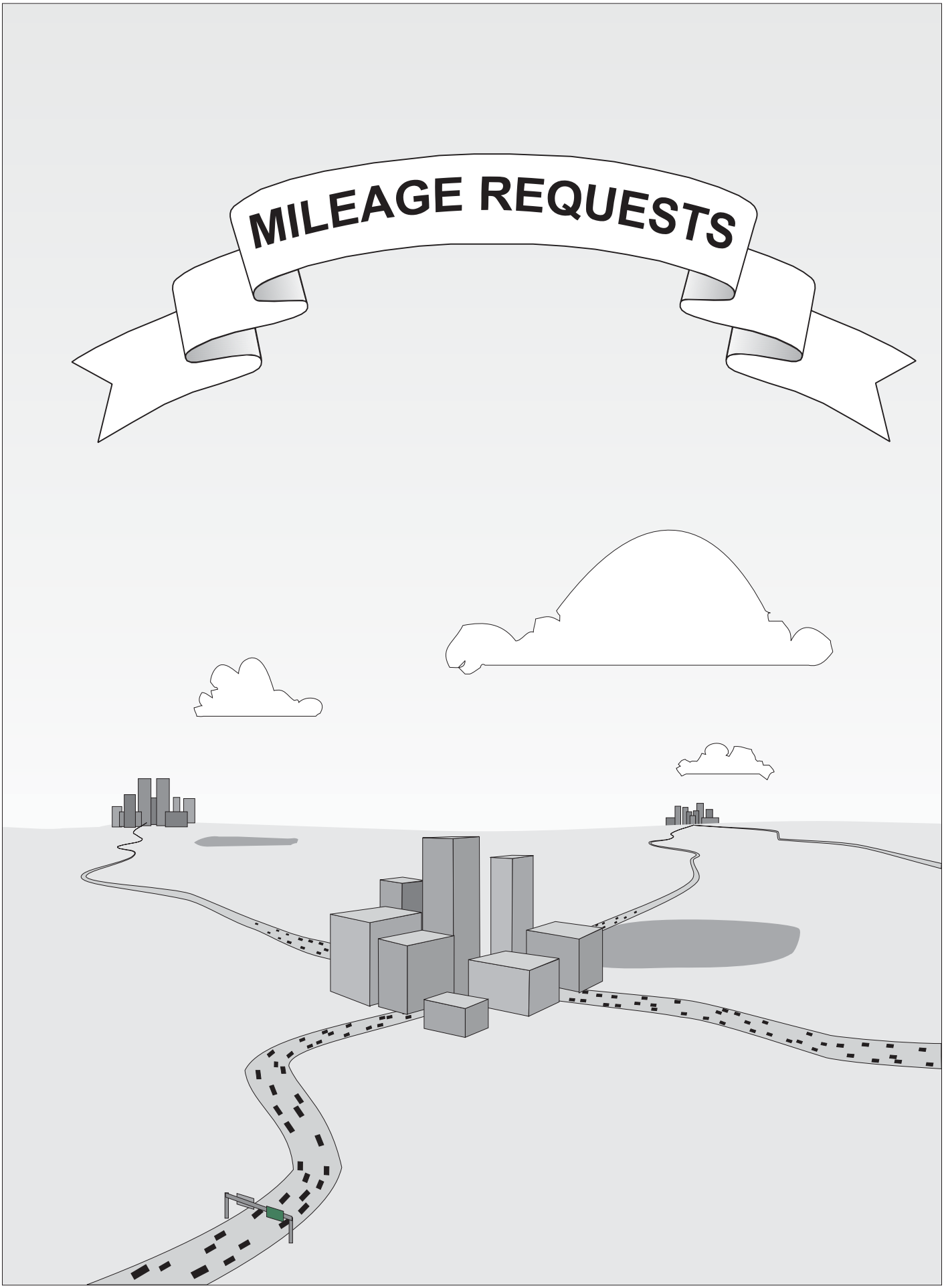
County	Actual 2015 CSAH Distribution	Tentative 2016 CSAH Distribution	Increase or Decrease	% + or -
Carlton	$5,026,685	$5,056,672	$29,987	0.6%
Cook	3,100,615	3,120,491	19,876	0.6%
Itasca	9,683,404	9,745,949	62,545	0.7%
Koochiching	4,709,097	4,656,565	(52,532)	-1.1%
Lake	4,222,318	4,252,789	30,471	0.7%
Pine	7,712,888	7,766,770	53,882	0.7%
St. Louis	28,365,171	28,628,426	263,255	0.9%
District 1 Totals	**$62,820,178**	**$63,227,662**	**$407,484**	**0.7%**
Beltrami	$6,492,384	$6,525,466	$33,082	0.5%
Clearwater	3,441,404	3,446,110	4,706	0.1%
Hubbard	3,852,607	3,871,414	18,807	0.5%
Kittson	3,377,108	3,369,563	(7,545)	-0.2%
Lake of the Woods	3,123,707	3,097,391	(26,316)	-0.8%
Marshall	4,962,196	4,919,743	(42,453)	-0.9%
Norman	3,783,891	3,748,705	(35,186)	-0.9%
Pennington	2,976,325	2,967,073	(9,252)	-0.3%
Polk	8,016,412	7,958,841	(57,571)	-0.7%
Red Lake	2,813,383	2,792,885	(20,498)	-0.7%
Roseau	5,122,842	5,136,544	13,702	0.3%
District 2 Totals	**$47,962,259**	**$47,833,735**	**($128,524)**	**-0.3%**
Aitkin	$4,737,047	$4,763,270	$26,223	0.6%
Benton	4,004,139	4,025,555	21,416	0.5%
Cass	5,587,065	5,600,664	13,599	0.2%
Crow Wing	6,576,214	6,627,772	51,558	0.8%
Isanti	3,757,577	3,771,521	13,944	0.4%
Kanabec	2,813,383	2,792,885	(20,498)	-0.7%
Mille Lacs	4,534,959	4,551,208	16,249	0.4%
Morrison	6,310,019	6,344,779	34,760	0.6%
Sherburne	5,243,302	5,247,267	3,965	0.1%
Stearns	12,371,739	12,429,008	57,269	0.5%
Todd	3,904,548	3,894,497	(10,051)	-0.3%
Wadena	2,918,822	2,920,006	1,184	0.0%
Wright	10,494,861	10,503,197	8,336	0.1%
District 3 Totals	**$73,253,675**	**$73,471,629**	**$217,954**	**0.3%**
Becker	$5,297,520	$5,297,799	$279	0.0%
Big Stone	2,813,383	2,792,885	(20,498)	-0.7%
Clay	5,202,386	5,168,763	(33,623)	-0.7%
Douglas	5,172,098	5,181,378	9,280	0.2%
Grant	2,813,383	2,792,885	(20,498)	-0.7%
Mahnomen	2,813,383	2,792,885	(20,498)	-0.7%
Otter Tail	12,025,541	12,075,204	49,663	0.4%
Pope	3,290,331	3,287,606	(2,725)	-0.1%
Stevens	2,813,383	2,792,885	(20,498)	-0.7%
Swift	3,200,170	3,168,247	(31,923)	-1.0%
Traverse	2,813,383	2,792,885	(20,498)	-0.7%
Wilkin	3,468,905	3,424,016	(44,889)	-1.3%
District 4 Totals	**$51,723,866**	**$51,567,438**	**($156,428)**	**-0.3%**

Comparison of the Actual 2015 to the Tentative 2016 CSAH Distribution

Fall 2015

County	Actual 2015 CSAH Distribution	Tentative 2016 CSAH Distribution	Increase or Decrease	% + or -
Anoka	$18,819,916	$18,912,564	$92,648	0.5%
Carver	6,785,976	6,685,084	(100,892)	-1.5%
Hennepin	41,718,664	41,624,819	(93,845)	-0.2%
Scott	9,566,164	9,568,324	2,160	0.0%
Metro Totals	**$76,890,720**	**$76,790,791**	**($99,929)**	**-0.1%**
Dodge	$3,887,109	$3,897,457	$10,348	0.3%
Fillmore	6,160,216	6,154,975	(5,241)	-0.1%
Freeborn	5,525,383	5,526,791	1,408	0.0%
Goodhue	6,281,230	6,310,165	28,935	0.5%
Houston	4,504,393	4,518,940	14,547	0.3%
Mower	5,078,950	5,086,893	7,943	0.2%
Olmsted	7,972,267	8,013,836	41,569	0.5%
Rice	5,388,044	5,398,373	10,329	0.2%
Steele	5,184,705	5,186,065	1,360	0.0%
Wabasha	4,569,266	4,588,324	19,058	0.4%
Winona	5,633,619	5,649,005	15,386	0.3%
District 6 Totals	**$60,185,182**	**$60,330,824**	**$145,642**	**0.2%**
Blue Earth	$8,441,652	$8,451,793	$10,141	0.1%
Brown	4,349,546	4,319,856	(29,690)	-0.7%
Cottonwood	3,122,552	3,088,211	(34,341)	-1.1%
Faribault	4,595,154	4,582,015	(13,139)	-0.3%
Jackson	4,555,042	4,580,601	25,559	0.6%
Le Sueur	4,860,041	4,883,063	23,022	0.5%
Martin	4,917,211	4,913,182	(4,029)	-0.1%
Nicollet	4,440,828	4,434,980	(5,848)	-0.1%
Nobles	4,512,411	4,497,599	(14,812)	-0.3%
Rock	3,029,201	3,014,131	(15,070)	-0.5%
Sibley	3,190,117	3,159,192	(30,925)	-1.0%
Waseca	3,227,758	3,207,454	(20,304)	-0.6%
Watonwan	3,162,838	3,176,281	13,443	0.4%
District 7 Totals	**$56,404,351**	**$56,308,358**	**($95,993)**	**-0.2%**
Chippewa	$2,813,383	$2,792,885	($20,498)	-0.7%
Kandiyohi	6,368,326	6,368,569	243	0.0%
Lac Qui Parle	3,162,519	3,122,531	(39,988)	-1.3%
Lincoln	2,813,383	2,792,885	(20,498)	-0.7%
Lyon	3,840,145	3,819,792	(20,353)	-0.5%
Mc Leod	4,298,831	4,284,979	(13,852)	-0.3%
Meeker	3,661,439	3,664,429	2,990	0.1%
Murray	3,446,339	3,396,501	(49,838)	-1.5%
Pipestone	2,813,383	2,792,885	(20,498)	-0.7%
Redwood	4,657,740	4,642,894	(14,846)	-0.3%
Renville	5,380,419	5,355,525	(24,894)	-0.5%
Yellow Medicine	3,478,267	3,456,052	(22,215)	-0.6%
District 8 Totals	**$46,734,174**	**$46,489,927**	**($244,247)**	**-0.5%**
Chisago	$6,208,428	$6,237,781	$29,353	0.5%
Dakota	16,353,353	16,317,302	(36,051)	-0.2%
Ramsey	18,803,104	18,837,131	34,027	0.2%
Washington	10,803,044	10,729,756	(73,288)	-0.7%
Metro Totals	**$52,167,929**	**$52,121,970**	**($45,959)**	**-0.1%**
STATE TOTALS	**$528,142,334**	**$528,142,334**	**$0**	**0.0%**

MILEAGE REQUESTS



Banked CSAH Mileage

Fall 2015

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

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

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

County	Banked Mileage Available
Aitkin	0.00
Anoka	0.68
Becker	0.11
Beltrami	0.50
Benton	0.28
Big Stone	0.05
Blue Earth	0.60
Brown	0.61
Carlton	0.88
Carver	4.45
Cass	0.85
Chippewa	0.32
Chisago	0.01
Clay	0.87
Clearwater	0.01
Cook	0.01
Cottonwood	1.00
Crow Wing	0.23
Dakota	0.00
Dodge	0.76
Douglas	2.11
Faribault	0.49
Fillmore	0.00
Freeborn	0.00
Goodhue	0.47
Grant	0.00
Hennepin	5.83
Houston	0.00
Hubbard	0.20
Isanti	0.88
Itasca	1.00
Jackson	0.21
Kanabec	0.60
Kandiyohi	2.26
Kittson	0.00
Koochiching	0.09
Lac Qui Parle	0.00
Lake	0.00
Lake of the Woods	0.20
Le Sueur	0.45
Lincoln	0.20
Lyon	0.00
McLeod	1.51
Mahnomen	0.44

County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.02
Mille Lacs	0.00
Morrison	0.25
Mower	0.00
Murray	0.00
Nicollet	0.22
Nobles	0.66
Norman	2.26
Olmsted	0.65
Otter Tail	0.06
Pennington	0.35
Pine	0.66
Pipestone	0.14
Polk	1.50
Pope	0.03
Ramsey	0.46
Red Lake	0.00
Redwood	0.01
Renville	2.47
Rice	0.20
Rock	1.30
Roseau	0.30
St. Louis	1.49
Scott	0.75
Sherburne	0.00
Sibley	0.50
Stearns	1.06
Steele	0.45
Stevens	0.68
Swift	0.30
Todd	0.24
Traverse	0.03
Wabasha	0.81
Wadena	2.81
Waseca	0.32
Washington	6.31
Watonwan	0.68
Wilkin	0.00
Winona	0.00
Wright	1.27
Yellow Medicine	0.24
Total Banked Mileage	**58.67**

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

Criteria Necessary For County State Aid Highway Designation

Fall 2015

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.

STATE AID FOR LOCAL TRANSPORTATION
MSAS/CSAH System Revision Request

Updated 4/2015

DATE: 09/25/2015

TO: Manager, State Aid Needs Unit

FROM: Fausto Cabral , District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(Municipality) (County) of Olmsted
Attached is a request and supporting data for a revision to the State Aid System. The proposed route meets the following criteria (indicated by an "X") necessary for designation or is a proposed revocation.

CSAH Criteria - select one of the following from each section below

	Projected to carry a relatively heavier traffic volume,
	or is functionally classified as collector or arterial.

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

✓	Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands

	Revocation

MSAS Criteria - select one of the following from each section below

	Project to carry a relatively heavier traffic volume,
	or is functionally classified as collector or arterial

	Connects the points of major traffic interest within an urban municipality

	Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands

	Revocation

Miles Available	0.65
+ Revoked	6.42
- Requested	7.38
= Balance	0.31

Comments: Olmsted County System Revision

Recommended Approval or Denial: Fausto Cabral 2015.09.25 12:58:22 -05'00'
District State Aid Engineer — Date

Recommended Approval or Denial:
Manager, State Aid Needs Unit — Date

Approval or Denial:
State Aid Engineer — Date

Public Works
2122 Campus Drive SE—Suite 200
Rochester, MN 55904
Phone: 507-328-7070
Email: pwservice@co.olmsted.mn.us

June 8, 2015

Fausto Cabral
MnDOT District 6 – State Aid
2900 48th Street NW
Rochester, MN 55901

Subject: Olmsted County Mileage Request – October 2006 Screening Board Action
Reconsideration of Phase 5 CSAH System Revisions

Fausto,

In October 2006, concurring with the recommendations of the Mileage Sub-Committee, the MCEA Screening Board approved the CSAH Mileage Request and System Revisions submitted by Olmsted County. The Request was presented as a five phase program of changes to the State Aid system, involving 25 separate route revocation and/or route establishment actions that would be needed to fully implement the plan.

Phase 1 has been completed. The six roadways in Phase 2 have just had improvements made to them, are currently under construction, or have a project programmed in the Olmsted County Capital Improvement Program (CIP). As the improvements are completed, the CSAH designation will be revoked and the roadway transferred to the City. The Phase 3, Swap of CSAH 22 for 55th Street with the City of Rochester, will occur in 2017, at the completion of a multi-year construction project. Phase 4 Designation of New State Aid Mileage will be accomplished as banked miles are accrued.

Phase 5 of the Request was recommended for denial by the Sub-Committee, citing …"this is premature at this time, but would fit the CSAH system in the future." The system revisions presented in Phase 5 were due to a future interchange on TH 52, between the communities of Pine Island and Oronoco, along with a new local east-west Major Arterial corridor. Those revisions included:

- Revocation of CSAH 18 from TH 52 to the North limits of the City of Oronoco
- Revocation of CSAH 18 from CSAH 12 to 53rd Ave NW in Oronoco Township
- Revocation of CSAH 12 from 44th Ave to TH 52 in the City of Oronoco

- Revocation of CSAH 5 from CR 113 to CSAH 3 in New Haven Township
- Designation of new CSAH 12 from 44th Ave to TH 52 in Oronoco/New Haven Twp
- Designation of new CSAH 5 from CR 113 to TH 52, along alignment of 125th Street in New Haven Township

A successful application for Greater MN Interchange Funds, resulted in advancing the timeline and construction of the proposed TH 52 project. In 2011, MnDOT awarded a $34 million Design-Build contract for the "Elk Run Interchange", which included new alignment for Olmsted CSAH 12 and revisions to the CSAH 18 alignment. Olmsted County participated financially in the project, which was completed in 2013.

The west side connection of the interchange includes a proposed river crossing of the Middle Fork Zumbro River and re-alignment of CSAH 5 along the 125th Street corridor. A Corridor Study and Official Map have been completed for the preferred alignment. Design work is currently ongoing. The bridge and roadway improvements are programmed in the Olmsted County CIP for years 2017 and 2018. The project will provide improved accessibility to TH 52; will serve a primary growth area for Pine Island; and will allow for safer/improved access to the new Pine Island Elementary School currently being built along the 125th Street corridor.

As originally submitted in 2006, Phase 5 consisted of 6.09 miles of CSAH revocation and 6.86 miles of CSAH designation. Final alignments from the Design-Build TH 52/CSAH 12 Elk Run Interchange project, and the officially mapped CSAH 5 re-alignment, have resulted in slightly different mileage lengths. The table below provides a summary.

Description	As presented in the 2006 Mileage/System Request	Adjusted Mileage/System Request
Revocation of CSAH 18 from TH 52 to the North limits of the City of Oronoco	(2.42 miles)	(2.42 miles)
Revocation of CSAH 18 from CSAH 12 to 53rd Ave NW in Oronoco Township	(0.86 miles)	(1.18 miles)
Revocation of CSAH 12 from 44th Ave to TH 52 in the City of Oronoco	(2.13 miles)	(2.39 miles)
Revocation of CSAH 5 from CR 113 to CSAH 3 in New Haven Township	(0.68 miles)	(0.52 miles)
Designation of new CSAH 12 from 44th Ave to TH 52 in Oronoco/New Haven Twp	2.74 miles	2.96 miles
Designation of new CSAH 5 from CR 113 to TH 52, along alignment of 125th Street in New Haven Township	4.12 miles	4.20 miles
Designation of CSAH 18 from the new CSAH 12 alignment to 53rd Ave NW in Oronoco Township		0.22 miles

The adjusted mileage for Phase 5 CSAH System Revisions is 6.51 miles of revocation and 7.38 miles of designation.

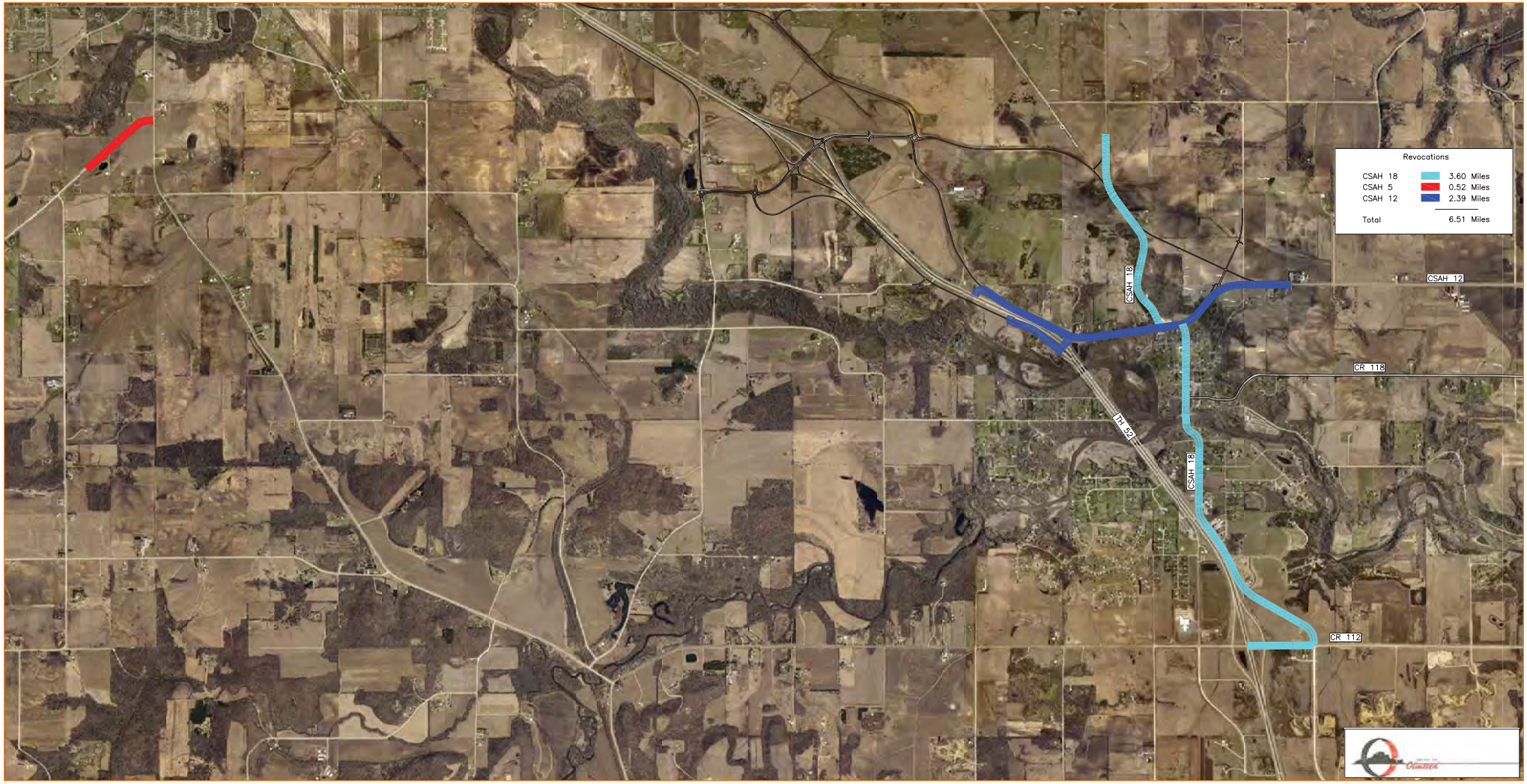
The TH 52 interchange and the local road system (CSAH 12 and CSAH 18), to the east, have been constructed. A small segment of the local road system (CSAH 5), to the west of the interchange, has been constructed, with the remaining piece scheduled for 2017 and 2018 construction. Olmsted County respectfully requests reconsideration, and approval, of the Phase 5 CSAH System Revisions.

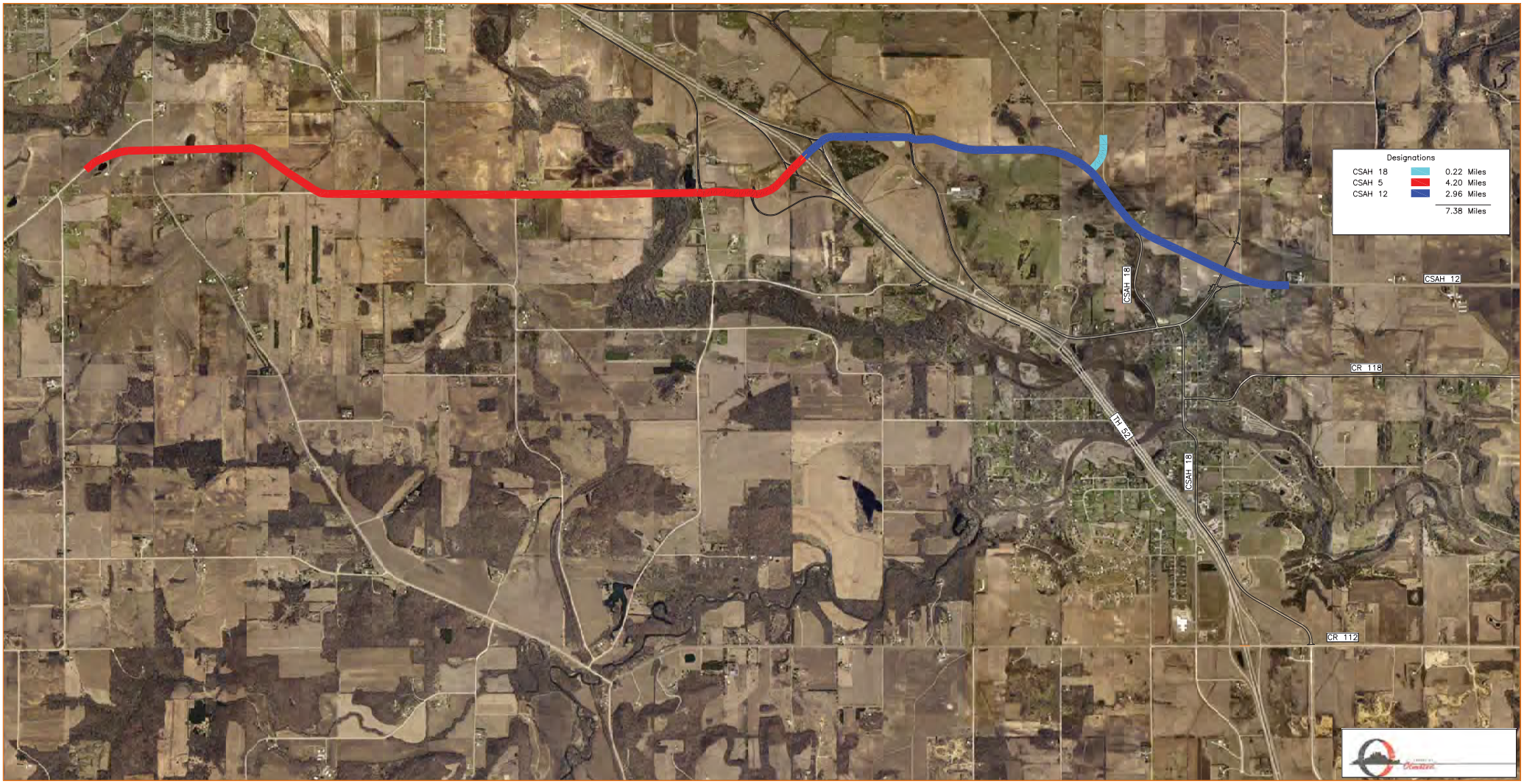
Please let me know if there are questions, need for additional information, or the desire for a presentation/discussion with the Mileage Subcommittee.

Sincerely,

Kaye M Bieniek, PE
Olmsted County Engineer

Enc graphic depicting 2015 request for Phase 5 revocations/designations
August 2006 submittal memo and summary of proposed changes
October 2006 Report of the CSAH Mileage Subcommittee


Revocations
CSAH 18 3.60 Miles
CSAH 5 0.52 Miles
CSAH 12 2.39 Miles
Total 6.51 Miles
CSAH 18
CSAH 12
CR 118
TH 52
CSAH 18
CR 112


Designations
CSAH 18 0.22 Miles
CSAH 5 4.20 Miles
CSAH 12 2.96 Miles
7.38 Miles
CSAH 12
CSAH 18
CR 118
TH 52
CSAH 18
CR 112

COUNTY OF Olmsted

PUBLIC WORKS DEPARTMENT
2122 CAMPUS DR SE - SUITE 200
ROCHESTER MN 55904-4744
www.olmstedpublicworks.com
507.285.8231

August 1, 2006

Mr. Steve Kirsch, District 6 State Aid Engineer
Minnesota Department of Transportation
2900 48th St NW
Rochester, MN 55901-5840

RE: Comprehensive County State Aid System Study and Mileage Request for Olmsted County

Dear Mr. Kirsch:

Olmsted County has prepared for review and consideration by the County State Aid Screening Board this study of the County State-Aid Highway System in Olmsted County, which summarizes a program of proposed changes to the CSAH system involving a combination of mileage revocation and transfer actions supplemented by a request, documented in this report, to add an additional 20.03 miles of County State-Aid Highway to the system in Olmsted County. The proposed modifications to the CSAH system are based on consideration of the rules governing designation of State Aid routes, completed and planned changes in the state trunk highway system and the implication of these changes on the supporting county road network, consideration of development and traffic growth trends in Olmsted County, and recommendations included in the Rochester-Olmsted Council of Governments (ROCOG) 2035 Long Range Transportation Plan, which was adopted in August of 2005.

We have chosen to prepare a report presenting revocation / transfer proposals and additional mileage needs as a single implementation package because we feel it does a better job of illustrating the ultimate reconfiguration of the State Aid system and provides needed context to understand the changes being proposed. In addition, since some of the proposed changes involve future routes that depend on improvements that will be implemented by other road authorities such as MNDOT, we would ask for consideration of approval of a system plan at this time with the recognition that the implementation of changes will need to be phased in over a period of years.

The report provides documentation of the proposed changes including mapping illustrating the location of proposed CSAH designation changes and information on each route. If you have any questions, please feel free to contact me at 507-285-8231 or via e-mail at sheehan.michael@co.olmsted.mn.us

Sincerely,

Michael Sheehan

Michael Sheehan, P.E.
Olmsted County Highway Engineer

Summary of Proposed Changes to the County State Aid Highway System in Olmsted County

Olmsted County currently has 315.67 miles of County State Aid Mileage, including 0.92 miles of banked mileage. This County State Aid System Study proposes a five phase program of changes to the State Aid system that would require the addition of 20.03 additional miles of state aid highway to implement. Table 1 on the next page summarizes the five phases proposed, which involves 25 separate route revocation and/or route establishment actions that would be needed to fully implement the plan. Phases 1 through 3 of the program do not require the addition of new mileage to the system to accomplish; these phases can be achieved through revocation and establishment of route mileage that can be done administratively. Phase 4 is the initial step in the program where the approval of new mileage would be needed to implement the changes described.

Olmsted County has completed an assessment of county roadway network based on recommendations regarding functional classification found in the ROCOG Long Range Transportation Plan, the criteria for state aid designation found in MN Rule 8820.0600, expected changes in urban growth boundaries and projected levels of future traffic. Information for individual routes identified in the table is presented in the section of the report following Table 1 and Figure 8 beginning on page 21.

The key objectives Olmsted County has attempted to achieve with the proposed plan of system changes is designation of a County State Aid Highway network focused on having roads classified as Strategic Arterials or Regional Major Arterials according to the ROCOG Functional Designation Map (*Figures 4 & 5*), supplemented by Regional Secondary Arterials or Primary Collectors where needed to insure connectivity of the system or to provide regional access to key land use areas. This philosophy promotes a system where the CSAH system delivers traffic to the urban arterial system of municipalities but does not penetrate into or through the core of urban areas except where the road serves a larger regional travel function through the municipality. The application of this philosophy is found in the Rochester urbanized area, where revocation of CSAH system route stubs inside the CSAH 22 beltway is proposed, and in the cities of Oronoco and Eyota.

In summary, the proposed system changes would result in the following change to the County State Aid System:

- **Current County State Aid Mileage: +315.67 miles**
- **Current banked miles of CSAH 0.92 miles**
- **Net miles proposed for addition to CSAH system: + 19.83 miles**
- **Total Miles with proposed changes: +335.50 miles**

Figure 7 on page 19 illustrates the location of the proposed CSAH changes being described in Table 1 on the next page. (use the Map ID # in the first column to cross reference the table to the map). Beginning on page 21 are detailed summaries of each proposed change.

16. Willow Creek Cross Connector – CR 104 to TH 52 @ CSAH 36.
8.48 Miles
Will provide critical east-west arterial service now lacking in the area. Should reduce travel demands on TH 63.
Recommend Approval – 1.7 Miles

17. PHASE 5
Net mileage of 0.77 miles
Completion of TH 52 North/Oronoco to Pine Island Subarea.
Recommend Denial
Committee felt this is premature at this time but would fit the CSAH system in the future.

COMMITTEE RECOMMENDATION:

The committee would like to acknowledge the effort Olmsted County made by identifying other routes in the county that cross the borders with neighboring counties that should be considered for revocation because of low ADTs or proximity issues. The committee agrees with the county that they should be revoked and the mileage transferred to more fitting locations. This decision is out of the scope of the mileage sub-committee but should be addressed by either the DSAEs or other mediators.

The Mileage Subcommittee does recommend approval of **22.95** miles of the Olmsted County request. However, Olmsted County must first use their **0.92** mile of banked mileage and must revoke the specified **16.68** miles. We are hereby recommending **5.35** miles.

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

The full mileage request & system study is available electronically by contacting the County State Aid Needs office.

Minutes of the CSAH Mileage Subcommittee

Fall 2015

Committee Members:	Nathan Richman, Chair, Waseca County
	Mark Krebsbach, Dakota County – phone
	Jon Large, Mahnomen County – phone
Others Attending:	Kaye Bieniek, Olmsted County
	Ben Johnson, Olmsted County
	Fausto Cabral, Dist. 6 DSAE
	Ted Schoenecker, State Aid
	Kim DeLaRosa, State Aid

Request Review: Olmsted County mileage request for Phase 5 from their 2006 request

Additional Miles Requested:	0.31
Revocations and banked miles:	7.07
Designations:	7.38

The above mentioned met on Wednesday, September 2, 2015 at the Olmsted County Public Works facility and on the phone to hear and discuss Olmsted County's request for an additional 0.31 miles to complete phase 5 from their 2006 mileage request. The original request for this phase was 0.77 mile but because of slight design changes and additional banked mileage the mileage is reduced.

In September 2006 the County State Aid Mileage Subcommittee met and toured the request of Olmsted County, those minutes are attached. The thought from the 2006 subcommittee was Phase 5 was premature at the time but fit the CSAH system in the future. Kaye Bieniek explained the series of events that led up to this meeting (see Olmsted County Mileage Request) and is asking for Screening Board approval to add to the CSAH system what has already been built by the design build project of 2012 and the remaining scheduled construction.

The mileage subcommittee is recommending the additional mileage to complete the request and add the new roads to their system. The decision was made with consideration of the past request and comments from the past committee but not without some hesitation.

Minutes of the CSAH Mileage Subcommittee

Fall 2015

Committee Members:	Nathan Richman, Chair, Waseca County
	Mark Krebsbach, Dakota County
	Jon Large, Mahnomen County
Others Attending:	Jim Tolaas, Ramsey County
	Joe Lux, Ramsey County
	Dan Erickson, State Aid Metro
	Julie Dresel, State Aid Metro
	Mitch Rasmussen, State Aid
	Kim DeLaRosa, State Aid
	John Pantelis, State Aid

Request Review:	Ramsey County
Additional Miles Requested:	2.62
Revocations and banked miles:	0.99
Designations:	3.61

The Mileage Subcommittee met with Ramsey County and State Aid, Monday, September 21, 2015 at the Ramsey County Public Works Office. Ramsey County is looking to add 3.61 new miles to their system and proposes to revoke 0.53 mile and use 0.46 mile from their bank.

The Mileage Subcommittee agreed that what Ramsey County is requesting meets the criteria of a CSAH but the county should look at their entire system and determine if the current roads still meet the criteria to be on the CSAH system. They felt there is more the county can do internally to come up with the miles they are requesting. Jim agreed to take a closer look at their system as a whole and determine how to proceed based on their review.

History of CSAH Additional Mileage Requests

Fall 2015

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1998	2001	2002	2003	2004	2005	2006	2009	2012	2014	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**	**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**	**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**	**29.24**	**0.00**	**26.68**	**0.00**	**7.77**	**0.00**	**0.00**	**0.00**	**130.71**	**District 3 Totals**

History of CSAH Additional Mileage Requests

Fall 2015

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1998	2001	2002	2003	2004	2005	2006	2009	2012	2014	Total Miles To Date	County
Becker	10.07															10.07	**Becker**
Big Stone	1.40	0.16														1.56	**Big Stone**
Clay	2.00	0.10														2.10	**Clay**
Douglas	10.65 [1]															10.65	**Douglas**
Grant	5.42															5.42	**Grant**
Mahnomen	1.42															1.42	**Mahnomen**
Otter Tail			0.36													0.36	**Otter Tail**
Pope	3.63	1.20														4.83	**Pope**
Stevens	1.00															1.00	**Stevens**
Swift	0.78		0.24													1.02	**Swift**
Traverse	0.20	0.56		1.60												2.36	**Traverse**
Wilkin						0.11										0.11	**Wilkin**
District 4 Totals	**36.57**	**2.02**	**0.60**	**1.60**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**40.90**	**District 4 Totals**
Anoka	2.04				10.42	24.99					22.13					59.58	**Anoka**
Carver	2.49	0.48		0.08			11.70								5.80	20.55	**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**	**11.70**	**0.00**	**0.00**	**0.00**	**22.13**	**0.00**	**0.00**	**0.00**	**5.80**	**144.70**	**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**	**5.35**	**0.00**	**0.00**	**0.00**	**49.38**	**District 6 Totals**

History of CSAH Additional Mileage Requests

Fall 2015

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1998	2001	2002	2003	2004	2005	2006	2009	2012	2014	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**	**3.46**	**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**	**39.73**	**District 8 Totals**
Chisago	3.24				2.20											5.44	**Chisago**
Dakota	1.65 [1]	2.47		2.26		35.63								39.60		81.61	**Dakota**
Ramsey	10.12 [1]	0.61		1.13												11.86	**Ramsey**
Washington	2.33 [1]	0.40	0.33	1.33	8.05	18.52							-7.41			23.55	**Washington**
District 9 Totals	**17.34**	**3.48**	**0.33**	**4.72**	**10.25**	**54.15**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**-7.41**	**39.60**	**0.00**	**122.46**	**District 9 Totals**
Totals	**339.03**	**25.65**	**11.39**	**7.49**	**26.41**	**156.69**	**26.60**	**29.24**	**0.54**	**26.68**	**22.13**	**13.12**	**-7.41**	**39.60**	**5.80**	**726.78**	**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.

Historical Documentation for the
Anoka County CSAH Mileage Request

Fall 2015

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
4/24/2012	CR 58 - CSAH 9 to CSAH 18	5.12	302.65	307.77

These designations are left to be completed:

	Miles
K. CR 3 - CSAH 1 To TH 47	1.58
Total Remaining to Designate	1.58

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

Historical Documentation for the
Carver County CSAH Mileage Request

Fall 2015

Carver County CSAH mileage (7/15)	226.35
Banked miles	(1.32)
Approved Revocations (10/06)	(1.47)
Approved Designations (10/06)	8.59
TOTAL	232.15

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
7/30/2014	Beginning Balance	(1.32)	226.35	225.03
4/10/15	CSAH 57 - TH 5 to CSAH 59	(0.50)	225.03	224.53
4/10/15	CSAH 59 - TH 5 to CSAH 57	(0.97)	224.53	223.56
4/10/15	CSAH 140 - CSAH 43 to CSAH 61	3.86	223.56	227.42
4/10/15	CSAH 51 - TH 5 to CSAH 32	2.06	227.42	229.48

These designations are left to be completed:	Miles
Marsh Lake Road from CSAH 43 to CSAH 11	1.67
CR 151 from Sibley co line to CSAH 52	1.00
	2.67

* See October 2014 County Screening Board Data Booklet, pp. 42-44, for detailed recommendations.

Historical Documentation for the
Dakota County CSAH Mileage Request

Fall 2015

Dakota County CSAH mileage (09/12)	321.82
Approved Revocations	(11.62)
Requested Additions (10/12)	53.04
Banked Mileage	(1.82)
TOTAL	361.42

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
11/1/2012	Beginning Balance		321.82	321.82
9/23/2013	K - CR 79 - CSAH 47 to TH 50	5.93	321.82	327.75
9/23/2013	L - revoked portion CSAH 80	(2.00)	327.75	325.75
9/23/2013	L - CR 78 - from CSAH 23 to CSAH 80	7.00	325.75	332.75
9/23/2013	M - CR 80 from CSAH 80 to CSAH 47	3.50	332.75	336.25
12/10/2014	I - CR 64 Pilot Knob Rd to TH3	2.18	336.25	338.43

These revocations need to be completed:	Miles
P - CSAH 5 from TH 13 to CR 80S	1.35
D - CSAH 71 From TH 149 to TH 3	0.90
B - CSAH 9 from Dodd Blvd to CSAH 31	2.87
N - CSAH 23 from CR 96 to county line	2.00
F - CSAH 31 from CSAH 74 to CSAH 50	0.75
J - CSAH 50 from CSAH 23 to TH 3 (TH (THTB) 4.25	
O - CSAH 47	1.75

These designations are left to be completed:	Miles
A - CoRd 28 from TH 149 to CSAH 73	2.61
E - Co Rd 73 from TH 50 to CSAH 32	3.50
G - Co Rd 33 from new Co Rd 9 to CSAH 42	1.01
K - Co Rd 79 from TH 50 to CSAH 66	2.00
B - Co Rd 9 from Highview Ave to CR 73	4.00
C - 117th St. from CSAH 71 to TH 52	1.50
N - new CSAH 23 from CSAH 23 to TH 19	1.10
K - Co Rd 79 from CSAH 47 to CSAH 42	4.60
F - Pilot Knob Rd from 220th St to CSAH 50	0.75
G - Co Rd 33 from CR 9 to CSAH 46	1.80
H - Co Rd 60 from CSAH 9 to CR 64	1.75
I - Co Rd 64 from CSAH 23 to Flagstaff	1.64
J - Co Rd 70 from CSAH 23 to CR 31	3.50
M - CR 80s from CSAH 80 to CSAH 47	1.25
O - new road from CSAH 47 to TH 55	3.00

* See October 2012 County Screening Board Data Book, pp. 59-68 for details

Historical Documentation for the
Olmsted County CSAH Mileage Request

Fall 2015

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
Wright County CSAH Mileage Request

Fall 2015

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:

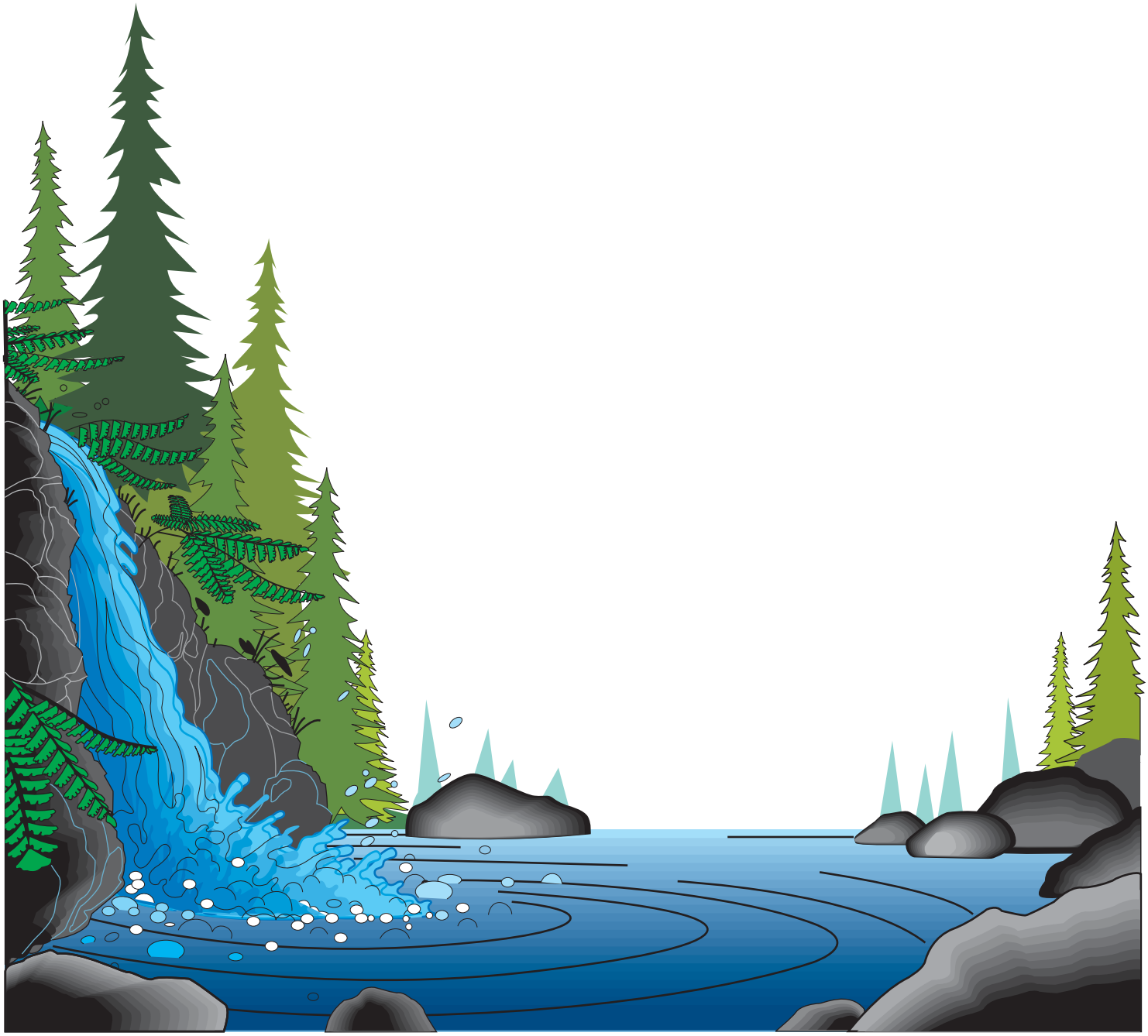
CSAH 37 (CSAH 19 to 70th St NE)	(4.10)
CSAH 19 (CSAH 34 to CSAH 39)	(8.75)
CSAH 37 (Kadler/Jaber int to CSAH 19)	(1.50)
	(14.35)

These designations are left to be completed:

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

N:\CSAH\Books\Fall 2015\County Mileage Request 2015 - All.xls

STATE PARK ROAD ACCOUNT



State Park Road Account

October 2014

Legislation passed in 2009 amended Minnesota Statutes 1986, section 162.06, subdivision 5, to read as follows:

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

DNR website for more information:
http://www.dnr.state.mn.us/grants/recreation/parkroads.html

State Aid Contact: Paul Stine (651) 366-3830
DNR Contact: Dave Sobania (218) 828-2620

State Park Road Funded Projects 2013, 2014 and 2015

Projects Initiated in 2015:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
038-600-016	689	Lake	1	White Iron Lake	Pine Road	$398,600	4/8/2015			**$398,600**
021-600-020	685	Douglas	4	Ped / Bike Trail for Area	Geneva Road	$117,358	4/14/2015			**$117,358**
023-600-005	681	Fillmore	6	Mystery Cave State Park	108th St / Old Cave Rd.	$504,500	4/8/2015			**$504,500**
066-600-005	674	Rice	6	Sakatah Lake State Park	CR 99	$525,000	4/8/2015			**$525,000**
019-600-022	690	Dakota	Metro	Vermilion Highlands WMA	170th & Station Trl.	$232,000	4/8/2015			**$232,000**
027-600-010	678	Hennepin	Metro	MN River National Wildlife Refuge	Old Cedar Ave.	$357,000	4/8/2015			**$357,000**
086-600-006	675	Wright	3	Collinwood Lake Park	Rhodes Ave. SW	$195,750	4/8/2015			**$195,750**
069-600-045	669	St. Louis	1	City of Duluth - Boy Scout Landing	Commonwealth Ave.	$375,260	4/8/2015			**$375,260**
029-600-012	680	Hubbard	2	Garfield Lake	Second St. NE	$174,000	4/8/2015			**$174,000**
061-641-007	672	Pope	4	Glacial Lakes State Park	CSAH 41	$550,000	4/8/2015			**$550,000**
003-600-011	659	Becker	4	Hubble Pond Wildlife Mgmt. Area	Hubble Pond Rd.	$30,504	4/23/2015			**$30,504**
059-600-003 / 059-600-002	646	Pipestone	8	Pipestone WMA	Sweet Twp 267	$210,447	4/9/2013			**$210,447**
033-600-004	624	Kanabec	3	Snake River State Forest	340th & Rainbow St.	$17,982	3/30/2012	-0.06		**$17,982**
									SAAS Allocation	**$3,991,000**
									Total Allocation of 2015 SPRA funds to new projects	**$3,688,401**

Projects Initiated in 2014:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
024-638-004		Freeborn	6	Myre Big Island State Park	CSAH 38 (Entrance)		N/A			**$0**
067-600-002		Rock	8	Blue Mounds State Park	150th St	$72,500	5/12/2014			**$72,500**
004-600-016		Beltrami	2	Black Duck Lake	Hines TWP Rd (Creek Court NE)	$69,000	4/29/2014			**$69,000**
069-600-044		St. Louis	1	Wild Rice Lake	Rice Lake Dam Road	$600,000	4/30/2014			**$600,000**
082-600-015		Washington	Metro	Log House Landing - Ramp	205th Street N, Scandia	$200,000	4/29/2014			**$200,000**
004-600-015		Beltrami	2	Lake Beltrami	Lake Beltrami Road NE	$49,000	4/29/2014			**$49,000**
027-600-009 / 027-804-001		Hennepin	Metro	Fort Snelling State Park	County Roads 204 & 205	$1,250,000	7/18/2014			**$1,250,000**
076-600-003		Swift	4	Lac Qui Parle Wildlife Management Area	County Road 51	$700,000	4/29/2014			**$700,000**
									Total Allocation of 2014 SPRA funds to new projects	**$2,940,500**

State Park Road Funded Projects 2013, 2014 and 2015

Projects initiated prior to 2014, but with additional SPRA funds allocated from 2014:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
029-600-011	637	Hubbard	2	Potato Lake Public Water Access	Haakon Drive	$130,000	5/14/2013	$30,000	5/2/2014	**$160,000**
079-600-012	641	Wabasha	6	Lake Zumbro Water Access Site	CR 90	$270,000	6/4/2013	$88,701	4/9/2014	**$358,701**
042-600-003		Lyon	8	Camden State Park	CR 83	$904,708	12/16/2013	$496,692	4/9/2014	**$1,401,400**
059-600-002	646	Pipestone	8	Pipestone Wildlife Management Area	TH 267	$500,000	6/4/2013	$87,500	9/4/2014	**$587,500**
								$702,893		

Grand Total for 2014 **$3,643,393**
Actual 2014 Allocation **$3,777,205**

$133,812

Projects Initiated in 2013:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
029-600-011	637	Hubbard	2	Potato Lake Public Water Access	Haakon Drive	$130,000	5/14/2013			**$130,000**
004-600-013	651	Beltrami	2	Lake Bemidji State Park	CR 414	$150,000	6/4/2013	$258,722	8/5/2013	**$408,722**
004-600-014	649	Beltrami	2	Tamarack River Public Water Access Site	Waskish Township Rd	$63,000	6/4/2013	$53,790	8/5/2013	**$116,790**
001-600-017	636	Aitkin	3	Mallard Lake Public Water Access	420th Ave and 265th Lane	$286,000	6/4/2013			**$286,000**
021-600-019	640	Douglas	4	Lake Miltona Public Water Access Site	North Lake Miltona Drive	$65,000	6/4/2013			**$65,000**
079-600-012	641	Wabasha	6	Lake Zumbro Water Access Site	CR 90	$270,000	6/4/2013			**$270,000**
085-600-004	642	Winona	6	Whitewater Wildlife Management Area	Fairwater Rd	$415,000	6/4/2013			**$415,000**
050-600-001	648	Mower	6	Cedar River and Ramsey Mill Pond State Wildlife Area	T-141A	$17,000	6/4/2013			**$17,000**
042-600-004	638	Lyon	8	Camden State Park	CR 83	$440,000	10/3/2013			**$440,000**
059-600-002	646	Pipestone	8	Pipestone Wildlife Management Area	TH 267	$500,000	6/4/2013			**$500,000**
010-600-004	650	Carver	Metro	Lake Minnewashta Regional Park	Scenic Drive Rd	$562,419	6/12/2013			**$562,419**

Total Allocation of 2013 SPRA funds to new projects **$3,210,931**

State Park Road Funded Projects 2013, 2014 and 2015

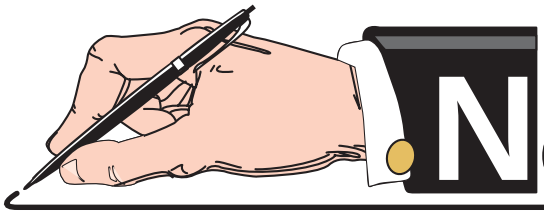
Projects initiated prior to 2013, but with additional SPRA funds allocated from 2013:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Previous total Allocation Amount	Last Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
069-600-041		St Louis	1		Lake Vermilion Park Drive	$2,641,000	11/16/2012	$346,000	6/4/2013	**$2,987,000**
069-600-040		St Louis	1		Stuntz Bay Rd	$466,194	7/31/2012	$23,504	10/9/2013	**$489,698**
069-600-042		St Louis	1	Lake Vermillion & Soudan Underground State Park	McKinley Park Acres Rd	$221,566	?	$18,233	10/10/2013	**$239,799**
022-600-002		Faribault	7		Walnut Lake Bridge	$300,000	?	$24,381	9/25/2013	**$324,381**
042-600-003		Lyon	8	Camden State Park	CR 83	$850,000	5/1/2012	$54,708	12/13/2013	**$904,708**
018-600-029		Crow Wing	3	Camp Lake	White Pine Rd	$235,000	12/17/2012	$70,800	5/21/2013	**$305,800**
								$537,626		

Grand Total for 2013 **$3,748,556**

Actual 2013 Allocation **$3,650,448**

($98,108)



NOTES and COMMENTS

REFERENCE MATERIAL

Traffic Projection Factors

Fall 2015

	County Name	Old Projection Factor	New Projection Factor	Count Year		County Name	Old Projection Factor	New Projection Factor	Count Year
1	AITKIN	1.3	1.3	2012	45	MARSHALL	1.1	1.0	2014
2	ANOKA	1.3	1.0	2013	46	MARTIN	1.3	1.3	2014
3	BECKER	1.3	1.3	2012	47	MEEKER	1.3	1.3	2011
4	BELTRAMI	1.3	1.2	2014	48	MILLE LACS	1.2	1.0	2014
5	BENTON	1.4	1.4	2011	49	MORRISON	1.4	1.4	2013
6	BIG STONE	1.1	1.1	2012	50	MOWER	1.1	1.1	2012
7	BLUE EARTH	1.5	1.2	2009	51	MURRAY	1.1	1.2	2013
8	BROWN	1.2	1.0	2014	52	NICOLLET	1.3	1.3	2011
9	CARLTON	1.3	1.1	2014	53	NOBLES	1.2	1.2	2011
10	CARVER	1.6	1.4	2013	54	NORMAN	1.0	1.0	2012
11	CASS	1.3	1.3	2011	55	OLMSTED	1.4	1.2	2014
12	CHIPPEWA	1.2	1.1	2012	56	OTTER TAIL	1.3	1.3	2011
13	CHISAGO	1.5	1.3	2013	57	PENNINGTON	1.0	1.0	2011
14	CLAY	1.5	1.5	2013	58	PINE	1.4	1.4	2012
15	CLEARWATER	1.1	1.1	2011	59	PIPESTONE	1.2	1.2	2012
16	COOK	1.4	1.3	2014	60	POLK	1.0	1.1	2013
17	COTTONWOOD	1.0	1.0	2012	61	POPE	1.0	1.0	2011
18	CROW WING	1.5	1.5	2011	62	RAMSEY	1.0	1.0	2011
19	DAKOTA	1.4	1.2	2013	63	RED LAKE	1.0	1.0	2014
20	DODGE	1.5	1.3	2013	64	REDWOOD	1.0	1.0	2011
21	DOUGLAS	1.4	1.4	2014	65	RENVILLE	1.2	1.2	2011
22	FARIBAULT	1.2	1.2	2011	66	RICE	1.4	1.4	2012
23	FILLMORE	1.1	1.0	2013	67	ROCK	1.1	1.1	2014
24	FREEBORN	1.3	1.0	2013	68	ROSEAU	1.2	1.2	2012
25	GOODHUE	1.2	1.2	2011	69	ST LOUIS	1.3	1.3	2011
26	GRANT	1.0	1.0	2014	70	SCOTT	1.6	1.4	2013
27	HENNEPIN	1.0	1.0	2013	71	SHERBURNE	1.6	1.4	2014
28	HOUSTON	1.1	1.1	2012	72	SIBLEY	1.1	1.0	2014
29	HUBBARD	1.5	1.3	2012	73	STEARNS	1.6	1.3	2013
30	ISANTI	1.4	1.4	2012	74	STEELE	1.1	1.1	2011
31	ITASCA	1.3	1.0	2013	75	STEVENS	1.3	1.2	2013
32	JACKSON	1.2	1.2	2012	76	SWIFT	1.1	1.1	2013
33	KANABEC	1.4	1.1	2014	77	TODD	1.2	1.2	2014
34	KANDIYOHI	1.1	1.0	2014	78	TRAVERSE	1.0	1.0	2012
35	KITTSON	1.2	1.1	2013	79	WABASHA	1.2	1.1	2014
36	KOOCHICHING	1.2	1.2	2012	80	WADENA	1.1	1.1	2012
37	LAC QUI PARLE	1.2	1.2	2012	81	WASECA	1.0	1.1	2012
38	LAKE	1.2	1.2	2014	82	WASHINGTON	1.3	1.3	2013
39	LAKE OF THE WOODS	1.0	1.0	2011	83	WATONWAN	1.0	1.1	2012
40	LE SUEUR	1.3	1.0	2013	84	WILKIN	1.0	1.0	2014
41	LINCOLN	1.1	1.1	2012	85	WINONA	1.0	1.0	2011
42	LYON	1.2	1.3	2014	86	WRIGHT	1.5	1.5	2012
43	MCLEOD	1.5	1.3	2013	87	YELLOW MEDICINE	1.0	1.1	2013
44	MAHNOMEN	1.3	1.0	2012					

Maintenance Facilities

Fall 2015

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.

				Project #	
	CY 1997				
Cook		665,000.00	*	Bond	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		Maintenance	International Falls Storage Shed
Lake of the Woods		300,872.29		C to M	Maintenance Facility
Pipestone		31,131.16		Maintenance	Fueling System & Remodeling
		450,546.86			
	CY 1999				
Morrison		33,590.98		C to M	2 salt storage buildings
Waseca		1,800,000.00	*	Bond	Maintenance Facility
		1,833,590.98			
	CY 2000				
Carver		343,632.04		C to M	Public Work Bldg
Mahnomen		422,867.00		C to M	Maintenance Facility
Pine		363,848.03		Maintenance	Sandstone Bldg Addition
		1,130,347.07			
	CY 2001				
Carver		500,000.00		C to M	Public Work Bldg
Nobles		500,000.00		C to M	Maintenance Facility
		1,000,000.00			
	CY 2002				
Carver		168,398.26		Maintenance	Public Work Bldg
Dodge		109,816.45		020-625-001	Access to maintenance facility
Hennepin		260,000.00		C to M	Salt/Sand storage facility-Orono
		538,214.71			

Maintenance Facilities

Fall 2015

	CY 2003			
Cottonwood		90,458.55	C to M	Salt shed
Watonwan		56,808.83	083-040-001	St James Shop
		56,808.83		
	CY 2004			
Carlton		550,000.00	C to M	Maintenance Facility
Cottonwood		147,429.02	017-040-001	Windom Addition
		697,429.02		
	CY 2005			
Dodge		160,000.00	020-040-001	Maintenance Facility
Morrison		1,134,368.89	C to M	Public Works Bldg
Swift		417,102.00	C to M	Admin office & outshops
		1,711,470.89		
	CY 2006			
Hubbard		280,000.00	029-040-001	Maintenance Facility
Kandiyohi		1,164,576.40	034-040-001	Maintenance Facility
Meeker		1,000,000.00	047-040-001	Maintenance Facility
Pennington		66,811.40	057-040-001	Hwy Fac Upgrade
Renville		313,500.00		Franklin Facility
		2,824,887.80		
	CY 2007			
Lake of the Woods		95,943.50	039-040-001	Salt/Sand Storage
		95,943.50		
	CY 2008			
Pope Co.		900,000.00	061-040-001	Glenwood Maint. Bldg.
		900,000.00		
	CY 2009			
Martin Co.		85,410.08	046-040-001	Maint. Bldg.
		85,410.08		
	CY 2015			
Washington Co.		2,200,000.00	082-040-001	Public Works Maintenance Bldg
		2,200,000.00		
Total to date		14,297,654.21		

***** - Projects funded with bonds

C to M - Construction allocation was reduced and Maintenance allocation was increased & then paid from their Maintenance account

Hardship Transfers

Fall 2015

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**	

COUNTY STATE AID CONSTRUCTION ACCOUNT
ADVANCE GUIDELINES
Regular & Municipal Accounts

ADVANCE STATUS IS CURRENTLY CODE GREEN

State Aid Advances

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

The formula used to determine if advances will be available is based on the current construction cash balance, expenditure trends, repayments and a $50,000,000 recommended threshold in CSAH Regular and Municipal construction. The threshold can be administratively adjusted by the Chief Financial Officer and reported to the Screening Board at the next Screening Board meeting.

The process used for advancing is dependent on the code levels which are listed below. Code levels for the current year can be obtained from the SAF website - http://www.dot.state.mn.us/safinance/advances/advances.html.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE

Code RED - SEVERE – Construction cash balance too low. NO MORE ADVANCES - NO EXCEPTIONS

GUARDED

Code YELLOW - GUARDED – Construction cash balance low; balances reviewed monthly. Advancing money may not meet the anticipated needs. Priority system will be used. Resolution required. Reserve option is available only prior to bid advertisement.

LOW

Code GREEN - LOW – Construction cash balance at acceptable level to approve anticipated advances. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects are reserved; others optional.

General Guidelines for State Aid & Federal Aid Advance Construction

If a County requests an advance on future allotments they need to submit an Advance Resolution authorizing the advance by the board. This will "earmark" the funding for that County, but it will NOT hold the funds. Advanced funds will be paid out on a first come first serve basis as the regular construction accounts are spent down to zero. The correct resolution must be used for each advance type and there is a sample resolution for each on the State Aid Finance webpage. **Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

Advances are not limited to the projects listed on the resolution. Project payments are processed in the order received by SAF until the maximum advance amount is reached. Advances are repaid from next year's allocation until fully repaid.

Advance funding is not guaranteed. If the County finds they need a guarantee that the funds will be held specifically for them they can submit a "Request to Reserve Funds" to ensure funds will be available for their project. Once approved, a signed copy will be returned to the County. **Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

Sample Advance Resolutions and a Request to Reserve Funds can be obtained from SAF website - http://www.dot.state.mn.us/safinance/formsandresolutions.html.
E-mail completed forms to Sandra Martinez in State Aid Finance and your DSAE for review.

Priority System

A Priority System will be required if the construction cash balance drops below an acceptable level which is Code Yellow. This process starts in early October proceeding the advance year. Each county will be required to submit projects to their DSAE for prioritization within the district. The DSAE will submit the prioritized list to SALT for final prioritization.

Requests should include a negative impact statement if project had to be delayed or advance funding was not available. In addition, include the significance of the project.

Priority projects include, but are not limited to projects where agreements have mandated the county's participation, or projects with advanced federal aid. Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations

Statutory - None

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

State Aid Rules - None

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

State Aid Guidelines

Advance is limited to counties last "construction" allotment. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the Chief Financial Officer.

Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted. Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the County.

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
JUNE 11, 2015
ARROWWOOD RESORT
ALEXANDRIA, MN

Chairman Joe Triplett, Chisago County Engineer, called the spring meeting of the County Engineer's Screening Board to order at 2:17 p.m., June 11, 2015. Chairman Triplett called for any additions to the agenda and hearing none he declared the agenda complete.

Screening Board Attendance

A roll call of the Screening Board members by Secretary Nick Anderson, Big Stone County, indicated the following members present:

Mike Tardy, Carlton County	District 1	
Lon Aune, Marshall County	District 2	
Bruce Cochran, Mille Lacs County	District 3	
David Overbo, Clay County	District 4	
Joe Triplett, Chair - Chisago County	Metro	
Tony Winiecki, Scott County	Metro	
David Kramer, Winona County	District 6	
Seth Greenwood, Nicollet County	District 7	
Willy Rabenberg, Redwood County	District 8	**- Absent**
Doug Fischer, Anoka County	Urban	**- Absent**
Mark Krebsbach, Dakota County	Urban	
Jim Grube, Hennepin County	Urban	**- Absent**
Jim Tolaas, Ramsey County	Urban	
Jim Foldesi, St. Louis County	Urban	
Wayne Sandberg, Washington County	Urban	

Alternates in Attendance

A roll call of the alternate Screening Board members by Secretary Nick Anderson recognized the following alternates in attendance:

Krysten Foster, Lake County	District 1	
Rich Sanders, Polk County	District 2	
Tim Bray, Crow Wing County	District 3	**- Absent**
Tracey Von Bargen, Grant County	District 4	

Lyndon Robjent, Carver County	Metro
Kaye Bieniek, Olmsted County	District 6
Darrell Pettis, Le Sueur County	District 7
Aaron VanMoer, Lyon County	District 8

Chairman Triplett mentioned that Andrew Witter, Anoka County would be coming a little late to today's meeting and would sit in for Doug Fischer, Anoka County upon his arrival.

The attached attendance sheet reflects all in attendance.

Approval of Screening Board Minutes

Chairman Triplett requested a motion to approve minutes of the October 2014 Screening Board meeting. Motion by Jim Foldesi, St. Louis County, seconded by Seth Greenwood, Nicollet County to approve the minutes. The motion passed unanimously.

Election of Screening Board Vice Chair

Chairman Triplett asked if there were any nominations for Vice Chair of the Screening Board. Wayne Sandberg, Washington County nominated Seth Greenwood, Nicollet County. Hearing no other nominations, Chairman Triplett then called for a vote to approve Seth Greenwood, Nicollet County as Vice Chair of the Screening Board. The vote passed unanimously.

Screening Board Book

Chairman Triplett called upon Kim DeLaRosa, State Aid Needs Unit to briefly discuss the spring screening board book.
Kim took a second to announce that the new Norman County Engineer is Jerilyn Swenson. Ms. Swenson was with Stantec in St. Cloud prior to her recent appointment as Norman County Engineer.
Kim pointed out that there will be no action to take today on the book.
The needs unit missed putting the history of mileage requests in the book but mileage request information has been added to the book as of todays meeting and those additions can be found in the online version of the book on the State Aid webpage. Banked mileage is shown on page 7 and Kim reminded those present that no banked mileage draws any funding and that counties have until the end of the year to designate banked mileage via a County Board Resolution and get credit for it next year.
Also, getting a funding advance for next year can still be accomplished.

Counties just need to get their board resolutions for the advancement of construction funds in to State Aid for consideration.
As of this screening board meeting, all counties have updated their needs and State Aid is working on getting each counties new traffic projection factor, if applicable, into the system. State Aid hopes to have the all traffic projection factors in place sometime this summer.

Needs Task Force Update

Brain Giese, Pope County took the podium to give a brief presentation on the Needs Study Task Force and where we are in the process of adopting this new system of calculating needs. Our audio recorder did not pick up the microphone at the podium very clearly; therefore Brian's talk is not documented in complete detail here. The new system is in the process of being tested with the goal that it will be ready to use fully in 2016. Brian presented the new system of reporting and how the data would be categorized using traffic counts and the expected life cycles that were being used in the new needs system. He talked about the difference between preservation needs and reconstruction needs and covered how bridges, box culverts, railroad crossings, and interchanges costs were being accounted for in the new system. Brian also covered how restrictions are to be handled. Mark Krebsbach, Dakota County asked if he could talk about how engineering costs are being accounted for in the new system. Brian explained that project development costs, including engineering, would be captured by adding 10% for engineering on rural reconstruction projects and by adding 15% for engineering on urban reconstruction projects.

Since the Department of Transportation personnel were not included in the roll call at today's meeting, Chairman Triplett took a moment to recognize them; specifically thanking Mitch Rasmussen, State Aid Engineer, Ted Schoenecker, Assistant State Aid Engineer, and Kim DeLaRosa, State Aid Needs Unit for being in attendance. Then Chairman Triplet recognized all District State Aid Engineers and other State Aid personnel in attendance.

Chairman Triplett asked if Kim, Mitch or Ted had any final comments. Ted commented that through this long Needs Task Force process, what we don't want now is someone waiting until the next meeting to come forward with new ideas on future needs reporting and accounting. He asked that any new ideas be brought to your Task Force Representative now, or very soon, so that we can have a good clean discussion at the fall Screening Board.

Kim said that everyone should know that the distribution runs later this fall will look somewhat different than what we've seen up until now. One key reason is that State Aid is still reviewing data that was submitted and they are asking for further information from specific counties concerning their data. Kim said there are many changes to the data from the way it was submitted that would be made before fall.

In closing, Kim announced that this year's Fall Screening Board meeting will be held at Grand View Lodge on Gull Lake on October 28 & 29, 2015.

Adjourn

At 2:43 pm Mark Krebsbach, Dakota County moved to adjourn, seconded by Lon Aune, Marshall County Engineer. The motion to adjourn passed unanimously.

Respectively Submitted,

Nicholas A Anderson

Nicholas A. Anderson
Screening Board Secretary
Big Stone County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED:

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

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

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

Screening Board Vice-chairman - June 1968

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

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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-Oct. 1997 (Latest Rev. Oct. 2012)

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, mileage approved by the Screening Board through a mileage request will not become transferable mileage unless approved by the Screening Board.

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

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 and 1990 Federal census, is allowed in

excess of the normal County State Aid Highway mileage limitations, revocation of said former MSAS's shall not create eligible mileage for State Aid Designation on other roads in the county, but may be considered for State Aid designation within that municipality.

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

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

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

TRAFFIC

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

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

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

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

ROAD NEEDS

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

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

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

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

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

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

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

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

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

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

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

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

Rural Design Grade Widening - June 1980

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

AFTER THE FACT NEEDS

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

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

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

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

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

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

Railroad Over Highway Bridges – October 2007

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

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

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

After the Fact Loops & Ramps – October 2008

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

County Engineers

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

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

003 **Jim Olson**
D4 **Becker County Engineer**
200 State Street East
Detroit Lakes, MN 56501
Main: **218-847-4463**
Email: **jdolson@co.becker.mn.us**
Fax: **218-846-2360**

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

005 **Chris Byrd**
D3 **Benton County Engineer**
7752 Highway 25 NE
PO Box 247
Foley, MN 56329
Main: **320-968-5054**
Email: **cbyrd@co.benton.mn.us**
Fax: **320-968-5333**

006 **Nicholas Anderson**
D4 **Big Stone County Engineer**
437 North Minnesota
PO Box 98
Ortonville, MN 56278
Main: **320-839-2594**
Email: **nick.anderson@co.big-stone.mn.us**
Fax: **320-839-3747**

007 **Alan Forsberg**
D7 **Blue Earth County Engineer**
35 Map Drive
PO Box 3083
Mankato, MN 56002-3083
Main: **507-304-4025**
Email: **alan.forsberg@blueearthcountymn.gov**
Fax: **507-304-4049**

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

009 **Mike Tardy**
D1 **Carlton County Engineer**
1630 County Road 61
Carlton, MN 55718
Main: **218-384-9150**
Email: **mike.tardy@co.carlton.mn.us**
Fax: **218-384-9123**

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

County Engineers

011 **David E Enblom**
D3 **Cass County Engineer**
8045 County 12 NW
PO Box 579
Walker, MN 56484
Main: **218-547-1211**
Email: **dave.enblom@co.cass.mn.us**
Fax: **218-547-1099**

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

013 **Joe Triplett**
D5 **Chisago County Engineer**
313 N. Main Street
Room 400
Center City, MN 55012-9663
Main: **651-213-8708**
Email: **joe.triplett@chisagocounty.us**
Fax: **651-213-0772**

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

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

016 **Dave Betts**
D1 **Cook County Engineer**
609 E 4th Avenue
Grand Marais, MN 55604-1150
Main: **218-387-3695**
Email: **david.betts@co.cook.mn.us**
Fax: **218-387-3012**

017 **JinYeene M Neumann**
D7 **Cottonwood County Engineer**
1355 9th Avenue
Windom, MN 56101
Main: **507-831-1389**
Email: **jinyeene.neumann@co.cottonwood.mn.us**
Fax: **507-831-2367**

018 **Tim Bray**
D3 **Crow Wing County Engineer**
16589 County Road 142
Brainerd, MN 56401
Main: **218-824-1110**
Email: **tim.bray@crowwing.us**
Fax: **218-824-1111**

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

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

County Engineers

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

022 **Mark Daly**
D7 **Faribault County Engineer**
727 East 5th Street
PO Box 325
Blue Earth, MN 56013
Main: **507-525-0658**
Email: **mark.daly@co.faribault.mn.us**
Fax:

023 **Ron Gregg**
D6 **Fillmore County Engineer**
909 Houston Street NW
Preston, MN 55965
Main: **507-765-3854**
Email: **rgregg@co.fillmore.mn.us**
Fax: **507-765-4476**

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

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

026 **Tracey Von Bargen**
D4 **Grant County Engineer**
224 3rd Street SE
PO Box 1005
Elbow Lake, MN 56531-1005
Main: **218-685-8300**
Email: **tracey.vonbargen@co.grant.mn.us**
Fax: **218-685-5347**

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

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

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

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

County Engineers

031 **Karin Grandia**
D1 **Itasca County Engineer**
County Courthouse
123 4th Street NE
Grand Rapids, MN 55744-2600
Main: **218-327-7389**
Email: **karin.grandia@co.itasca.mn.us**
Fax: **218-327-0688**

032 **Tim Stahl**
D7 **Jackson County Engineer**
53053 780th Street
Jackson, MN 56143
Main: **507-847-2525**
Email: **tim.stahl@co.jackson.mn.us**
Fax: **507-847-2539**

033 **Chad A Gramentz**
D3 **Kanabec County Engineer**
903 East Forest Avenue
Mora, MN 55051
Main: **320-679-6300**
Email: **chad.gramentz@co.kanabec.mn.us**
Fax: **320-679-6304**

034 **Mel Odens**
D8 **Kandiyohi County Engineer**
1801 East Hwy 12, PO Box 976
Willmar, MN 56201
Main: **320-235-3266**
Email: **mel.odens@co.kandiyohi.mn.us**
Fax: **320-235-0055**

035 **Kelly D Bengtson**
D2 **Kittson County Engineer**
401 2nd St. SW
Hallock, MN 56728
Main: **218-843-2686**
Email: **kbengtson@co.kittson.mn.us**
Fax: **218-843-2488**

036 **Joe L Sutherland**
D1 **Koochiching County Engineer**
Courthouse Annex
715 4th Street
International Falls, MN 56649
Main: **218-283-1186**
Email: **joseph.sutherland@co.koochiching.mn.u**
Fax: **218-283-1188**

037 **Sam Muntean**
D8 **Lac Qui Parle County Engineer**
422 5th Avenue
#301
Madison, MN 56256
Main: **320-598-7252**
Email: **samuel.muntean@lqpco.com**
Fax: **320-598-3020**

038 **Krysten Foster**
D1 **Lake County Engineer**
1513 Highway 2
Two Harbors, MN 55616
Main: **218-834-8380**
Email: **krysten.foster@co.lake.mn.us**
Fax: **218-834-8384**

039 **Tim Erickson**
D2 **Lake Of The Woods County Engineer**
306 8th Avenue SE
Baudette, MN 56623
Main: **218-634-1767**
Email: **tim_e@co.lake-of-the-woods.mn.us**
Fax: **218-634-1768**

040 **Darrell Pettis**
D7 **Lesueur County Engineer**
88 South Park Avenue
LeCenter, MN 56057
Main: **507-357-2251**
Email: **dpettis@co.le-sueur.mn.us**
Fax: **507-357-4520**

County Engineers

041 **Dave Halbersma**
D8 **Lincoln County Engineer**
221 N Wallace Ave
PO Box 97
Ivanhoe, MN 56142
Main: **507-694-1464**
Email: **dhalbersma@co.lincoln.mn.us**
Fax: **507-694-1101**

042 **Aaron Vanmoer**
D8 **Lyon County Engineer**
504 Fairgrounds Road
Marshall, MN 56258
Main: **507-532-8202**
Email: **aaronvanmoer@co.lyon.mn.us**
Fax: **507-532-8216**

044 **Jon Large**
D4 **Mahnomen County Engineer**
1440 Highway 200
PO Box 399
Mahnomen, MN 56557
Main: **218-935-2296**
Email: **jon.large@co.mahnomen.mn.us**
Fax: **218-935-2920**

045 **Lon Aune**
D2 **Marshall County Engineer**
447 S Main Street
Warren, MN 56762-1423
Main: **218-745-4381**
Email: **lon.aune@co.marshall.mn.us**
Fax: **218-745-4570**

046 **Kevin Peyman**
D7 **Martin County Engineer**
1200 Marcus Street
Fairmont, MN 56031
Main: **507-235-3347**
Email: **kevin.peyman@co.martin.mn.us**
Fax: **507-235-3689**

043 **John Brunkhorst**
D8 **Mcleod County Engineer**
McLeod Co. Highway Dept.
1400 Adams Street SE
Hutchinson, MN 55350
Main: **320-484-4321**
Email: **john.brunkhorst@co.mcleod.mn.us**
Fax: **320-234-6971**

047 **Ron Mortensen**
D8 **Meeker County Engineer**
422 S Johnson Drive
Litchfield, MN 55355-4549
Main: **320-693-5360**
Email: **ronald.mortensen@co.meeker.mn.us**
Fax: **320-693-5369**

048 **Bruce Cochran**
D3 **Mille Lacs County Engineer**
565 8th Street NE
Milaca, MN 56353
Main: **320-983-8264**
Email: **bruce.cochran@co.mille-lacs.mn.us**
Fax: **320-983-8383**

049 **Steve Backowski**
D3 **Morrison County Engineer**
213 1st Avenue SE
Little Falls, MN 56345-3196
Main: **320-632-0121**
Email: **steveb@co.morrison.mn.us**
Fax: **320-632-9510**

050 **Mike Hanson**
D6 **Mower County Engineer**
1105 8th Avenue NE
Austin, MN 55912
Main: **507-437-7718**
Email: **michal@co.mower.mn.us**
Fax: **507-437-7609**

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

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

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

054 **Jerilyn Swenson**
D2 **Norman County Engineer**
814 East Main Street
Ada, MN 56510-1318
Main: **218-784-7126**
Email: **jerilyn.swenson@co.norman.mn.us**
Fax: **218-784-3430**

055 **Kaye Bieniek**
D6 **Olmsted County Engineer**
2122 Campus Drive SE
Rochester, MN 55904-4744
Main: **507-328-7070**
Email: **bieniek.kaye@co.olmsted.mn.us**
Fax: **507-287-2320**

056 **Richard K West**
D4 **Otter Tail County Engineer**
505 S Court Street
Suite 1
Fergus Falls, MN 56537
Main: **218-998-8470**
Email: **rwest@co.ottertail.mn.us**
Fax: **218-998-8488**

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

058 **Mark LeBrun**
D1 **Pine County Engineer**
405 Airport Road NE
Pine City, MN 55063
Main: **320-216-4203**
Email: **mark.lebrun@co.pine.mn.us**
Fax: **320-629-6736**

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

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

County Engineers

061 **Brian Giese**
D4 **Pope County Engineer**
16139 State Highway 29
Glenwood, MN 56334
Main: **320-634-7745**
Email: **brian.giese@co.pope.mn.us**
Fax: **320-634-4388**

062 **James Tolaas**
D5 **Ramsey County Engineer**
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Main: **651-266-7100**
Email: **james.tolaas@co.ramsey.mn.us**
Fax: **651-266-7110**

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

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

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

066 **Dennis Luebbe**
D6 **Rice County Engineer**
610 NW 20th Street
Faribault, MN 55021
Main: **507-210-7786**
Email: **dluebbe@co.rice.mn.us**
Fax: **507-332-8335**

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

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

070 **Tony Winiecki (Acting)**
D5 **Scott County Engineer**
600 Country Trail East
Jordan, MN 55352-9339
Main: **952-496-8008**
Email: **twiniecki@co.scott.mn.us**
Fax: **952-496-8365**

071 **Rhonda Lewis**
D3 **Sherburne County Engineer**
425 Jackson Ave
Elk River, MN 55330
Main: **763-765-3352**
Email: **rhonda.lewis@co.sherburne.mn.us**
Fax: **763-765-3366**

County Engineers

072 **Tim Becker**
D7 **Sibley County Engineer**
SCSC, 111 8th Street
PO Box 897
Gaylord, MN 55334
Main: **507-237-4092**
Email: **timb@co.sibley.mn.us**
Fax: **507-237-4356**

069 **Jim Foldesi**
D1 **St. Louis County Engineer**
4787 Midway Road
Duluth, MN 55811-9794
Main: **218-625-3830**
Email: **foldesij@stlouiscountymn.gov**
Fax: **218-625-3888**

073 **Jodi A Teich**
D3 **Stearns County Engineer**
455 28th Avenue South
PO Box 246
Waite Park, MN 56387
Main: **320-255-6180**
Email: **jodi.teich@co.stearns.mn.us**
Fax: **320-255-6186**

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

075 **Todd Larson**
D4 **Stevens County Engineer**
1762 State Hwy 9
PO Box 191
Morris, MN 56267-0191
Main: **320-589-7430**
Email: **toddlarson@co.stevens.mn.us**
Fax:

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

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

078 **Larry Haukos**
D4 **Traverse County Engineer**
708 3rd Avenue N
PO Box 485
Wheaton, MN 56296
Main: **320-563-4848**
Email: **larry.haukos@co.traverse.mn.us**
Fax: **320-563-8734**

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

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

County Engineers

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

082 **Wayne Sandberg**
D5 **Washington County Engineer**
11660 Myeron Road North
Stillwater, MN 55082
Main: **651-430-4339**
Email: **wayne.sandberg@co.washington.mn.us**
Fax: **651-430-4350**

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

084 **Steve Neppl (Acting)**
D4 **Wilkin County Engineer**
515 South 8th Street
Breckenridge, MN 56520
Main: **218-643-4772**
Email: **sneppl@co.wilkin.mn.us**
Fax: **218-643-5251**

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

086 **Virgil Hawkins**
D3 **Wright County Engineer**
1901 Highway 25 North
Buffalo, MN 55313
Main: **763-682-7388**
Email: **virgil.hawkins@co.wright.mn.us**
Fax: **763-682-7313**

087 **Andy Sander**
D8 **Yellow Medicine County Engineer**
County Highway Dept
1320 13th Street
Granite Falls, MN 56241-1286
Main: **320-313-3000**
Email: **andy.sander@co.ym.mn.gov**
Fax: **320-564-2140**

State Aid for Local Transportation

July 15, 2015

Key:
= direct reports
= report to others

STATE AID ENGR. DIVISION DIRECTOR
Mitch Rasmussen
651-366-4831

ADMINISTRATIVE ASSISTANT
(Princ. Office Admin. Specialist)
Nancy Stone
651-366-4830

DEPUTY STATE AID ENGINEER
Ted Schoenecker
Office: 651-366-3804
Cell: 651-303-8908

IT SERVICES MGR.
(IT Specialist 4)
Lowell Schafer
651-366-3835

PROJECT MGR/ APPLICATIONS
(IT Specialist 3)
Rick Kostohryz
651-366-3836

NEEDS ASSISTANT
(Sr. Engineer Specialist)
Marshall Johnston
(Temporary)
651-366-3815

DISTRICT STATE AID ENGINEERS

District 1	John McDonald, 218-725-2705
District 2	Luane (Lou) Tasa, 218-755-6570
District 3	Kelvin Howieson, 218-828-5707
District 4	Merle Earley, 218-846-3607
District 6	Fausto Cabral, 507-286-7620
District 7	Gordon Regenscheid, 507-304-6105
District 8	Todd Broadwell, 507-537-2044
Metro	Dan Erickson, 651-234-7763

STATE AID PROJECT DELIVERY ENGINEER
(Sr. Admin. Engineer)
Merry Daher
651-366-3821

STATE AID OPERATIONS ENGR.
Paul Stine
651-366-3830

State Aid Bridge Engineer
Dave Conkel, 651-366-4493
State Aid Accountant
Ann McLellan
651-366-4877
State Aid Hydraulic Specialist
Juanita Voigt, 651-366-4469

STATE AID PROGRAMS ENGR.
(Sr. Admin. Engineer)
Patti Loken
651-366-3803

PROGRAM SUPPORT
(Trans. Program Specialist)
Shannon GeshickBullen
651-366-3806

SPECIAL PROGRAMS PROJECT DEV. ENGR.
(Admin.Engineer.Prof.)
Lynnette Roshell
651-366-3822

ASST. PROJECT DEV. ENGINEER
(Senior Engineer)
Vacant
651-366-xxxx

PAVEMENT ENGINEER
(Senior Engineer)
Joel Ulring
651-366-3831

PROJECT DEV. ENGINEER
(Principal Engineer)
Gary Reihl
651-366-3819

ASST. PROJECT DEV. ENGINEER
(Senior Engineer)
Malaki Ruranika
651-366-3825

WEBSITE & APPL. SUPPORT
(Transp. Prog. Specialist 2)
Alyssa Klossner
651-366-3837

PLANS ENGINEER
(Principal Engineer)
Cathy Huebsch
651-366-3826

PLANS SPECIALIST
(Sr. Engineer Specialist)
Ron Dahlquist
651-366-3823

PLANS SPECIALIST
(Engineer Specialist)
Mark Channer
651-366-3828

CONSTRUCTION ENGINEER
(Senior Engineer)
Mitch Bartelt (Districts 6-8)
651-366-3832

CONSTRUCTION ENGINEER
Elisa Bottos (Metro)
651-234-7766
Ron Bumann (Districts 1-4)
218-725-2811

LABOR COMPLIANCE
(Transp. Prog. Team Leader)
Clancy Finnegan
651-366-4204

MANAGER – MSAS NEEDS STUDY
(Engineer Specialist)
Bill Lanoux
651-366-3817

MSAS NEEDS SPECIALIST
(Transportation Specialist)
Julee Puffer
651-366-3813

NEEDS SUPPORT
(Transportation Specialist)
Deb Hall-Kuglin
651-366-3816

MANAGER – CSAH NEEDS STUDY
(Sr. Engineer Specialist)
Kim DeLaRosa
651-366-3810

CSAH NEEDS SPECIALIST
(Transportation Specialist)
John Pantelis
651-366-3811

PROGRAM SUPPORT ENGR./ DISASTER COORD
(Principal Engineer)
Mark Vizecky
651-366-3839

PROGRAM SUPPORT ENGR.
(Sr. Engineer)
Sulmaan Khan
651-366-3829

ASST. PROJECT DEV. ENGINEER
(Engineer Graduate 2)
Mao Yang
651-366-3827

FIGURE A

30-Sep-15

Tentative 2015 Money Needs

Fall 2015

Pursuant to Minnesota Statutes, Chapter 162.07 Subdivision 2 Money needs defined). For the purpose of this section, money needs of each county are defined as the estimated total annual cost of constructing,

over a period of 25 years, the county state-aid highway system in that county. Costs incidental to construction, or a specified portion thereof as set forth in the commissioner's rules may be included in determing money needs.

To avoid variances in costs due to differences in construction policy, construction costs shall be estimated on the basis of the engineering standards developed cooperatively by the commissioner and the county engineers of the several counties.

COUNTY	Avg. 2009-2011 BASIC 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 2015 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 & RR BRIDGE "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	MILL LEVY DEDUCT.	(MINUS) ANNUAL MONEY NEEDS	EXCESS SUM MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	2014 THTB ADJUST.	(PLUS) TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 82 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 82 COUNTIES	2015 MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL APPORTIONMENT MONEY NEEDS RECOMENDATION TO THE COMMISSIONER	COUNTY
Carlton	$112,464,168	$0	$112,464,168	$17,658,345	$968,036	$0		($2,486,757)	$0		$1,116,446	$96,530	$21,550		$129,838,318	$5,193,533	($394,761)	$4,798,772	1.027520	$1,838,021		$1,838,021		1.041216	($41,600)	1,796,421	1.0004	$4,672,165	Carlton
Cook	78,148,844	0	78,148,844	12,185,766	305,554	0		(1,869,470)	0		473,551	101,941	0		89,346,186	3,573,847	(253,418)	3,320,429	0.710975	1,271,788		1,271,788		0.720452	(28,785)	1,243,003	0.6922	3,232,825	Cook
Itasca	203,849,353	0	203,849,353	62,780,899	9,888,489	0		(4,038,956)	466,914		1,730,261	448,300	0	($890,509)	274,234,751	10,969,390	(851,720)	10,117,670	2.166410	3,875,261		3,875,261		2.195287	(87,709)	3,787,552	2.1093	9,850,735	Itasca
Koochiching	51,952,513	0	51,952,513	8,889,727	737,164	(2,698,463)		(2,557,835)	0		1,572,064	0	0		57,895,170	2,315,807	(156,527)	2,159,280	0.462348	827,045		827,045	$1,710,857			2,537,902	1.4133	6,600,622	Koochiching
Lake	88,430,930	0	88,430,930	27,042,883	7,034,638	0	744,976	(918,815)	113,025	$1,053,364	1,226,859	522,698	0		125,250,558	5,010,022	(261,505)	4,748,517	1.016759	1,818,772		1,818,772		1.030312	(41,164)	1,777,608	0.9899	4,623,236	Lake
Pine	184,184,557	0	184,184,557	32,687,481	10,079,738	0		(6,829,173)	0		1,776,281	776,848	0		222,675,732	8,907,029	(373,850)	8,533,179	1.827136	3,268,369		3,268,369		1.851490	(73,973)	3,194,396	1.7789	8,308,044	Pine
St. Louis	624,993,686	0	624,993,686	166,613,615	55,086,024	0		(14,932,318)	0		17,513,805	8,324,469	0		857,599,281	34,303,971	(1,425,359)	32,878,612	7.040014	12,593,133		12,593,133		7.133853	(285,022)	12,308,111	6.8543	32,011,162	St. Louis
District 1 Totals	$1,344,024,051		$1,344,024,051	$327,858,716	$84,099,643	($2,698,463)	$744,976	($33,633,324)	$579,939	$1,053,364	$25,409,267	$10,270,786	$21,550	($890,509)	$1,756,839,996	$70,273,599	($3,717,140)	$66,556,459	14.251162	$25,492,389	$0	$25,492,389	$1,710,857	13.972610	($558,253)	$26,644,993	14.8383	$69,298,789	District 1 Totals
Beltrami	$140,310,050	$0	$140,310,050	$19,546,199	$4,160,184	$0		($1,187,179)	$270,771		$2,253,445	$739,719	$0		$166,093,189	$6,643,728	($462,158)	$6,181,570	1.323606	$2,367,658		$2,367,658		1.341249	($53,587)	$2,314,071	1.2887	$6,018,479	Beltrami
Clearwater	68,364,059	0	68,364,059	5,127,452	126,120	0		(736,243)	0		736,175	118,443	743,693		74,479,699	2,979,188	(142,337)	2,836,851	0.607430	1,086,567		1,086,567		0.615527	(24,592)	1,061,975	0.5914	2,762,004	Clearwater
Hubbard	80,369,745	0	80,369,745	8,654,270	548,947	0	1,300,000	(3,377,893)	0		2,230,339	389,464	267,639		90,382,511	3,615,300	(502,811)	3,112,489	0.666450	1,192,142		1,192,142		0.675334	(26,982)	1,165,160	0.6489	3,030,370	Hubbard
Kittson	67,433,072	0	67,433,072	2,392,767	689,867	0		(2,076,006)	0		1,753,073	231,584	318,400		70,742,757	2,829,710	(195,229)	2,634,481	0.564099	1,009,057		1,009,057		0.571618	(22,838)	986,219	0.5492	2,564,977	Kittson
Lake of 'Woods	39,081,318	0	39,081,318	3,786,236	230,522	(1,013,743)		(3,028,444)	0		227,111	237,725	0		39,520,725	1,580,829	(81,285)	1,499,544	0.321084	574,353		574,353	$995,012			1,569,365	0.8740	4,081,633	Lake of 'Woods
Marshall	93,658,394	0	93,658,394	2,019,930	234,685	(63,750)		(734,763)	0		2,608,382	119,410	0		97,842,288	3,913,692	(432,161)	3,481,531	0.745470	1,333,492		1,333,492		0.755407	(30,181)	1,303,311	0.7258	3,389,675	Marshall
Norman	80,416,843	0	80,416,843	3,987,680	669,898	(125,008)		(1,013,776)	0		1,034,151	69,485	0		85,039,273	3,401,571	(312,126)	3,089,445	0.661516	1,183,316		1,183,316		0.670334	(26,782)	1,156,534	0.6441	3,007,935	Norman
Pennington	55,295,376	0	55,295,376	5,806,509	96,157	0	1,068,875	(1,881,576)	0		692,825	338,724	0		61,416,890	2,456,676	(192,550)	2,264,126	0.484798	867,204		867,204		0.491260	(19,628)	847,576	0.4720	2,204,391	Pennington
Polk	171,690,485	0	171,690,485	4,462,421	735,587	0	1,735,533	(2,438,836)	0		4,970,058	673,608	11,295,496		193,124,351	7,724,974	(824,207)	6,900,767	1.477602	2,643,125		2,643,125		1.497297	(59,822)	2,583,303	1.4386	6,718,702	Polk
Red Lake	34,020,599	0	34,020,599	1,176,572	90,373	(278,366)		(1,404,910)	0		293,692	256,724	0		34,154,684	1,366,187	(93,777)	1,272,410	0.272450	487,357		487,357	529,357			1,016,714	0.5662	2,644,289	Red Lake
Roseau	116,602,838	0	116,602,838	(1,454,136)	2,677,074	(27,269)		(2,200,007)	0		893,313	244,117	0		116,735,931	4,669,437	(184,357)	4,485,080	0.960352	1,717,872		1,717,872		0.973153	(38,881)	1,678,991	0.9350	4,366,751	Roseau
District 2 Totals	$947,242,779		$947,242,779	$55,505,900	$10,259,414	($1,508,136)	$4,104,408	($20,079,633)	$270,771	$0	$17,692,565	$3,419,003	$12,625,228	$0	$1,029,532,299	$41,181,292	($3,422,998)	$37,758,294	8.084857	$14,462,143	$0	$14,462,143	$1,524,369	7.591179	($303,293)	$15,683,219	8.7339	$40,789,206	District 2 Totals
Aitkin	$98,103,788	$0	$98,103,788	$20,509,535	$25,021	$0		($1,249,590)	$0		$1,894,589	$351,646	$717,138		$120,352,127	$4,814,085	($432,875)	$4,381,210	0.938111	$1,678,087		$1,678,087		0.950615	($37,980)	$1,640,107	0.9134	$4,265,621	Aitkin
Benton	77,032,012	0	77,032,012	17,394,269	2,556,059	(41,563)	114,552	(1,521,077)	8,007		1,814,802	248,957	0		97,606,018	3,904,241	(408,859)	3,495,382	0.748436	1,338,798		1,338,798		0.758412	(30,301)	1,308,497	0.7287	3,403,163	Benton
Cass	119,811,082	0	119,811,082	15,762,891	732,750	0		(851,224)	0		1,562,410	0	0		137,017,909	5,480,716	(980,493)	4,500,223	0.963594	1,723,671		1,723,671		0.976438	(39,012)	1,684,659	0.9382	4,381,492	Cass
Crow Wing	156,207,962	0	156,207,962	8,680,352	8,521,984	0		(3,729,610)	18,132		2,907,715	1,212,921	3,524,307		177,343,763	7,093,751	(1,474,053)	5,619,698	1.203298	2,152,452		2,152,452		1.219337	(48,717)	2,103,735	1.1716	5,471,433	Crow Wing
Isanti	69,680,030	0	69,680,030	13,807,627	(765,607)	0		(771,337)	0		1,757,930	93,681	26,710		83,829,034	3,353,161	(410,679)	2,942,482	0.630048	1,127,026		1,127,026		0.638446	(25,508)	1,101,518	0.6134	2,864,848	Isanti
Kanabec	49,802,277	0	49,802,277	5,914,062	1,366,363	(107,334)		(26,464)	0		991,949	0	0		57,940,853	2,317,634	(172,792)	2,144,842	0.459257	821,516		821,516		0.465379	(18,593)	802,923	0.4471	2,088,257	Kanabec
Mille Lacs	95,096,235	0	95,096,235	19,130,906	3,663,025	0		(2,995,842)	0		783,048	501,122	0		116,178,494	4,647,140	(294,811)	4,352,329	0.931927	1,667,025		1,667,025		0.944349	(37,730)	1,629,295	0.9073	4,237,500	Mille Lacs
Morrison	137,342,384	0	137,342,384	19,768,917	2,807,884	0		(1,294,442)	0		1,287,372	711,504	0		160,627,614	6,425,105	(488,485)	5,936,620	1.271157	2,273,838	5,549	2,279,387		1.291244	(51,590)	2,227,797	1.2406	5,794,096	Morrison
Sherburne	91,782,076	0	91,782,076	17,098,530	442,906	0		(681,638)	0		3,040,328	844,148	1,580,302		114,106,653	4,564,266	(1,095,015)	3,469,251	0.742841	1,328,789		1,328,789		0.752742	(30,075)	1,298,714	0.7232	3,377,719	Sherburne
Stearns	275,849,998	0	275,849,998	39,657,900	7,151,033	0		(6,957,589)	8,007	$1,624,071	2,101,461	1,169,614	700,054		321,304,549	12,852,182	(1,941,279)	10,910,903	2.336258	4,179,084	34,333	4,213,417		2.386848	(95,363)	4,118,054	2.2933	10,710,311	Stearns
Todd	67,596,410	0	67,596,410	2,656,809	1,652,209	(311,842)		(250,209)	0		700,780	16,745	342,092		72,402,994	2,896,120	(365,204)	2,530,916	0.541923	969,388		969,388		0.549146	(21,940)	947,448	0.5276	2,464,140	Todd
Wadena	51,599,765	0	51,599,765	6,054,487	2,383,657	(264,905)		(2,123,916)	0		522,048	0	50,459		58,221,594	2,328,864	(144,953)	2,183,911	0.467622	836,479	35,548	872,027		0.493992	(19,737)	852,290	0.4746	2,216,652	Wadena
Wright	217,507,226	0	217,507,226	67,138,465	7,553,231	0		(4,832,721)	54,677		8,725,786	3,047,778	330,881		299,525,323	11,981,013	(1,872,258)	10,108,755	2.164501	3,871,846		3,871,846		2.193353	(87,632)	3,784,214	2.1074	9,842,054	Wright
District 3 Totals	$1,507,411,245		$1,507,411,245	$253,574,745	$38,090,515	($725,645)	$114,552	($27,281,659)	$88,823	$1,624,071	$28,090,217	$8,198,117	$7,271,943	$0	$1,816,456,924	$72,658,278	($10,081,756)	$62,576,522	13.398973	$23,967,999	$75,430	$24,043,429	$0	13.620301	($544,178)	$23,499,251	13.0864	$61,117,286	District 3 Totals
Becker	$109,620,768	$0	$109,620,768	$10,688,903	$1,988,971	($168,400)		($4,021,529)	$0		$1,348,631	$181,540	$3,643,824		$123,282,708	$4,931,308	($765,012)	$4,166,296	0.892093	$1,595,770		$1,595,770		0.903984	($36,117)	$1,559,653	0.8686	$4,056,374	Becker
Big Stone	36,259,674	0	36,259,674	8,627,546	649,385	0		(2,381,715)	0		277,147	0	0		43,432,037	1,737,281	(219,946)	1,517,335	0.324894	581,168		581,168	$337,251			918,419	0.5115	2,388,641	Big Stone
Clay	97,623,260	0	97,623,260	18,819,792	643,944	0		(686,788)	0		2,195,232	1,232,608	705,021		120,533,069	4,821,323	(911,997)	3,909,326	0.837070	1,497,346		1,497,346		0.848228	(33,890)	1,463,456	0.8150	3,806,183	Clay
Douglas	110,005,126	0	110,005,126	11,481,054	852,846	0		(3,529,870)	0		1,493,148	738,954	2,419,629		123,460,887	4,938,435	(774,652)	4,163,783	0.891555	1,594,808		1,594,808		0.903439	(36,095)	1,558,713	0.8680	4,053,930	Douglas
Grant	34,418,748	0	34,418,748	9,820,260	242,601	0		(1,015,620)	0		477,175	107,290	0		44,050,454	1,762,018	(293,356)	1,468,662	0.314472	562,526		562,526		0.318664	(12,732)	549,794	0.3062	1,429,914	Grant
Mahnomen	32,563,876	0	32,563,876	7,939,095	(9,461)	0		(1,050,910)	0		440,791	0	0		39,883,391	1,595,336	(101,713)	1,493,623	0.319817	572,087		572,087	422,864			994,951	0.5541	2,587,687	Mahnomen
Otter Tail	275,826,012	0	275,826,012	49,854,979	8,173,087	0		(6,444,682)	0		3,426,195	0	0		330,835,591	13,233,424	(1,383,514)	11,849,910	2.537319	4,538,740	34,680	4,573,420		2.590786	(103,511)	4,469,909	2.4893	11,625,422	Otter Tail
Pope	58,843,825	0	58,843,825	16,275,906	423,459	0		(1,891,144)	0		1,178,945	0	0		74,830,991	2,993,240	(354,198)	2,639,042	0.565075	1,010,803		1,010,803		0.572607	(22,878)	987,925	0.5502	2,569,414	Pope
Stevens	41,416,975	0	41,416,975	5,379,660	62,146	0		(1,122,357)	0		818,658	19,680	125,000		46,699,762	1,867,990	(351,785)	1,516,205	0.324652	580,735		580,735		0.328979	(13,144)	567,591	0.3161	1,476,201	Stevens
Swift	59,963,953	0	59,963,953	8,227,483	72,778	0		(36,184)	0		622,208	55,958	0		68,906,196	2,756,248	(464,245)	2,292,003	0.490767	877,881		877,881		0.497309	(19,869)	858,012	0.4778	2,231,533	Swift
Traverse	41,700,945	0	41,700,945	2,964,268	358,834	0		(1,146,253)	0		160,653	0	0		44,038,447	1,761,538	(337,193)	1,424,345	0.304983	545,552		545,552		0.309048	(12,348)	533,204	0.2969	1,386,767	Traverse
Wilkin	74,164,940	0	74,164,940	9,663,102	622,662	0		(546,650)	0		745,550	0	0		84,649,604	3,385,984	(403,374)	2,982,610	0.638641	1,142,397		1,142,397		0.647154	(25,856)	1,116,541	0.6218	2,903,920	Wilkin
District 4 Totals	$972,408,102		$972,408,102	$159,742,048	$14,081,252	($168,400)	$0	($23,873,702)	$0	$0	$13,184,332	$2,336,030	$6,893,474	$0	$1,144,603,136	$45,784,125	($6,360,985)	$39,423,140	8.441338	$15,099,813	$34,680	$15,134,493	$760,115	7.920198	($316,440)	$15,578,168	8.6755	$40,515,986	District 4 Totals
Anoka	$333,088,160	$0	$333,088,160	$33,140,304	$60,450,361	$0	$560,000	$0	$179,005	$1,666,997	$37,114,891	$17,120,574	$41,848,051		$525,168,343	$21,006,734	($2,387,507)	$18,619,227	3.986775	$7,131,518	$23,236	$7,154,754		4.053079	($161,934)	$6,992,820	3.8942	$18,187,055	Anoka
Carver	132,958,646	0	132,958,646	27,054,547	14,528,715	(1,828,109)		(373,515)	0		5,909,744	974,349	24,130,694		203,355,071	8,134,203	(1,790,850)	6,343,353	1.358248	2,429,625	126,166	2,555,791		1.447824	(57,846)	2,497,945	1.3911	6,496,701	Carver
Hennepin	823,312,471	0	823,312,471	21,477,247	140,528,655	0		(267,766)	1,775,193	7,300,000	116,969,408	40,118,219	48,993,574		1,200,207,001	48,008,280	(12,537,225)	35,471,055	7.595112	13,586,089	140,626	13,726,715		7.776013	(310,678)	13,416,037	7.4713	34,892,676	Hennepin
Scott	152,597,408	0	152,597,408	50,632,643	6,000,562	0			0		40,221,785	9,863,058	41,265,083		300,580,540	12,023,222	(2,249,067)	9,774,155	2.092856	3,743,688	59,893	3,803,581		2.154681	(86,087)	3,717,494	2.0702	9,668,527	Scott
Metro Totals	$1,441,956,685		$1,441,956,685	$132,304,741	$221,508,293	($1,828,109)	$560,000	($641,281)	$1,954,198	$8,966,997	$200,215,828	$68,076,200	$156,237,402	$0	$2,229,310,954	$89,172,439	($18,964,649)	$70,207,790	15.032991	$26,890,920	$349,921	$27,240,841	$0	15.431597	($616,545)	$26,624,296	14.8268	$69,244,959	Metro Totals
Dodge	$94,088,042	$0	$94,088,042	$7,947,777	$815,811	$0		($1,553,982)	$0		$767,117	$70,532	$922,911		$103,058,208	$4,122,328	($475,402)	$3,646,926	0.780885	$1,396,842		$1,396,842		0.791294	($31,615)	$1,365,227	0.7603	$3,550,708	Dodge
Fillmore	155,560,914	0	155,560,914	13,474,760	4,939,399	0		(1,310,627)	0		1,362,101	614,749	2,286,985		176,928,281	7,077,131	(624,601)	6,452,530	1.381625	2,471,442		2,471,442		1.400041	(55,936)	2,415,506	1.3452	6,282,293	Fillmore
Freeborn	126,137,501	0	126,137,501	19,841,686	1,880,289	0		(7,698,721)	0		453,746	144,736	177,874		140,937,111	5,637,484	(710,975)	4,926,509	1.054671	1,886,947		1,886,947		1.068932	(42,707)	1,844,240	1.0270	4,796,533	Freeborn
Goodhue	139,154,732	0	139,154,732	25,929,319	1,684,915	0		(1,530,203)	168,135		3,985,319	3,136,159	8,955,768		181,484,144	7,259,366	(997,273)	6,262,093	1.340848	2,398,500		2,398,500		1.358720	(54,285)	2,344,215	1.3055	6,096,878	Goodhue
Houston	109,219,079	0	109,219,079	18,063,781	878,359	0		(2,402,099)	138,340		1,278,771	494,656	0		127,670,887	5,106,835	(335,718)	4,771,117	1.021598	1,827,428		1,827,428		1.035215	(41,360)	1,786,068	0.9946	4,645,239	Houston
Mower	119,091,993	0	119,091,993	11,806,356	(536,575)	0		(1,420,195)	0		385,042	66,808	0		129,393,429	5,175,737	(763,592)	4,412,145	0.944735	1,689,936		1,689,936		0.957328	(38,249)	1,651,687	0.9198	4,295,738	Mower
Olmsted	190,494,710	0	190,494,710	8,640,463	620,349	(12,451)		(445,127)	523,691		9,902,476	1,819,371	9,288,081		220,831,563	8,833,263	(2,137,124)	6,696,139	1.433787	2,564,749		2,564,749		1.452898	(58,048)	2,506,701	1.3960	6,519,474	Olmsted
Rice	114,882,773	0	114,882,773	25,809,211	890,260	0		(5,080,022)	299,733		1,789,388	559,484	904,298		140,055,125	5,602,205	(849,028)	4,753,177	1.017757	1,820,557		1,820,557		1.031323	(41,205)	1,779,352	0.9909	4,627,771	Rice
Steele	110,440,916	0	110,440,916	28,065,651	3,229,303	0		(2,144,161)	0		1,501,016	550,725	0		141,643,450	5,665,738	(597,799)	5,067,939	1.085154	1,941,117		1,941,117		1.099619	(43,934)	1,897,183	1.0565	4,934,229	Steele
Wabasha	110,298,268	0	110,298,268	15,062,602	(120,158)	0		(3,365,345)	27,500		2,020,170	639,559	363,956		124,926,551	4,997,062	(456,138)	4,540,924	0.972309	1,739,260		1,739,260		0.985269	(39,365)	1,699,895	0.9467	4,421,118	Wabasha
Winona	149,320,508	0	149,320,508	11,140,874	651,148	0		(7,288,560)	0		765,579	84,435	1,578,836		156,252,820	6,250,113	(681,784)	5,568,329	1.192298	2,132,775		2,132,775		1.208190	(48,271)	2,084,504	1.1608	5,421,416	Winona
District 6 Totals	$1,418,689,436		$1,418,689,436	$185,782,480	$14,933,100	($12,451)	$0	($34,239,042)	$1,157,399	$0	$24,210,724	$8,181,214	$24,478,709	$0	$1,643,181,569	$65,727,262	($8,629,434)	$57,097,828	12.225867	$21,869,553	$0	$21,869,553	$0	12.388829	($494,975)	$21,374,578	11.9033	$55,591,397	District 6 Totals
Blue Earth	$201,799,121	$0	$201,799,121	$25,621,902	$8,106,927	$0		(3,108,992)	$0		$17,255,655	$5,250,840	$4,628,990		$259,554,444	$10,382,178	($1,243,819)	$9,138,359	1.956718	$3,500,165		$3,500,165		1.982800	($79,220)	$3,420,945	1.9051	$8,897,257	Blue Earth
Brown	93,876,151	0	93,876,151	6,875,962	1,045,979	0		(1,996,620)	0		1,768,879	410,604	2,802,531		104,783,486	4,191,339	(665,350)	3,525,989	0.754990	1,350,521		1,350,521		0.765053	(30,566)	1,319,955	0.7351	3,432,963	Brown
Cottonwood	65,094,884	0	65,094,884	5,805,658	20,929	(287,180)		(1,682,928)	0		755,627	29,474	0		69,736,464	2,789,459	(593,758)	2,195,701	0.470147	840,996		840,996		0.476414	(19,034)	821,962	0.4577	2,137,774	Cottonwood
Faribault	112,715,384	0	112,715,384	9,068,412	2,500,805	0		(964,076)	0		602,250	600,815	1,373,964		125,897,554	5,035,902	(637,057)	4,398,845	0.941887	1,684,842		1,684,842		0.954442	(38,133)	1,646,709	0.9170	4,282,791	Faribault
Jackson	122,421,023	0	122,421,023	3,929,352	175,417	(235,701)		(2,200,210)	0		425,986	0	1,786,536		126,302,403	5,052,096	(585,594)	4,466,502	0.956374	1,710,756		1,710,756		0.969122	(38,720)	1,672,036	0.9311	4,348,662	Jackson
Le Sueur	119,483,730	0	119,483,730	9,731,698	3,538,733	0	3,282,386	(4,848,090)	0		1,168,177	813,318	600,544		133,770,496	5,350,820	(585,090)	4,765,730	1.020445	1,825,366		1,825,366		1.034047	(41,314)	1,784,052	0.9935	4,639,995	Le Sueur
Martin	124,118,319	0 *	124,118,319	9,352,242	120,692	(79,844)		(1,309,836)	0		564,173	0	280,303		133,046,049	5,321,842	(753,501)	4,568,341	0.978180	1,749,762		1,749,762		0.991218	(39,603)	1,710,159	0.9524	4,447,813	Martin
Nicollet	98,776,388	0	98,776,388	16,262,492	1,642,484	(50,905)	646,865	(6,070,100)	152,281		2,192,160	73,572	12,787,395		126,412,632	5,056,505	(654,348)	4,402,157	0.942596	1,686,110		1,686,110		0.955160	(38,162)	1,647,948	0.9177	4,286,014	Nicollet
Nobles	106,983,390	0	106,983,390	11,054,264	1,804,828	0		(2,923,386)	0		400,268	225,025	62,245		117,606,634	4,704,265	(725,368)	3,978,897	0.851967	1,523,993	48,205	1,572,198		0.890631	(35,584)	1,536,614	0.8557	3,996,454	Nobles
Rock	70,132,920	0	70,132,920	7,109,267	968,598	0		(3,521,682)	0		496,678	0	0		75,185,781	3,007,431	(494,250)	2,513,181	0.538126	962,596		962,596		0.545299	(21,787)	940,809	0.5239	2,446,873	Rock
Sibley	66,520,137	0	66,520,137	4,900,385	1,617,436	0		(1,158,360)	0		772,607	0	0		72,652,205	2,906,088	(548,490)	2,357,598	0.504812	903,005		903,005		0.511541	(20,438)	882,567	0.4915	2,295,397	Sibley
Waseca	72,556,620	0	72,556,620	3,764,757	557,546	0		(5,787,221)	0		1,226,180	0	1,139,253		73,457,135	2,938,285	(467,039)	2,471,246	0.529147	946,535		946,535		0.536200	(21,423)	925,112	0.5152	2,406,048	Waseca
Watonwan	74,363,454	0	74,363,454	2,775,044	733,588	0		(567,217)	9,837		374,477	3,244,242	225,989		81,159,414	3,246,377	(375,284)	2,871,093	0.614762	1,099,682		1,099,682		0.622956	(24,889)	1,074,793	0.5985	2,795,341	Watonwan
District 7 Totals	$1,328,841,521		$1,328,841,521	$116,251,435	$22,833,962	($653,630)	$3,929,251	($36,138,718)	$162,118	$0	$28,003,117	$10,647,891	$25,687,750	$0	$1,499,564,697	$59,982,587	($8,328,948)	$51,653,639	11.060151	$19,784,329	$48,205	$19,832,534	$0	11.234883	($448,873)	$19,383,661	10.7944	$50,413,382	District 7 Totals
Chippewa	$58,116,575	$0	$58,116,575	$4,946,659	($135,244)	$0		($2,187,481)	$0		$648,219	$92,358	$28,964		$61,510,050	$2,460,402	($446,432)	$2,013,970	0.431234	$771,389		$771,389		0.436982	($17,459)	$753,930	0.4199	$1,960,835	Chippewa
Kandiyohi	129,811,322	0	129,811,322	17,229,162	3,487,804	0	1,065,000	0	19,828		4,655,697	805,588	11,988,027		169,062,428	6,762,497	(886,253)	5,876,244	1.258230	2,250,714		2,250,714		1.275001	(50,941)	2,199,773	1.2250	5,721,210	Kandiyohi
Lac Qui Parle	61,763,321	0	61,763,321	4,993,056	1,025,609	(77,374)		(3,865,046)	0		523,554	66,303	0		64,429,423	2,577,177	(427,371)	2,149,806	0.460319	823,416		823,416		0.466455	(18,636)	804,780	0.4482	2,093,087	Lac Qui Parle
Lincoln	50,255,304	0	50,255,304	7,024,416	668,577	(25,234)		(1,253,529)	0		916,475	0	0		57,586,009	2,303,440	(334,205)	1,969,235	0.421655	754,254		754,254		0.427276	(17,071)	737,183	0.4105	1,917,279	Lincoln
Lyon	85,614,438	0	85,614,438	8,326,403	(391,356)	0		(3,835,932)	0		1,380,262	71,504	343,882		91,509,201	3,660,368	(710,561)	2,949,807	0.631617

Public Works
2122 Campus Drive SE—Suite 200
Rochester, MN 55904
Phone: 507-328-7070
Email: pwservice@co.olmsted.mn.us

June 8, 2015

Fausto Cabral
MnDOT District 6 – State Aid
2900 48th Street NW
Rochester, MN 55901

Subject: Olmsted County Mileage Request – October 2006 Screening Board Action
Reconsideration of Phase 5 CSAH System Revisions

Fausto,

In October 2006, concurring with the recommendations of the Mileage Sub-Committee, the MCEA Screening Board approved the CSAH Mileage Request and System Revisions submitted by Olmsted County. The Request was presented as a five phase program of changes to the State Aid system, involving 25 separate route revocation and/or route establishment actions that would be needed to fully implement the plan.

Phase 1 has been completed. The six roadways in Phase 2 have just had improvements made to them, are currently under construction, or have a project programmed in the Olmsted County Capital Improvement Program (CIP). As the improvements are completed, the CSAH designation will be revoked and the roadway transferred to the City. The Phase 3, Swap of CSAH 22 for 55th Street with the City of Rochester, will occur in 2017, at the completion of a multi-year construction project. Phase 4 Designation of New State Aid Mileage will be accomplished as banked miles are accrued.

Phase 5 of the Request was recommended for denial by the Sub-Committee, citing …"this is premature at this time, but would fit the CSAH system in the future." The system revisions presented in Phase 5 were due to a future interchange on TH 52, between the communities of Pine Island and Oronoco, along with a new local east-west Major Arterial corridor. Those revisions included:

- Revocation of CSAH 18 from TH 52 to the North limits of the City of Oronoco
- Revocation of CSAH 18 from CSAH 12 to 53rd Ave NW in Oronoco Township
- Revocation of CSAH 12 from 44th Ave to TH 52 in the City of Oronoco

- Revocation of CSAH 5 from CR 113 to CSAH 3 in New Haven Township
- Designation of new CSAH 12 from 44th Ave to TH 52 in Oronoco/New Haven Twp
- Designation of new CSAH 5 from CR 113 to TH 52, along alignment of 125th Street in New Haven Township

A successful application for Greater MN Interchange Funds, resulted in advancing the timeline and construction of the proposed TH 52 project. In 2011, MnDOT awarded a $34 million Design-Build contract for the "Elk Run Interchange", which included new alignment for Olmsted CSAH 12 and revisions to the CSAH 18 alignment. Olmsted County participated financially in the project, which was completed in 2013.

The west side connection of the interchange includes a proposed river crossing of the Middle Fork Zumbro River and re-alignment of CSAH 5 along the 125th Street corridor. A Corridor Study and Official Map have been completed for the preferred alignment. Design work is currently ongoing. The bridge and roadway improvements are programmed in the Olmsted County CIP for years 2017 and 2018. The project will provide improved accessibility to TH 52; will serve a primary growth area for Pine Island; and will allow for safer/improved access to the new Pine Island Elementary School currently being built along the 125th Street corridor.

As originally submitted in 2006, Phase 5 consisted of 6.09 miles of CSAH revocation and 6.86 miles of CSAH designation. Final alignments from the Design-Build TH 52/CSAH 12 Elk Run Interchange project, and the officially mapped CSAH 5 re-alignment, have resulted in slightly different mileage lengths. The table below provides a summary.

Description	As presented in the 2006 Mileage/System Request	Adjusted Mileage/System Request
Revocation of CSAH 18 from TH 52 to the North limits of the City of Oronoco	(2.42 miles)	(2.42 miles)
Revocation of CSAH 18 from CSAH 12 to 53rd Ave NW in Oronoco Township	(0.86 miles)	(1.18 miles)
Revocation of CSAH 12 from 44th Ave to TH 52 in the City of Oronoco	(2.13 miles)	(2.39 miles)
Revocation of CSAH 5 from CR 113 to CSAH 3 in New Haven Township	(0.68 miles)	(0.52 miles)
Designation of new CSAH 12 from 44th Ave to TH 52 in Oronoco/New Haven Twp	2.74 miles	2.96 miles
Designation of new CSAH 5 from CR 113 to TH 52, along alignment of 125th Street in New Haven Township	4.12 miles	4.20 miles
Designation of CSAH 18 from the new CSAH 12 alignment to 53rd Ave NW in Oronoco Township		0.22 miles

The adjusted mileage for Phase 5 CSAH System Revisions is 6.51 miles of revocation and 7.38 miles of designation.

The TH 52 interchange and the local road system (CSAH 12 and CSAH 18), to the east, have been constructed. A small segment of the local road system (CSAH 5), to the west of the interchange, has been constructed, with the remaining piece scheduled for 2017 and 2018 construction. Olmsted County respectfully requests reconsideration, and approval, of the Phase 5 CSAH System Revisions.

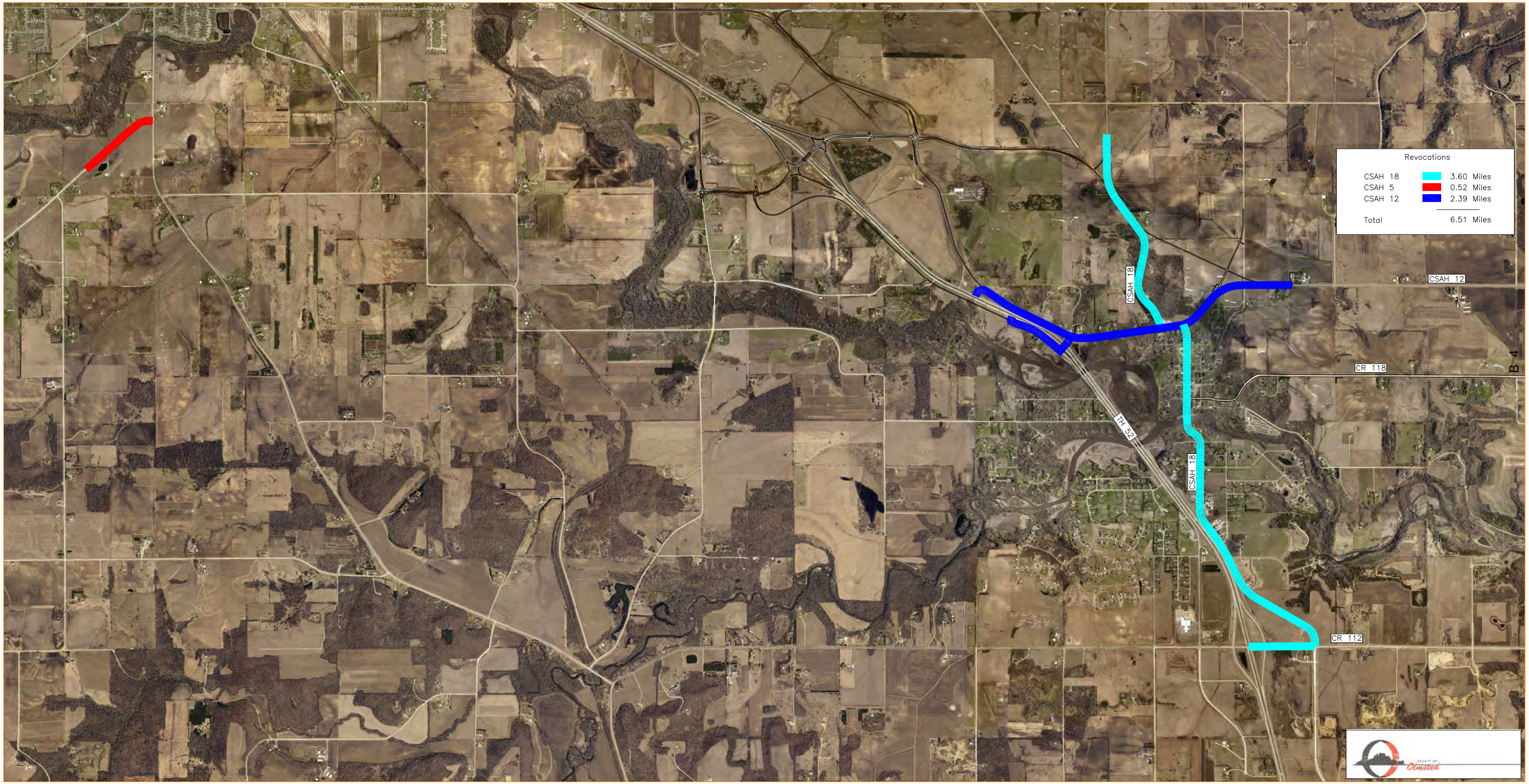
Please let me know if there are questions, need for additional information, or the desire for a presentation/discussion with the Mileage Subcommittee.

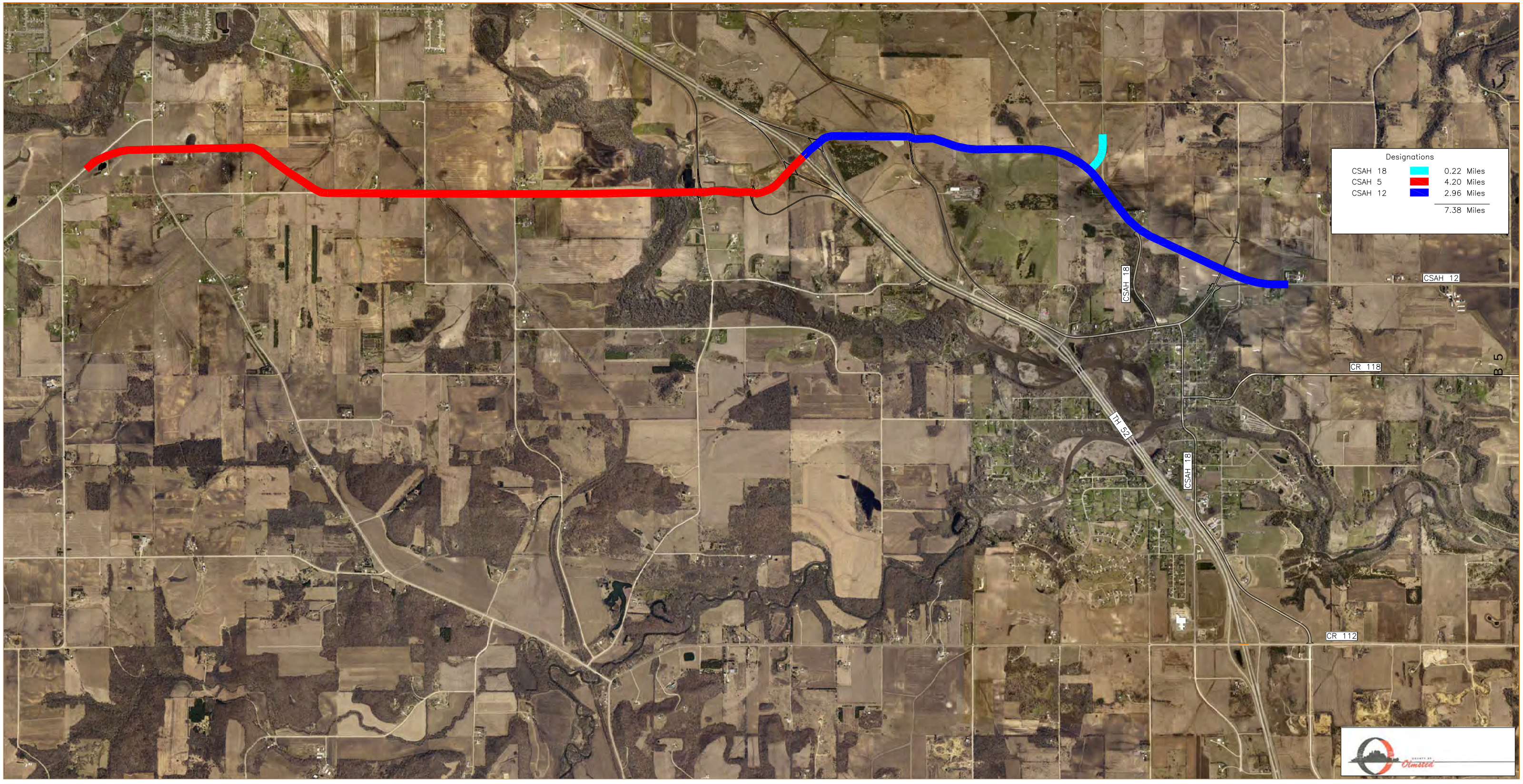
Sincerely,

Bieniek Kaye
Jun 8 2015 3:14 PM

Kaye M Bieniek, PE
Olmsted County Engineer

Enc graphic depicting 2015 request for Phase 5 revocations/designations
August 2006 submittal memo and summary of proposed changes
October 2006 Report of the CSAH Mileage Subcommittee


Revocations
CSAH 18 3.60 Miles
CSAH 5 0.52 Miles
CSAH 12 2.39 Miles
Total 6.51 Miles
CSAH 12
CSAH 18
CR 118
TH 52
CSAH 18
CR 112
B 4


Designations
CSAH 18 0.22 Miles
CSAH 5 4.20 Miles
CSAH 12 2.96 Miles
7.38 Miles
CSAH 18
CSAH 12
CR 118
TH 52
CSAH 18
CR 112
Olmsted

COUNTY OF Olmsted

PUBLIC WORKS DEPARTMENT
2122 CAMPUS DR SE - SUITE 200
ROCHESTER MN 55904-4744
www.olmstedpublicworks.com
507.285.8231

August 1, 2006

Mr. Steve Kirsch, District 6 State Aid Engineer
Minnesota Department of Transportation
2900 48th St NW
Rochester, MN 55901-5840

RE: Comprehensive County State Aid System Study and Mileage Request for Olmsted County

Dear Mr. Kirsch:

Olmsted County has prepared for review and consideration by the County State Aid Screening Board this study of the County State-Aid Highway System in Olmsted County, which summarizes a program of proposed changes to the CSAH system involving a combination of mileage revocation and transfer actions supplemented by a request, documented in this report, to add an additional 20.03 miles of County State-Aid Highway to the system in Olmsted County. The proposed modifications to the CSAH system are based on consideration of the rules governing designation of State Aid routes, completed and planned changes in the state trunk highway system and the implication of these changes on the supporting county road network, consideration of development and traffic growth trends in Olmsted County, and recommendations included in the Rochester-Olmsted Council of Governments (ROCOG) 2035 Long Range Transportation Plan, which was adopted in August of 2005.

We have chosen to prepare a report presenting revocation / transfer proposals and additional mileage needs as a single implementation package because we feel it does a better job of illustrating the ultimate reconfiguration of the State Aid system and provides needed context to understand the changes being proposed. In addition, since some of the proposed changes involve future routes that depend on improvements that will be implemented by other road authorities such as MNDOT, we would ask for consideration of approval of a system plan at this time with the recognition that the implementation of changes will need to be phased in over a period of years.

The report provides documentation of the proposed changes including mapping illustrating the location of proposed CSAH designation changes and information on each route. If you have any questions, please feel free to contact me at 507-285-8231 or via e-mail at sheehan.michael@co.olmsted.mn.us

Sincerely,

Michael Sheehan

Michael Sheehan, P.E.
Olmsted County Highway Engineer

Summary of Proposed Changes to the County State Aid Highway System in Olmsted County

Olmsted County currently has 315.67 miles of County State Aid Mileage, including 0.92 miles of banked mileage. This County State Aid System Study proposes a five phase program of changes to the State Aid system that would require the addition of 20.03 additional miles of state aid highway to implement. Table 1 on the next page summarizes the five phases proposed, which involves 25 separate route revocation and/or route establishment actions that would be needed to fully implement the plan. Phases 1 through 3 of the program do not require the addition of new mileage to the system to accomplish; these phases can be achieved through revocation and establishment of route mileage that can be done administratively. Phase 4 is the initial step in the program where the approval of new mileage would be needed to implement the changes described.

Olmsted County has completed an assessment of county roadway network based on recommendations regarding functional classification found in the ROCOG Long Range Transportation Plan, the criteria for state aid designation found in MN Rule 8820.0600, expected changes in urban growth boundaries and projected levels of future traffic. Information for individual routes identified in the table is presented in the section of the report following Table 1 and Figure 8 beginning on page 21.

The key objectives Olmsted County has attempted to achieve with the proposed plan of system changes is designation of a County State Aid Highway network focused on having roads classified as Strategic Arterials or Regional Major Arterials according to the ROCOG Functional Designation Map (*Figures 4 & 5*), supplemented by Regional Secondary Arterials or Primary Collectors where needed to insure connectivity of the system or to provide regional access to key land use areas. This philosophy promotes a system where the CSAH system delivers traffic to the urban arterial system of municipalities but does not penetrate into or through the core of urban areas except where the road serves a larger regional travel function through the municipality. The application of this philosophy is found in the Rochester urbanized area, where revocation of CSAH system route stubs inside the CSAH 22 beltway is proposed, and in the cities of Oronoco and Eyota.

In summary, the proposed system changes would result in the following change to the County State Aid System:

- **Current County State Aid Mileage: +315.67 miles**
- **Current banked miles of CSAH 0.92 miles**
- **Net miles proposed for addition to CSAH system: + 19.83 miles**
- **Total Miles with proposed changes: +335.50 miles**

Figure 7 on page 19 illustrates the location of the proposed CSAH changes being described in Table 1 on the next page. (use the Map ID # in the first column to cross reference the table to the map). Beginning on page 21 are detailed summaries of each proposed change.

TABLE 1
SUMMARY OF PROPOSED CSAH SYSTEM REVISIONS FOR OLMSTED COUNTY

Map ID		Total Mileage	Candidate Change	Designated Mileage	Banked Mileage	New Mileage
	Olmsted County Mileage (1/1/06)	315.67		314.75	0.92	

Phase I: CSAH 31 Revocation and Transfer to CSAH 12 & CSAH 18

Note: As of date of this report (8/1/06) Olmsted County had initiated action on items 2a, 2b, 3a and 3b but City of Oronoco has not acted on resolutions approving proposed state aid changes

1 *(page 22)*	Revoke designation on CSAH 31 in New Haven Twp	315.67	(3.34)	311.41	4.26	
2a *(page 23)*	Revoke existing CSAH 18 connection to TH 52	315.67	(0.13)	311.28	4.39	
2b *(page 23)*	Establish new CSAH 18 connection to TH 52 on CR 112 and new alignment	315.67	1.39	312.67	3.00	
3a *(page 24)*	Revoke existing CSAH 12 connection to TH 52	315.67	(0.24)	312.43	3.24	
3b *(page 24)*	Establish new north side and south side connections for CSAH 12 to TH 52	315.67	1.26	313.69	1.98	

Phase 2(A): Revocation of Existing CSAH Designations

4 *(page 25)*	CSAH 2 from CSAH 22 to MSAS Rt.110 in the City of Rochester	315.67	(1.34)	312.35	3.32	
5 *(page 26)*	CSAH 9 from CSAH 22 to MSAS Rt 105 in the City of Rochester	315.67	(0.96)	311.39	4.28	
6 *(page 26)*	CSAH 4 from CSAH 22 to MSAS Rt. 104 in the City of Rochester	315.67	(2.58)	308.81	6.86	
7 *(page 26)*	CSAH 34 from TH 52 to CSAH 22 in the City of Rochester	315.67	(1.49)	307.32	8.35	
8 *(page 26)*	CSAH 25 from CSAH 22 to TH 63 in the City of Rochester	315.67	(1.23)	306.09	9.58	
9 *(page 27)*	CSAH 7 from TH 14 to MN 42 in the City of Eyota	315.67	(0.89)	305.20	10.47	

Phase 2(B): Transfer of Revoked Mileage to New Routes

10 *(page 28)*	Designation of CR 104/60th Ave from TH 14 to CSAH 14	315.67	5.18	310.38	5.29	
11 *(page 30)*	CR 112 from CSAH 18 to CSAH 14	315.67	4.10	314.48	1.19	

Phase 3: Swap of CSAH 22 / 37th for 55th St with City of Rochester

12a *(page 32)*	Revocation of 37th St as CSAH 22	315.67	(2.24)	312.24	3.43	

TABLE 1 (Continued)

SUMMARY OF PROPOSED CSAH SYSTEM REVISIONS FOR OLMSTED COUNTY

Map ID		Total Mileage	Candidate Change	Designated Mileage	Banked Mileage	New Mileage
12b *(page 33)*	Designation of 55th St as new CSAH 22	315.67	3.24	315.48	0.19	

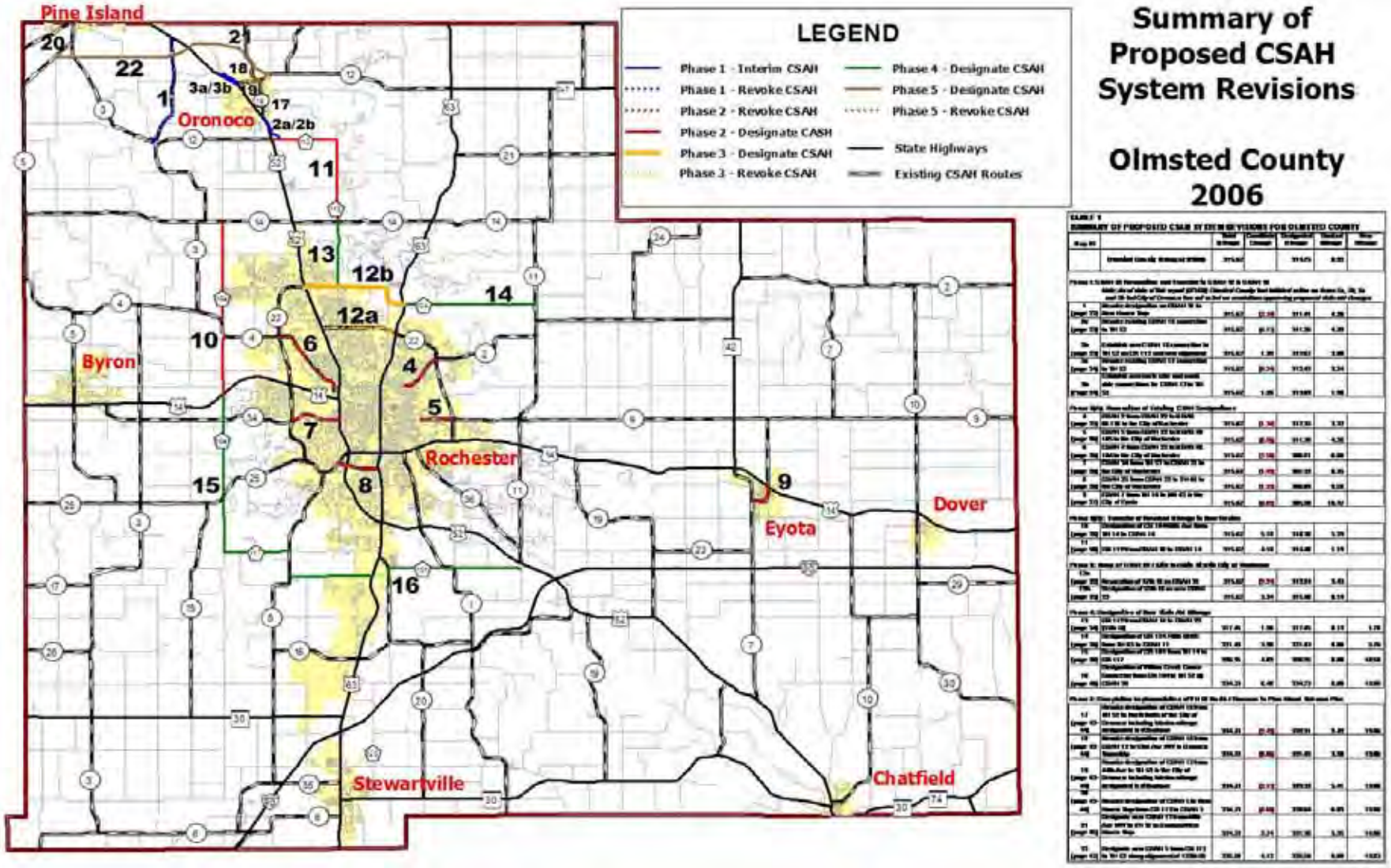
Phase 4: Designation of New State Aid Mileage

13 *(page 34)*	CR 112 from CSAH 14 to CSAH 22 (55th St)	317.45	1.98	317.45	0.00	1.79
14 *(page 36)*	Designation of CR 124 /48th St NE from TH 63 to CSAH 11	321.43	3.98	321.43	0.00	5.77
15 *(page 38)*	Designation of CR 104 from TH 14 to CR 117	326.25	4.82	326.25	0.00	10.59
16 *(page 40)*	Designation of Willow Creek Cross-Connector from CR 104 to TH 52 @ CSAH 36	334.73	8.48	334.73	0.00	19.06

Phase 5: Completion implementation of TH 52 North / Oronoco to Pine Island Subarea Plan

17 *(page 43-44)*	Revoke designation of CSAH 18 from TH 52 to North limits of the City of Oronoco including interim mileage designated in #2b above	334.73	(2.42)	332.31	2.42	19.06
18 *(page 43-44)*	Revoke designation of CSAH 18 from CSAH 12 to 53rd Ave NW in Oronoco Township	334.73	(0.86)	331.45	3.28	19.06
19 *(page 43-44)*	Revoke designation of CSAH 12 from 44th Ave to TH 52 in the City of Oronoco including interim mileage designated in #3b above	334.73	(2.13)	329.32	5.41	19.06
20 *(page 43-44)*	Revoke designation of CSAH 5 in New Haven Twp from CR 113 to CSAH 3	334.73	(0.68)	328.64	6.09	19.06
21 *(page 45)*	Designate new CSAH 12 from 44th Ave NW to TH 52 in Oronoco/New Haven Twp	334.73	2.74	331.38	3.35	19.06
22 *(page 47)*	Designate new CSAH 5 from CR 113 to TH 52 along alignment of 125th St	335.50	4.12	335.50	0.00	19.83

FIGURE 8: PROPOSED CHANGES IN OLMSTED COUNTY STATE AID SYSTEM



Report of the CSAH Mileage Subcommittee
October, 2006

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

Others Attending: Mike Sheehan, Olmsted County
Kaye Bieniek, Olmsted County
Charlie Reiter, Olmsted County
Steve Kirsch, Dist. 6 DSAE
Kim DeLaRosa, CSAH Needs Manager
Lisa Krenz, CSAH Needs

Request review: Addition of 19.84 miles in Olmsted County

Additional Miles Requested	41.29
Removals (includes 0.92 Banked Miles)	21.45
Total Mileage Request	19.84

The CSAH Mileage Subcommittee and others in attendance met at the Olmsted County Highway Public Works Office on September 22nd at 9:00 to tour the mileage request submitted by Olmsted County with the meeting concluding at 3:15 pm. The meeting began with a review of the request and questions followed by a tour of all of highway segments included in the mileage request. Following the tour, the Mileage Subcommittee discussed the request at length and prepared our draft recommendations for the Screening Board consideration. The Sub-committee had previously had a conference call on September 1, 2006 from 12:30 – 3:30 where Charlie Reiter explained in greater detail the proposal.

General Discussion:

- The city of Rochester has agreed to take the proposed turnbacks to the city over a period of several years.
- The committee acknowledged the detailed proposal and the options they have to work with.
- It was noted that the percentages of Olmsted County roadways fall below the statewide average.

Detailed Recommendations:

1. CSAH 31 – CSAH 3 to TH 52.
(3.34) Miles
Revoke.
Gravel surface, ADT 140.
Recommend Approval

2a. CSAH 18 – TH 52 to 0.13 mi east.
(.13) Miles

Revoke existing connection to TH 52. Access closed due to reconstruction of TH 52.
Recommend Approval

2b. CSAH 18 – TH 52
1.39 Miles
Establish a new connection to TH 52 and new alignment at grade
Recommend Approval

3a. CSAH 12 – TH 52 to 0.24 mi east.
(.24) Miles
Revoke existing connection to TH 52, Access closed due to reconstruction of TH 52.
Recommend Approval

3b. CSAH 12 – TH 52
1.26 Miles
Establish a new north and south side connection to TH 52 with right-in and right-out access.
Recommend Approval

4. CSAH 2 – CSAH 22 to MSAS 110.
(1.34) Miles
Turnback to the city of Rochester.
Recommend Approval

5. CSAH 9 – CSAH 22 to MSAS 105.
(0.50) Miles
Turnback to the city of Rochester
Recommend Approval

6. CSAH 4 – CSAH 22 to MSAS 104.
(2.58) Miles
Turnback to the city of Rochester
Recommend Approval

7. CSAH 34 – CSAH 22 to TH 52.
(1.49) Miles
Turnback to the city of Rochester.
Recommend Approval

8. CSAH 25 – CSAH 22 to TH 63.
(1.23) Miles
Turnback to the city of Rochester
Recommend Approval

9. CSAH 7 – CSAH 22 to MN 42.
(0.89) Miles
Turnback to the city of Eyota
Recommend Approval

10. CR 104/60th Ave – TH 14 to CSAH 14.
5.18 Miles
Planned as part of the outer beltway around the city of Rochester
Recommend Approval
Contingent upon revocation of CSAH 3 between CSAH 4 and TH 14 (2.70) miles.

11. CR 112 – CSAH 18 to CSAH 14.
4.10 Miles
Designated a major arterial, an alternate route to TH 52 between Oronoco and Rochester. Services a major suburban development area. Rebuilt in 2006, goes on the system as adequate.
Recommend Approval

12a. CSAH 22 (37th St NW) – TH 63 to TH 52.
(2.24) Miles
Turnback to the city of Rochester. 37th Street is limited by IBM campus and other development to extend and connect with CSAH system to the west.
Recommend Approval

12b. 55th Street – TH 63 to TH 52
3.24 Miles
Designate as new CSAH 22. Will enhance the function of CSAH 22 as an inner beltway by reducing the indirect traffic routing.
Recommend Approval

13. CR 112 – CSAH 14 to CSAH 22.
1.98 Miles
Route provides alternate route to TH 52 fro travel between Oronoco and Rochester. Services a major suburban development area. Reconstruction in 2006 goes on the system as adequate.
Recommend Approval

14. CR 124 – TH 63 to CSAH 11.
3.98 Miles
The east-west connection across the north side of Rochester.
Recommend Denial
No immediate construction planned, premature to put on the system.

15. CR 104 – TH 14 to CR 117.
4.82 Miles
West corridor of a larger outer strategic arterial ring road system proposed to serve regional travel.
Recommend Approval 4.1 miles
Contingent on revocation of current CSAH 15 between CR 117 and CSAH 25.

16. Willow Creek Cross Connector – CR 104 to TH 52 @ CSAH 36.
8.48 Miles
Will provide critical east-west arterial service now lacking in the area. Should reduce travel demands on TH 63.
Recommend Approval – 1.7 Miles

17. PHASE 5
Net mileage of 0.77 miles
Completion of TH 52 North/Oronoco to Pine Island Subarea.
Recommend Denial
Committee felt this is premature at this time but would fit the CSAH system in the future.

COMMITTEE RECOMMENDATION:

The committee would like to acknowledge the effort Olmsted County made by identifying other routes in the county that cross the borders with neighboring counties that should be considered for revocation because of low ADTs or proximity issues. The committee agrees with the county that they should be revoked and the mileage transferred to more fitting locations. This decision is out of the scope of the mileage sub-committee but should be addressed by either the DSAEs or other mediators.

The Mileage Subcommittee does recommend approval of **22.95** miles of the Olmsted County request. However, Olmsted County must first use their **0.92** mile of banked mileage and must revoke the specified **16.68** miles. We are hereby recommending **5.35** miles.

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

The full mileage request & system study is available electronically by contacting the County State Aid Needs office.

COUNTY OF Olmsted

PUBLIC WORKS DEPARTMENT
2122 CAMPUS DR SE - SUITE 200
ROCHESTER MN 55904-4744
www.olmstedpublicworks.com
507.285.8231

August 1, 2006

Mr. Steve Kirsch, District 6 State Aid Engineer
Minnesota Department of Transportation
2900 48th St NW
Rochester, MN 55901-5840

RE: Comprehensive County State Aid System Study and Mileage Request for Olmsted County

Dear Mr. Kirsch:

Olmsted County has prepared for review and consideration by the County State Aid Screening Board this study of the County State-Aid Highway System in Olmsted County, which summarizes a program of proposed changes to the CSAH system involving a combination of mileage revocation and transfer actions supplemented by a request, documented in this report, to add an additional 20.03 miles of County State-Aid Highway to the system in Olmsted County. The proposed modifications to the CSAH system are based on consideration of the rules governing designation of State Aid routes, completed and planned changes in the state trunk highway system and the implication of these changes on the supporting county road network, consideration of development and traffic growth trends in Olmsted County, and recommendations included in the Rochester-Olmsted Council of Governments (ROCOG) 2035 Long Range Transportation Plan, which was adopted in August of 2005.

We have chosen to prepare a report presenting revocation / transfer proposals and additional mileage needs as a single implementation package because we feel it does a better job of illustrating the ultimate reconfiguration of the State Aid system and provides needed context to understand the changes being proposed. In addition, since some of the proposed changes involve future routes that depend on improvements that will be implemented by other road authorities such as MNDOT, we would ask for consideration of approval of a system plan at this time with the recognition that the implementation of changes will need to be phased in over a period of years.

The report provides documentation of the proposed changes including mapping illustrating the location of proposed CSAH designation changes and information on each route. If you have any questions, please feel free to contact me at 507-285-8231 or via e-mail at sheehan.michael@co.olmsted.mn.us

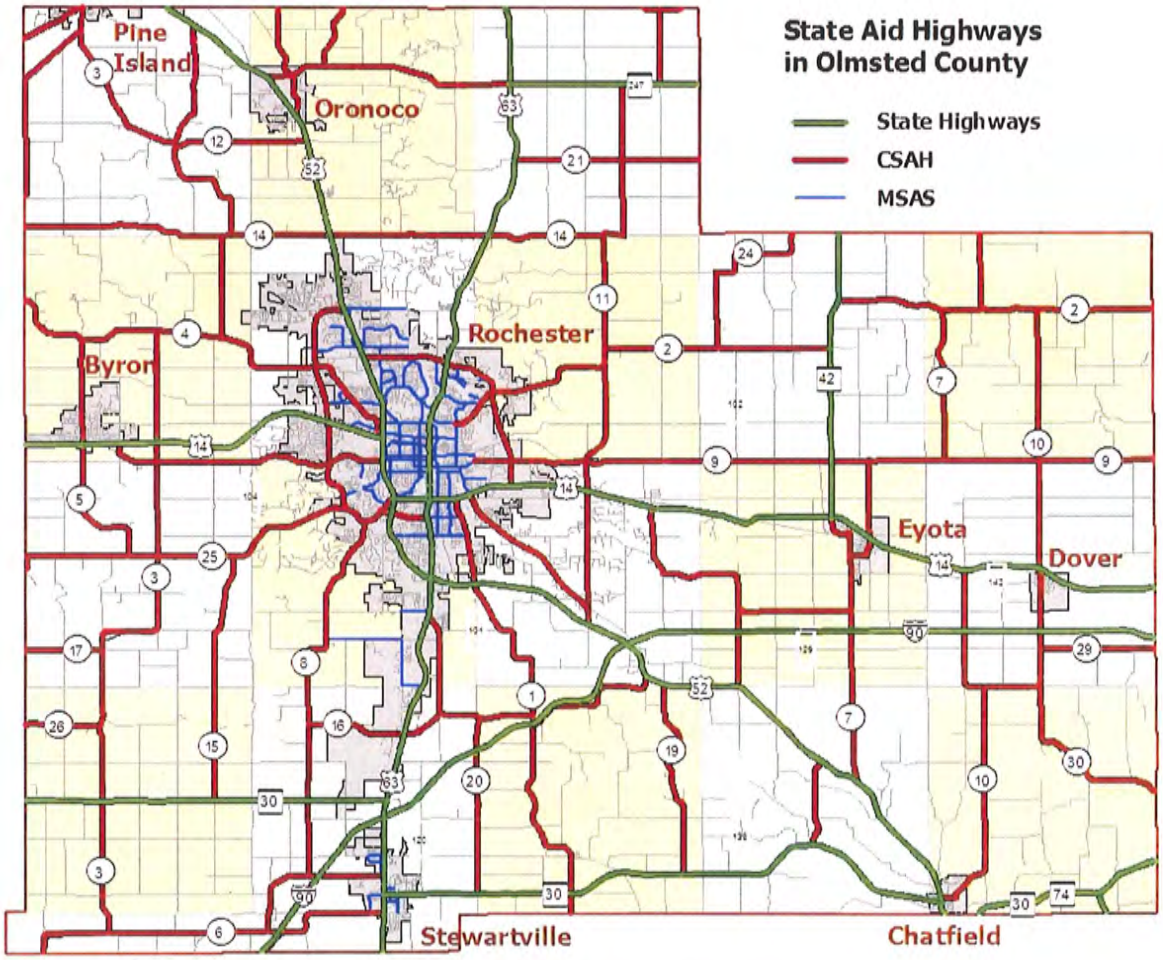
Sincerely,

Michael Sheehan

Michael Sheehan, P.E.
Olmsted County Highway Engineer

OLMSTED COUNTY

County State-Aid Highway System Study & Mileage Request 2006



COUNTY OF Olmsted

PUBLIC WORKS DEPARTMENT
2122 CAMPUS DR SE - SUITE 200
ROCHESTER MN 55904-4744
www.olmstedpublicworks.com
507.285.8231

August 1, 2006

Mr. Steve Kirsch, District 6 State Aid Engineer
Minnesota Department of Transportation
2900 48th St NW
Rochester, MN 55901-5840

RE: Comprehensive County State Aid System Study and Mileage Request for Olmsted County

Dear Mr. Kirsch:

Olmsted County has prepared for review and consideration by the County State Aid Screening Board this study of the County State-Aid Highway System in Olmsted County, which summarizes a program of proposed changes to the CSAH system involving a combination of mileage revocation and transfer actions supplemented by a request, documented in this report, to add an additional 20.03 miles of County State-Aid Highway to the system in Olmsted County. The proposed modifications to the CSAH system are based on consideration of the rules governing designation of State Aid routes, completed and planned changes in the state trunk highway system and the implication of these changes on the supporting county road network, consideration of development and traffic growth trends in Olmsted County, and recommendations included in the Rochester-Olmsted Council of Governments (ROCOG) 2035 Long Range Transportation Plan, which was adopted in August of 2005.

We have chosen to prepare a report presenting revocation / transfer proposals and additional mileage needs as a single implementation package because we feel it does a better job of illustrating the ultimate reconfiguration of the State Aid system and provides needed context to understand the changes being proposed. In addition, since some of the proposed changes involve future routes that depend on improvements that will be implemented by other road authorities such as MNDOT, we would ask for consideration of approval of a system plan at this time with the recognition that the implementation of changes will need to be phased in over a period of years.

The report provides documentation of the proposed changes including mapping illustrating the location of proposed CSAH designation changes and information on each route. If you have any questions, please feel free to contact me at 507-285-8231 or via e-mail at sheehan.michael@co.olmsted.mn.us

Sincerely,

Michael Sheehan

Michael Sheehan, P.E.
Olmsted County Highway Engineer

TABLE OF CONTENTS

REPORT FRAMEWORK 1
SECTION 1: Background Information on Olmsted County 3
Population, / Employment / Land Use / Traffic Growth Trends 5
ROCOG Long Range Transportation Plan 8
Current County State Aid Highway System Summary 15
SECTION 2: Proposed County State Aid Highway System Changes 17
Summary of Proposed Changes to the County State Aid Highway System in Olmsted County ... 18
Phase 1: Changes associated with TH 52 Oronoco Interchange Project 25
Phase 2(A): Revocation of CSAH routes in Rochester and Eyota 28
Phase 2(B): Establishment of new CSAH routes using revoked mileage 31
Phase 3: Swap of 37th St NW / CSAH 22 for 55th St with City of Rochester 35
Phase 4: Establishment of County State Aid Highways requiring designation of new mileage ... 37
Phase 5: TH 52 North / Oronoco to Pine Island Subarea Plan – Long Term CSAH Changes..... 46
SECTION 3: Additional CSAH System Issues Identified 532
Routes Crossing County Boarders 53
Closely Spaced CSAH Corridors 55
APPENDIX A 56
Description of Functional Designation Classes in ROCOG Long Range Transportation Plan . 56

TABLES

TABLE 1: SUMMARY OF PROPOSED CSAH REVISIONS IN OLMSTED COUNTY.....19

FIGURES

FIGURE 1: Cities and Townships in Olmsted County 5
FIGURE 2: Regional Commuting into Rochester Urban Area 6
FIGURE 3: Planned Urban Growth Areas in Olmsted County 7
FIGURE 4: Highway 52 North Oronoco – Pine island Subarea Plan 9
FIGURE 5: Regional Area Functional Designation Map 13
FIGURE 6: Rochester Urbanized Area Functional Designation Map 13
FIGURE 7: Current Olmsted County CSAH System 15
FIGURE 8: Proposed Changes in Olmsted County State Aid System 21
FIGURE 9: Changes in CSAH 18 associated with Oronoco Interchange Project..... 26
FIGURE 10: Changes in CSAH 12 associated with Oronoco Interchange Project.....27

REPORT FRAMEWORK

This County State Aid Highway System Study and Mileage Request presents a comprehensive package of proposed changes to the CSAH system in Olmsted County involving both the revocation and transfer of existing mileage as well as a request for designation of an additional 20.03 miles of CSAH mileage for County Screening Board consideration. This evaluation is based on consideration of the criteria for State Aid Routes found in MN Rules 8820.0600 as well as other relevant information such as the Long Range Transportation Plan for Olmsted County and growth and development trends in the county. The report is organized into three sections as follows:

Section 1: Background Information on Olmsted County

1. Population, Employment, Land Use and Traffic Growth Trends
2. Long Range Transportation Plan for Olmsted County
3. Current Olmsted County State Aid Highway System

Section 2: Description of a five phase program identifying 25 changes proposed to the County State Aid Highway system. The five phases which are described in the report include:

Phase 1: Oronoco TH 52 Interchange and Overpass Project – Revocation and establishment of new CSAH connections to TH 52 as part of SP 5508-84

Phase 2a: Revocation of CSAH designations in the City of Rochester and Eyota

Phase 2b: Transfer of mileage revoked in Phase 2a to CR 104 and CR 112

Phase 3: Revoke designation on 37th St NW / CSAH 22 and establish 55th St NW/NE as a CSAH in the City of Rochester

Phase 4: Designation of State Aid Route corridors requiring approval of new mileage

Phase 5: Complete revocation and establishment of CSAH routes required to complete TH 52 North improvement plan between Pine Island and Oronoco.

Section 3: Other State-Aid system designation issues the Screening Board may wish to consider

1. Issues involving County State-Aid Highway routes crossing county borders
2. Issues involving closely spaced CSAH route corridors within Olmsted County

SECTION 1

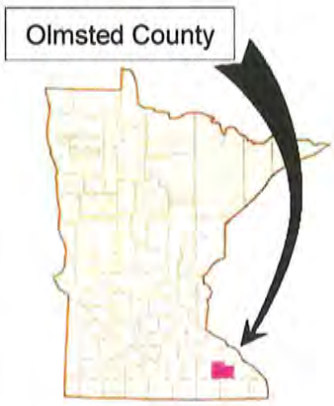
Background Information
on
Olmsted County

Population, Employment, Land Use and Traffic Growth Trends

Long Range Transportation Plan

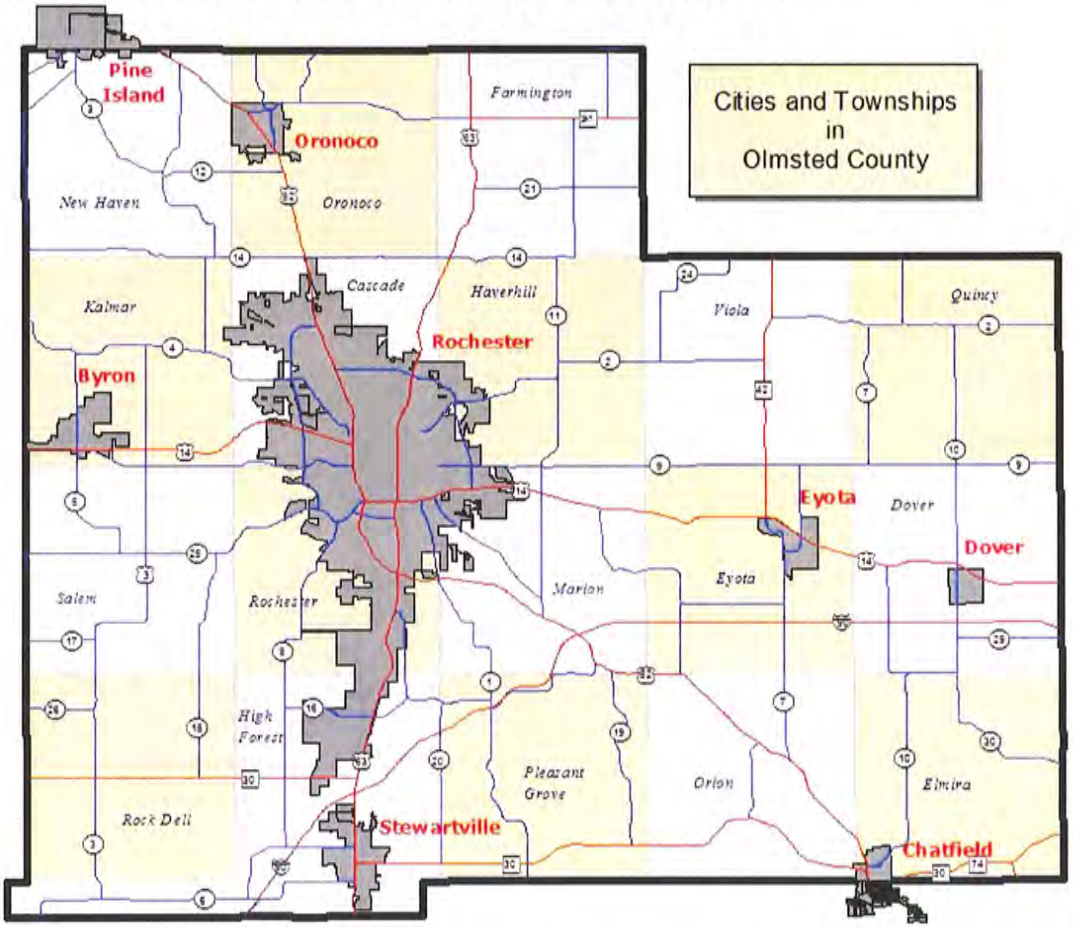
Current State Aid System

POPULATION / EMPLOYMENT / LAND USE / TRAFFIC GROWTH TRENDS IN OLMSTED COUNTY



Olmsted County is located in southeastern Minnesota approximately 70 miles southeast of the Twin Cities metropolitan area. It is home to the City of Rochester, the 3rd largest city in the state based on the latest estimates of the State Demographers Office, as well as all or parts of seven additional smaller municipalities, including one additional current State Aid City (Stewartville) and one expected to reach the threshold for State Aid status within 1 to 2 years (Byron).

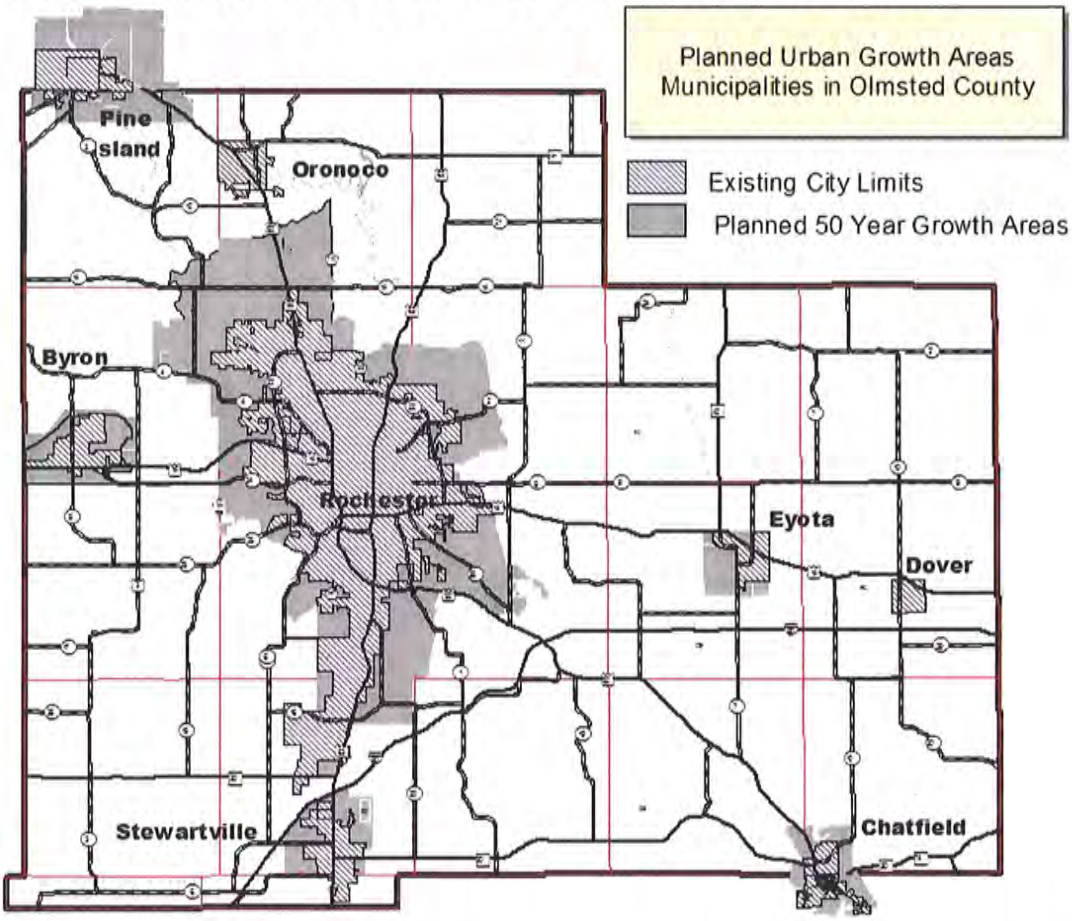
FIGURE 1: CITIES AND TOWNSHIPS IN OLMSTED COUNTY



Olmsted County has been experiencing a sustained rate of population growth of approximately 1.9% annually since 1980, increasing from a population of 92,000 in 1980 to an estimated population of 135,189 in 2005 (*estimate by State Demographers Office*). Looked at another way, the county population has increased 47% since 1980, with the fastest period of growth occurring in the last 5 years (9% growth). During that same period non-farm wage and salary employment has grown from approximately 50,000 in 1980 to an estimated level of 104,600 in November of 2005, representing an annual growth rate of

local municipalities in Olmsted County have recently updated or are in the process of updating their future urban service area land use plans; Figure 3 contrasts current municipal limits with the identified future urban service limits for cities in Olmsted County.

FIGURE 3: PLANNED URBAN GROWTH AREAS IN OLMSTED COUNTY



The changes anticipated in growth areas and development patterns will impact the transportation system throughout the county, creating increased traffic pressure and further altering the function of certain roadway corridors. To address the impact of this from a transportation perspective, the Rochester-Olmsted Council of Governments completed an updated countywide transportation plan, adopted by Olmsted County in August of 2005, which is summarized in the next section.

pattern of designation suggests a higher level of mobility should be emphasized outside of the Circle Drive ring in terms of design and management (factors such as operating speed, signal spacing, access management) as compared to inside the Circle Drive ring. Where the continuation of these CSAH routes inside the Circle Drive system ends by joining the MSAS system, it has been proposed to plan for the revocation of the CSAH designation as part of program where the jurisdiction and management of roads inside the CSAH 22 / Circle Drive ring would eventually be transferred to the City of Rochester

***Rochester Outer Strategic Arterial Ring Road**: The Urban Area Functional Designation Map (Refer to Figure 6) identifies future development of a 2nd Strategic Arterial Ring Road around Rochester. This proposed outer ring road will have a high level of emphasis placed on mobility over access, and is intended to serve major traffic movements in the Rochester Urban Area. As part of a coordinated development effort, it is planned for this ring road system to be developed by Olmsted County, which will assume jurisdiction of those roads not currently under County jurisdiction as part of the CSAH system. This system is currently composed of a mix of existing CSAH, County Road, Township Roads and MSAS routes which will require upgrading, as well as some non-existent sections that will require future new construction.*

***Highway 52 North / Oronoco to Pine Island Subarea Plan**: In 2001 MNDOT, Olmsted County. Goodhue County and the cities of Oronoco and Pine Island cooperated in the development of a joint plan for the eventual upgrading of TH 52 to a fully access-controlled freeway facility beginning at 85th St NW south of Oronoco and extending to 500th ST SE north of Pine Island. As illustrated in Figure 4, this plan includes the eventual construction of 3 interchanges and the closure of all at-grade access, which will dictate changes in the function of existing roads and construction of some connecting roads to the planned interchanges. As part of the proposed changes to the State Aid System the county will request that new or upgraded connections to the planned Highway 52 interchanges be considered for designation as County State-Aid Highways and that existing CSAH that connect at-grade to TH 52 by revoked.*

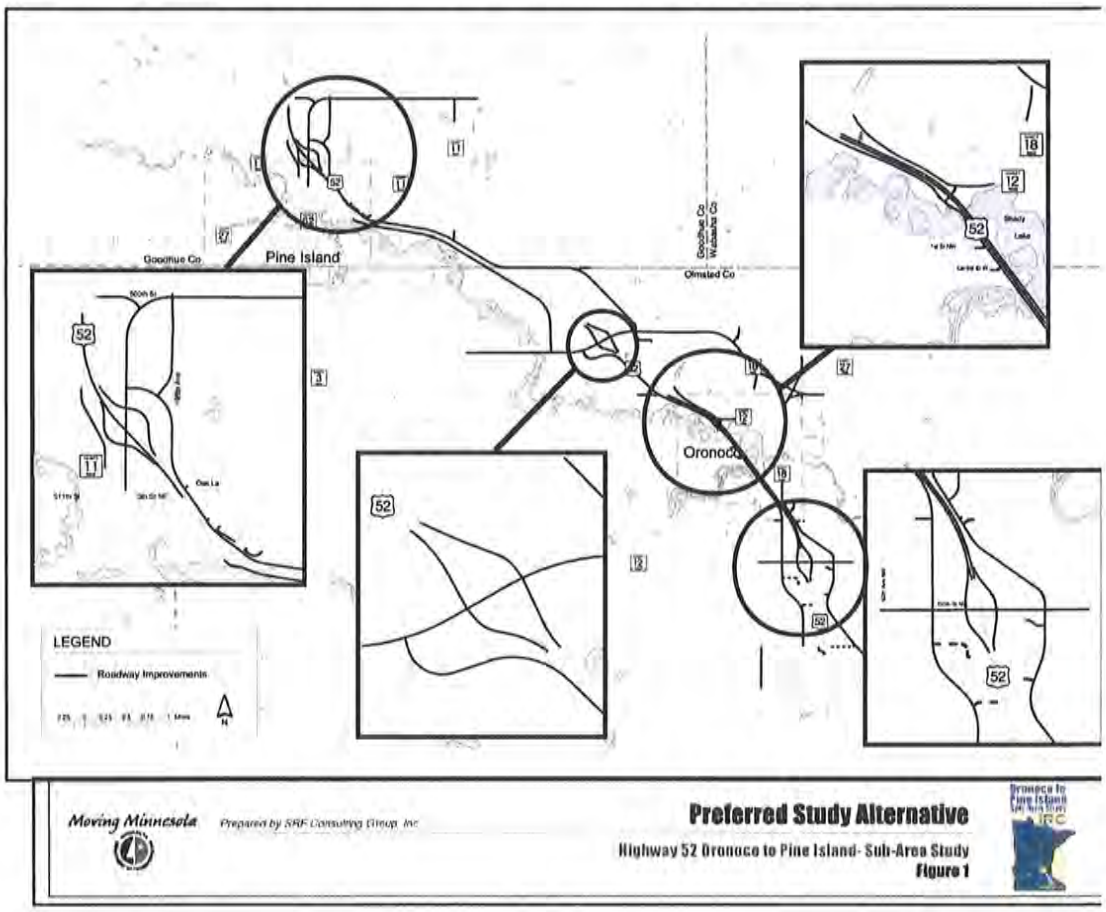


FIGURE 4:

HIGHWAY 52 NORTH ORONOCO-PINE ISLAND SUBAREA PLAN

FIGURE 5: REGIONAL STUDY AREA FUNCTIONAL DESIGNATION MAP

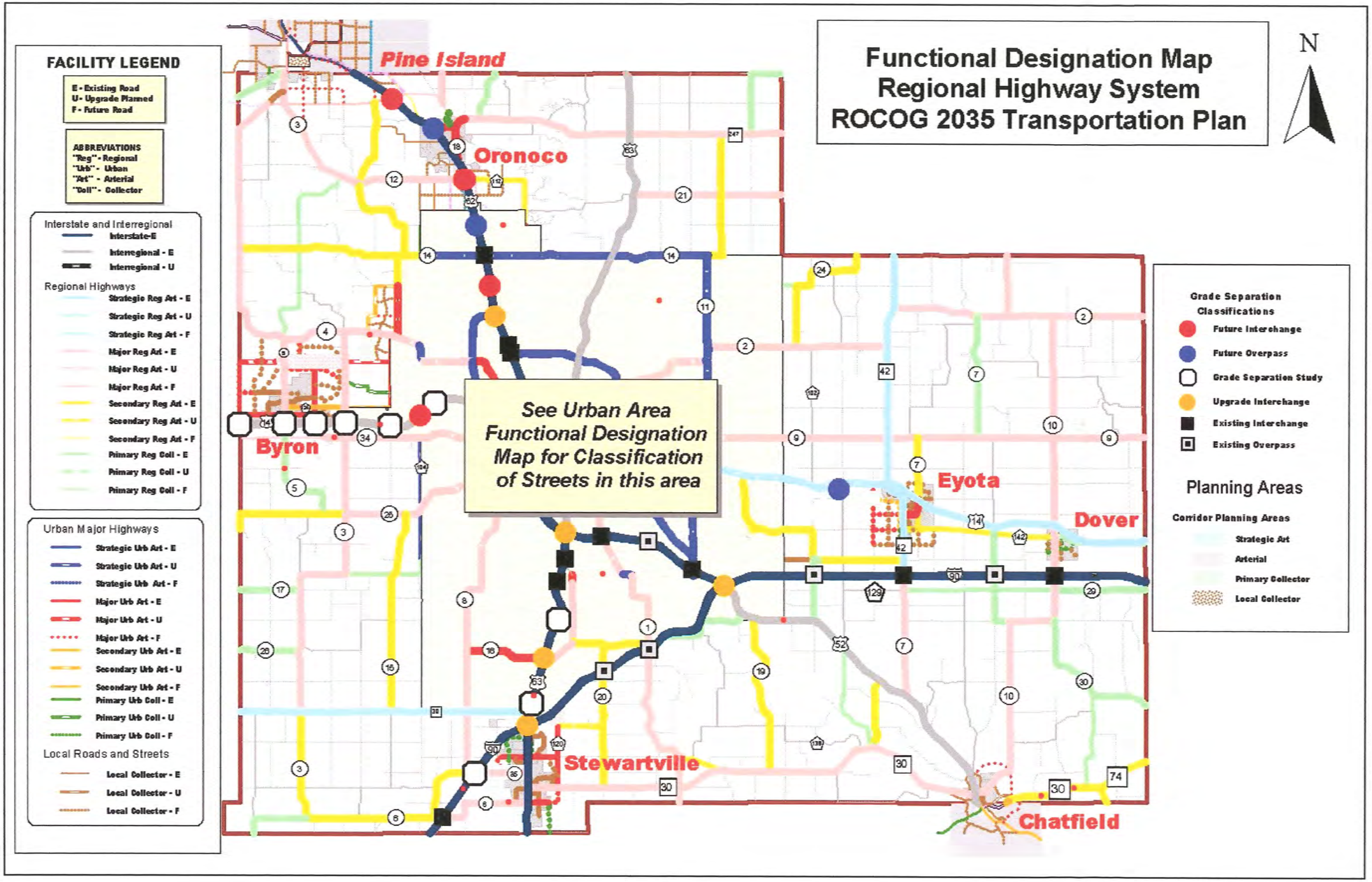
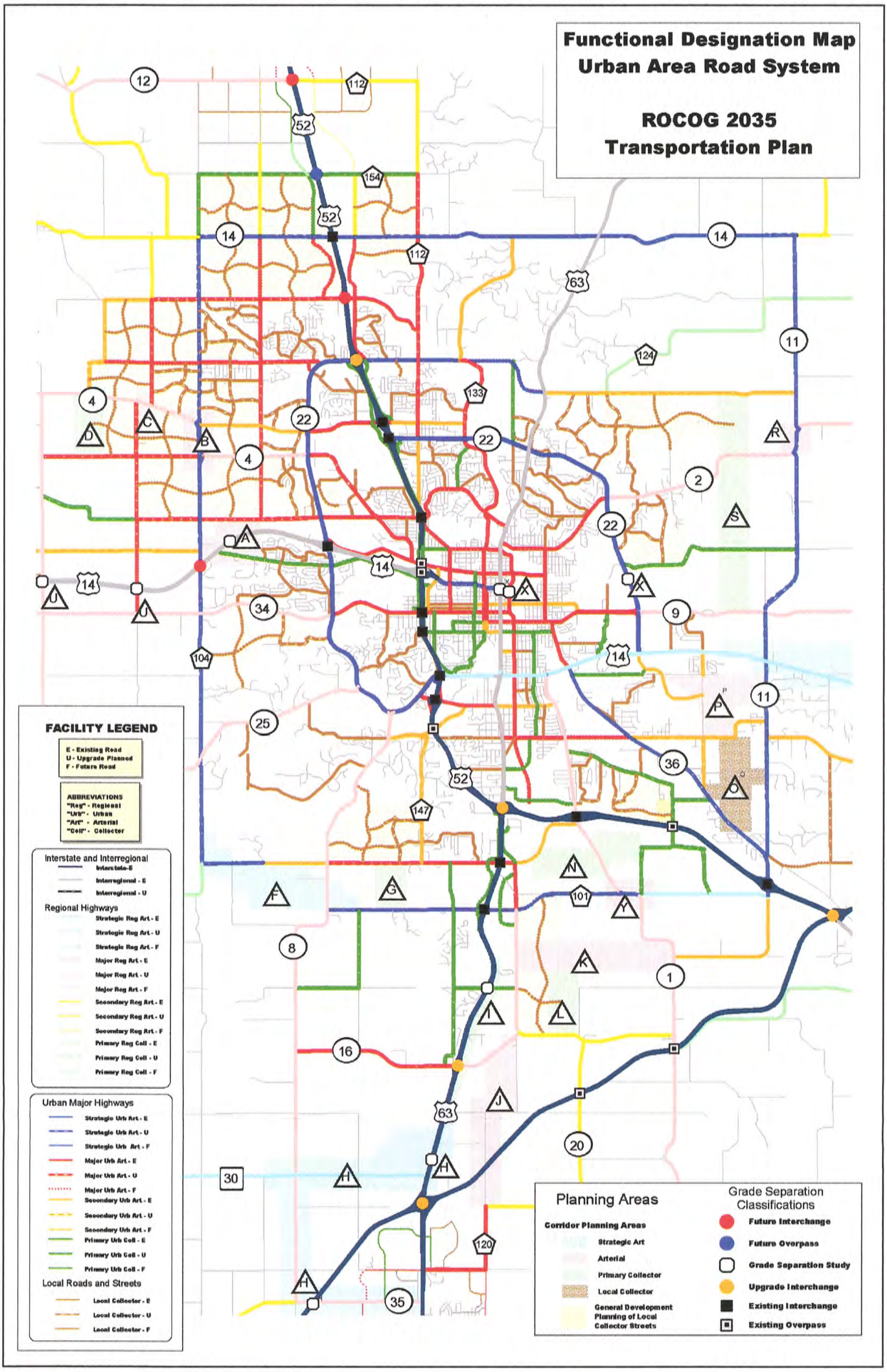


FIGURE 6: URBAN STUDY AREA FUNCTIONAL DESIGNATION MAP



CURRENT COUNTY STATE AID HIGHWAY SYSTEM – Olmsted County

The County State Aid system in Olmsted County includes 315.37 centerline miles of road and 682.36 lane miles[1].

According to the available records, the last mileage additions to the system occurred during the period of 1958-1970, during which time a total of 15.32 miles were added to the system[2].

Olmsted County currently has 0.92 miles of banked mileage available[3]

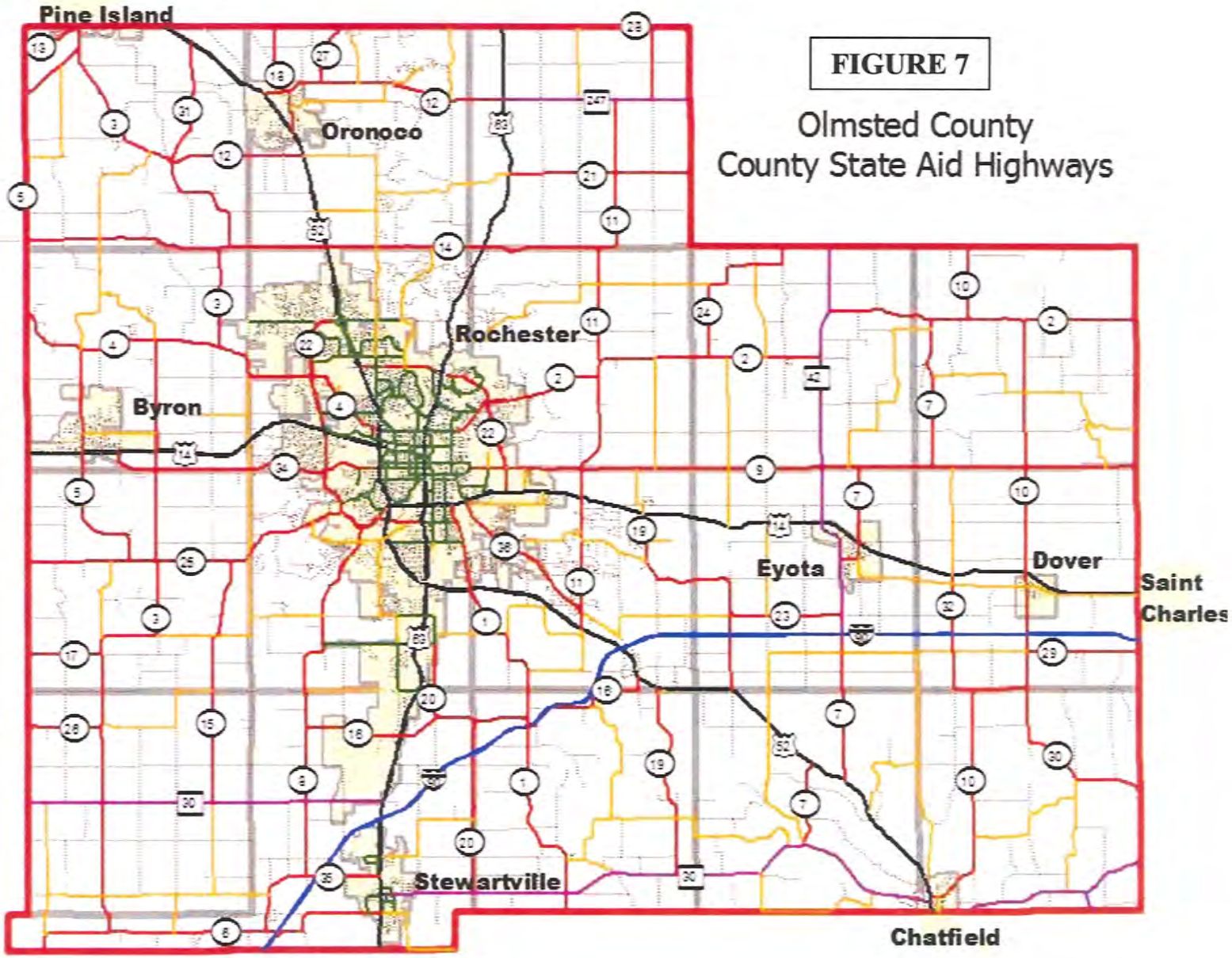


FIGURE 7

Olmsted County
County State Aid Highways

[1] As reported in 2006 CSAH Apportionment Handbook, page 28, January 2006, MnDOT Office of State Aid for Local Transportation
[2] Reported in 2006 County Screening Board Data report, June 2006, page 24, MNDOT Office of State Aid for Local Transportation
[3] Reported in 2006 County Screening Board Data report, June 26, page 26, MnDOT Office of State Aid for Local Transportation

(Blank page for printing)

SECTION 2

Proposed County State Aid Highway System Changes

Summary of Proposed County State Aid System Changes

Phase 1
Oronoco TH 52 Interchange and Overpass Project – Revocation and establishment of new CSAH connections to TH 52 as part of SP 5508-84

Phase 2-a
Revocation of CSAH designations in the City of Rochester and Eyota

Phase 2-b
Transfer of mileage revoked in Phase 2a to CR 104 and CR 112

Phase 3
Revoke 37th St NW / CSAH 22 and establish 55th St NW/NE as a CSAH in the City of Rochester

Phase 4
Designation of State Aid Route corridors requiring approval of new mileage

Phase 5
Complete revocation and establishment of CSAH routes required to complete TH 52 North improvement plan between Pine Island and Oronoco

Summary of Proposed Changes to the County State Aid Highway System in Olmsted County

Olmsted County currently has 315.67 miles of County State Aid Mileage, including 0.92 miles of banked mileage. This County State Aid System Study proposes a five phase program of changes to the State Aid system that would require the addition of 20.03 additional miles of state aid highway to implement. Table 1 on the next page summarizes the five phases proposed, which involves 25 separate route revocation and/or route establishment actions that would be needed to fully implement the plan. Phases 1 through 3 of the program do not require the addition of new mileage to the system to accomplish; these phases can be achieved through revocation and establishment of route mileage that can be done administratively. Phase 4 is the initial step in the program where the approval of new mileage would be needed to implement the changes described.

Olmsted County has completed an assessment of county roadway network based on recommendations regarding functional classification found in the ROCOG Long Range Transportation Plan, the criteria for state aid designation found in MN Rule 8820.0600, expected changes in urban growth boundaries and projected levels of future traffic. Information for individual routes identified in the table is presented in the section of the report following Table 1 and Figure 8 beginning on page 21.

The key objectives Olmsted County has attempted to achieve with the proposed plan of system changes is designation of a County State Aid Highway network focused on having roads classified as Strategic Arterials or Regional Major Arterials according to the ROCOG Functional Designation Map (*Figures 4 & 5*), supplemented by Regional Secondary Arterials or Primary Collectors where needed to insure connectivity of the system or to provide regional access to key land use areas. This philosophy promotes a system where the CSAH system delivers traffic to the urban arterial system of municipalities but does not penetrate into or through the core of urban areas except where the road serves a larger regional travel function through the municipality. The application of this philosophy is found in the Rochester urbanized area, where revocation of CSAH system route stubs inside the CSAH 22 beltway is proposed, and in the cities of Oronoco and Eyota.

In summary, the proposed system changes would result in the following change to the County State Aid System:

- **Current County State Aid Mileage: +315.67 miles**
- **Current banked miles of CSAH 0.92 miles**
- **Net miles proposed for addition to CSAH system: + 20.03 miles**
- **Total Miles with proposed changes: +335.50 miles**

Figure 7 on page 19 illustrates the location of the proposed CSAH changes being described in Table 1 on the next page. (use the Map ID # in the first column to cross reference the table to the map). Beginning on page 21 are detailed summaries of each proposed change.

TABLE 1
SUMMARY OF PROPOSED CSAH SYSTEM REVISIONS FOR OLMSTED COUNTY

Map ID		Total Mileage	Candidate Change	Designated Mileage	Banked Mileage	New Mileage
	Olmsted County Mileage (1/1/06)	315.67		314.75	0.92	

Phase I: CSAH 31 Revocation and Transfer to CSAH 12 & CSAH 18 +.92

Note: As of date of this report (8/1/06) Olmsted County had initiated action on items 2a, 2b, 3a and 3b but City of Oronoco has not acted on resolutions approving proposed state aid changes

1 *(page 22)*	Revoke designation on CSAH 31 in New Haven Twp	315.67	(3.34)	311.41	4.26	
2a *(page 23)*	Revoke existing CSAH 18 connection to TH 52	315.67	(0.13)	311.28	4.39	
2b *(page 23)*	Establish new CSAH 18 connection to TH 52 on CR 112 and new alignment	315.67	1.39	312.67	3.00	
3a *(page 24)*	Revoke existing CSAH 12 connection to TH 52	315.67	(0.24)	312.43	3.24	
3b *(page 24)*	Establish new north side and south side connections for CSAH 12 to TH 52	315.67	1.26	313.69	1.98	+3.71 +2.65

Phase 2(A): Revocation of Existing CSAH Designations

4 *(page 25)*	CSAH 2 from CSAH 22 to MSAS Rt.110 in the City of Rochester	315.67	(1.34)	312.35	3.32	
5 *(page 26)*	CSAH 9 from CSAH 22 to MSAS Rt 105 in the City of Rochester	315.67	-.60 (4/6) ~~(0.96)~~	311.39	4.28	City may not want this -.96
6 *(page 26)*	CSAH 4 from CSAH 22 to MSAS Rt. 104 in the City of Rochester	315.67	(2.58)	308.81	6.86	
7 *(page 26)*	CSAH 34 from TH 52 to CSAH 22 in the City of Rochester 12/12	315.67	~~(1.49)~~	307.32	8.35	
8 *(page 26)*	CSAH 25 from CSAH 22 to TH 63 in the City of Rochester	315.67	(1.23)	306.09	9.58	
9 *(page 27)*	CSAH 7 from TH 14 to MN 42 in the City of Eyota	315.67	(0.89)	305.20	10.47	-7.0 -7.89

Phase 2(B): Transfer of Revoked Mileage to New Routes

Yes 10 *(page 28)*	Designation of CR 104/60th Ave from TH 14 to CSAH 14	315.67	5.18	310.38	5.29	
Yes 11 *(page 30)*	CR 112 from CSAH 18 to CSAH 14 adequate	315.67	4.10	314.48	1.19	+9.28
			9.28			.83

Phase 3: Swap of CSAH 22 / 37th for 55th St with City of Rochester

Yes 12a *(page 32)*	Revocation of 37th St as CSAH 22	315.67	(2.24)	312.24	3.43	-2.24

TABLE 1 (Continued)
SUMMARY OF PROPOSED CSAH SYSTEM REVISIONS FOR OLMSTED COUNTY

Map ID		Total Mileage	Candidate Change	Designated Mileage	Banked Mileage	New Mileage
12b *(page 33)*	Designation of 55th St as new CSAH 22	315.67	3.24	315.48	0.19	

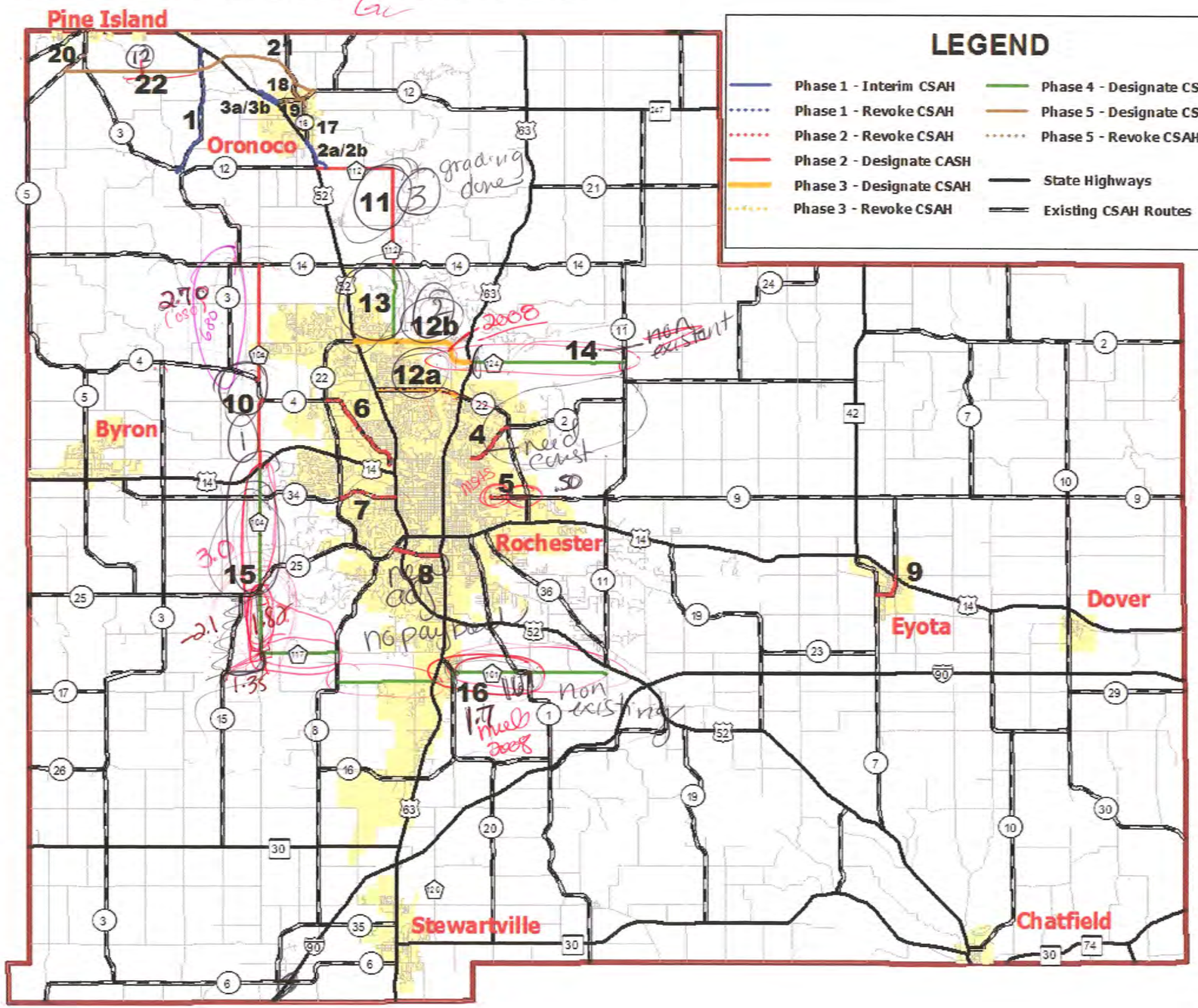
Phase 4: Designation of New State Aid Mileage

13 *(page 34)*	CR 112 from CSAH 14 to CSAH 22 (55th St)	317.45	1.98	317.45	0.00	1.98
14 *(page 36)*	Designation of CR 124 /48th St NE from TH 63 to CSAH 11	321.43	3.98	321.43	0.00	5.96
15 *(page 38)*	Designation of CR 104 from TH 14 to CR 117	326.25	4.82	326.25	0.00	10.78
16 *(page 40)*	Designation of Willow Creek Cross-Connector from CR 104 to TH 52 @ CSAH 36	334.73	8.48	334.73	0.00	19.25

Phase 5: Completion implementation of TH 52 North / Oronoco to Pine Island Subarea Plan

17 *(page 43-44)*	Revoke designation of CSAH 18 from TH 52 to North limits of the City of Oronoco including interim mileage designated in #2b above	334.73	(2.42)	332.31	2.42	19.25
18 *(page 43-44)*	Revoke designation of CSAH 18 from CSAH 12 to 53rd Ave NW in Oronoco Township	334.73	(0.86)	331.45	3.28	19.25
19 *(page 43-44)*	Revoke designation of CSAH 12 from 44th Ave to TH 52 in the City of Oronoco including interim mileage designated in #3b above	334.73	(2.13)	329.32	5.41	19.25
20 *(page 43-44)*	Revoke designation of CSAH 5 in New Haven Twp from CR 113 to CSAH 3	334.73	(0.68)	328.64	6.09	19.25
21 *(page 45)*	Designate new CSAH 12 from 44th Ave NW to TH 52 in Oronoco/New Haven Twp	334.73	2.74	331.38	3.35	19.25
22 *(page 47)*	Designate new CSAH 5 from CR 113 to TH 52 along alignment of 125th St	335.50	4.12	335.50	0.00	20.03

FIGURE 8: PROPOSED CHANGES IN OLMSTED COUNTY STATE AID SYSTEM



Summary of Proposed CSAH System Revisions

Olmsted County 2006

TABLE 1
SUMMARY OF PROPOSED CSAH SYSTEM REVISIONS FOR OLMSTED COUNTY

Map ID		Total Mileage	Candidate Change	Designated Mileage	Banked Mileage	New Mileage
	Olmsted County Mileage (1/1/06)	315.67		314.75	0.92	
Phase I: CSAH 31 Revocation and Transfer to CSAH 12 & CSAH 18 *Note: As of date of this report (8/1/06) Olmsted County had initiated action on items 2a, 2b, 3a and 3b but City of Oronoco has not acted on resolutions approving proposed state aid changes*						
1 (page 22)	Revoke designation on CSAH 31 in New Haven Twp	315.67	(3.34)	311.41	4.26	
2a (page 23)	Revoke existing CSAH 18 connection to TH 52	315.67	(0.13)	311.28	4.39	
2b (page 23)	Establish new CSAH 18 connection to TH 52 on CR 112 and new alignment	315.67	1.39	312.67	3.00	
3a (page 24)	Revoke existing CSAH 12 connection to TH 52	315.67	(0.24)	312.43	3.24	
3b (Page 24)	Establish new north side and south side connections for CSAH 12 to TH 52	315.67	1.26	313.69	1.98	
Phase 2(A): Revocation of Existing CSAH Designations						
4 (page 25)	CSAH 2 from CSAH 22 to MSAS Rt.110 in the City of Rochester	315.67	(1.34)	312.35	3.32	payback '97
5 (page 26)	CSAH 9 from CSAH 22 to MSAS Rt 105 in the City of Rochester	315.67	(0.96)	311.39	4.28	
6 (page 26)	CSAH 4 from CSAH 22 to MSAS Rt. 104 in the City of Rochester	315.67	(2.58)	308.81	6.86	.3 payback
7 (page 26)	CSAH 34 from TH 52 to CSAH 22 in the City of Rochester	315.67	(1.49)	307.32	8.35	
8 (page 26)	CSAH 25 from CSAH 22 to TH 63 in the City of Rochester	315.67	(1.23)	306.09	9.58	
9 (page 27)	CSAH 7 from TH 14 to MN 42 in the City of Eyota	315.67	(0.89)	305.20	10.47	
Phase 2(B): Transfer of Revoked Mileage to New Routes						
10 (page 28)	Designation of CR 104/60th Ave from TH 14 to CSAH 14	315.67	5.16	310.38	5.29	
11 (page 30)	CR 112 from CSAH 18 to CSAH 14	315.67	4.10	314.48	1.19	
Phase 3: Swap of CSAH 22 / 37th for 55th St with City of Rocheser						
12a (page 32)	Revocation of 37th St as CSAH 22	315.67	(2.24)	312.24	3.43	
12b (page 33)	Designation of 55th St as new CSAH 22	315.67	3.24	315.48	0.19	
Phase 4: Designation of New State Aid Mileage						
13 (page 34)	CR 112 from CSAH 14 to CSAH 22 (55th St)	317.45	1.98	317.45	0.00	1.98
14 (page 36)	Designation of CR 124 /48th St NE from TH 63 to CSAH 11	321.43	3.98	321.43	0.00	5.96
15 (page 38)	Designation of CR 104 from TH 14 to CR 117	328.25	4.82	328.25	0.00	10.78
16 (page 40)	Designation of Willow Creek Cross-Connector from CR 104 to TH 52 @ CSAH 38	334.73	8.48	334.73	0.00	19.25
Phase 5: Completion Implementation of TH 52 North / Oronoco to Pine Island Subarea Plan						
17 (page 43-44)	Revoke designation of CSAH 18 from TH 52 to North limits of the City of Oronoco including interim mileage designated in #2b above	334.73	(2.42)	332.31	2.42	19.25
18 (page 43-44)	Revoke designation of CSAH 18 from CSAH 12 to 53rd Ave NW in Oronoco Township	334.73	(0.86)	331.45	3.28	19.25
19 (page 43-44)	Revoke designation of CSAH 12 from 44th Ave to TH 52 in the City of Oronoco including interim mileage designated in #3b above	334.73	(2.13)	329.32	5.41	19.25
20 (page 43-44)	Revoke designation of CSAH 5 in New Haven Twp from CR 113 to CSAH 3	334.73	(0.68)	328.64	6.09	19.25
21 (page 45)	Designate new CSAH 12 from 44th Ave NW to TH 52 in Oronoco/New Haven Twp	334.73	2.74	331.38	3.35	19.25
22 (page 47)	Designate new CSAH 5 from CR 113 to TH 52 along alignment of 125th St	335.50	4.12	335.50	0.00	20.03

INDIVIDUAL ROUTE SUMMARIES

BY

PHASE

PHASE I

CSAH 31 Revocation and Interim extension of CSAH 12 & 18 in Oronoco

(#1, 2a, 2b, 3a and 3b in Table 1 and Figure 8 on pp. 18-19)

MNDOT began work on the initial phase of the TH 52 North / Oronoco to Pine Island Improvement Plan (see description on page 7) in 2005. This project will convert approximately 3 miles of TH 52 through the City of Oronoco from an expressway to an access-controlled freeway. As part of this project the current at-grade intersection of CSAH 18 with TH 52 will be closed and will be reconnected to TH 52 as part of a new interchange at CSAH 12/CR 112 approximately one mile south of the current intersection (See Figure 9 / p. 23). An existing at-grade intersection of CSAH 12 with TH 52 will be replaced with an overpass and two right-in, right-out access points approximately 0.6 miles north of the current intersection (See Figure 10 / p. 24).

To maintain the continuity of the State Aid system the extensions of CSAH 12 and 18 will be designated as CSAH. These extensions will result in a net addition of 2.28 miles to the CSAH system. With only 0.92 banked miles available, Olmsted County proposes to revoke the designation of CSAH 31 in New Haven Township (3.34 miles) and assign a portion of this mileage to CSAH 12 and 18. This will result in a total banked mileage of 1.98 miles when completed.

Rationale : CSAH 31 is one of only two gravel surfaced CSAH routes in Olmsted County and serves a limited travel demand, with an ADT of 140 reported on the 2002 Traffic Count Map and a projected Year 2030 ADT of 320. It is designated a secondary regional arterial in the ROCOG Long Range Transportation Plan serving a rural, low density agricultural area with limited continuity and is of limited importance in providing service to the types of key land uses identified in the State Aid designation criteria.

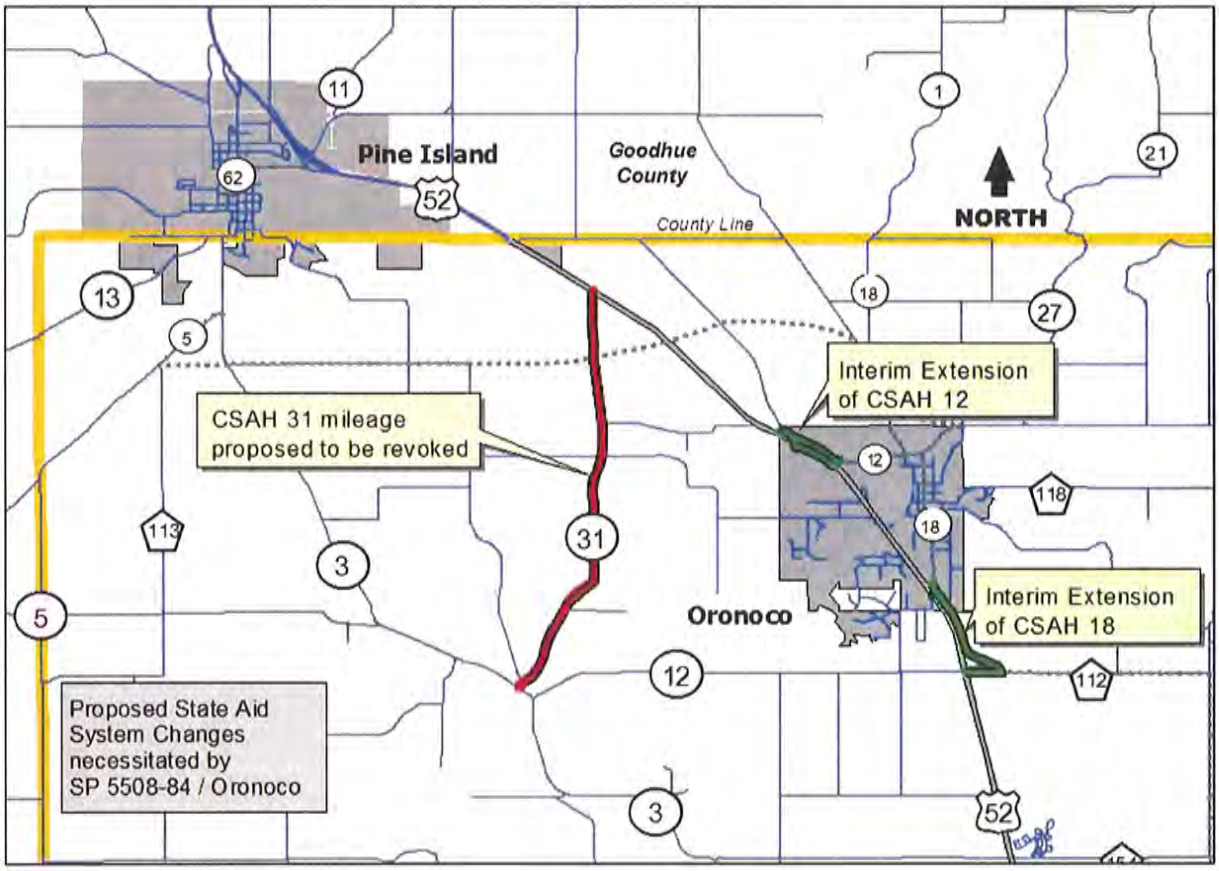


Figure 9: Detailed Mapping of CSAH 18 Revocation and Establishment

SYSTEM REVISION – C.S.A.H. 18/T.H. 52 ORONOCO DESIGN-BUILD

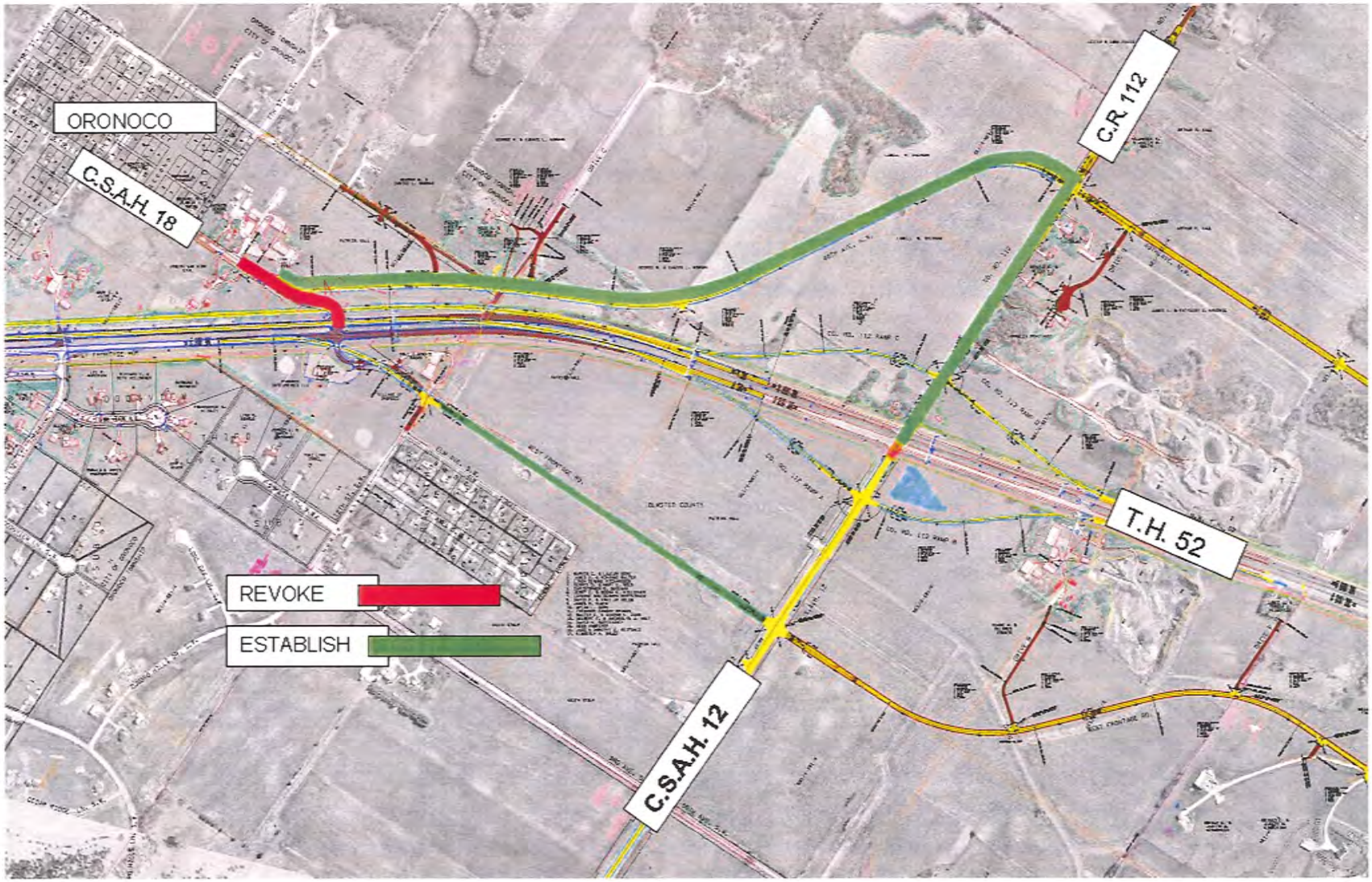
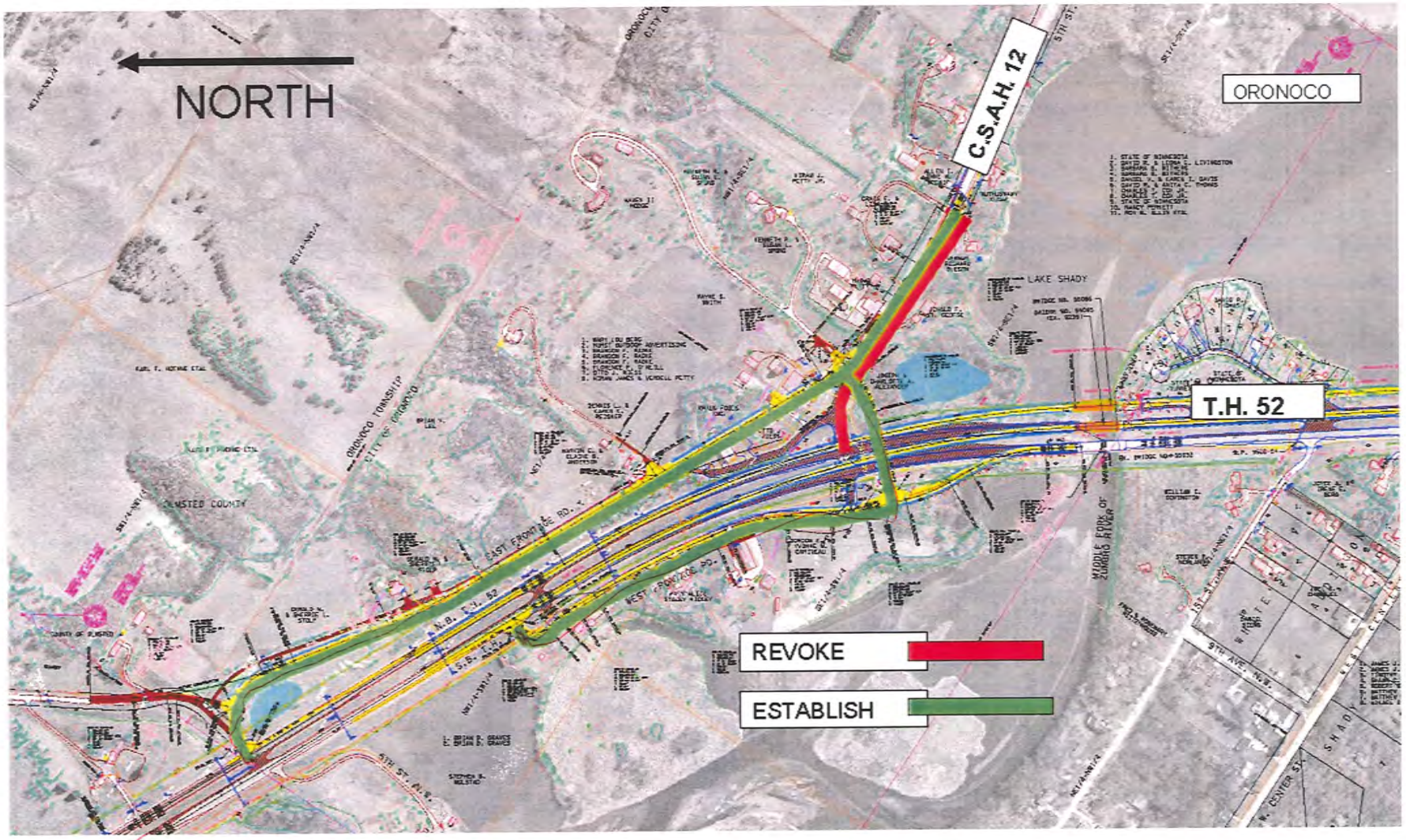


FIGURE 10: Detailed Mapping of CSAH 12 Revocation and New Extension

SYSTEM REVISION – C.S.A.H. 12/T.H. 52 ORONOCO DESIGN-BUILD

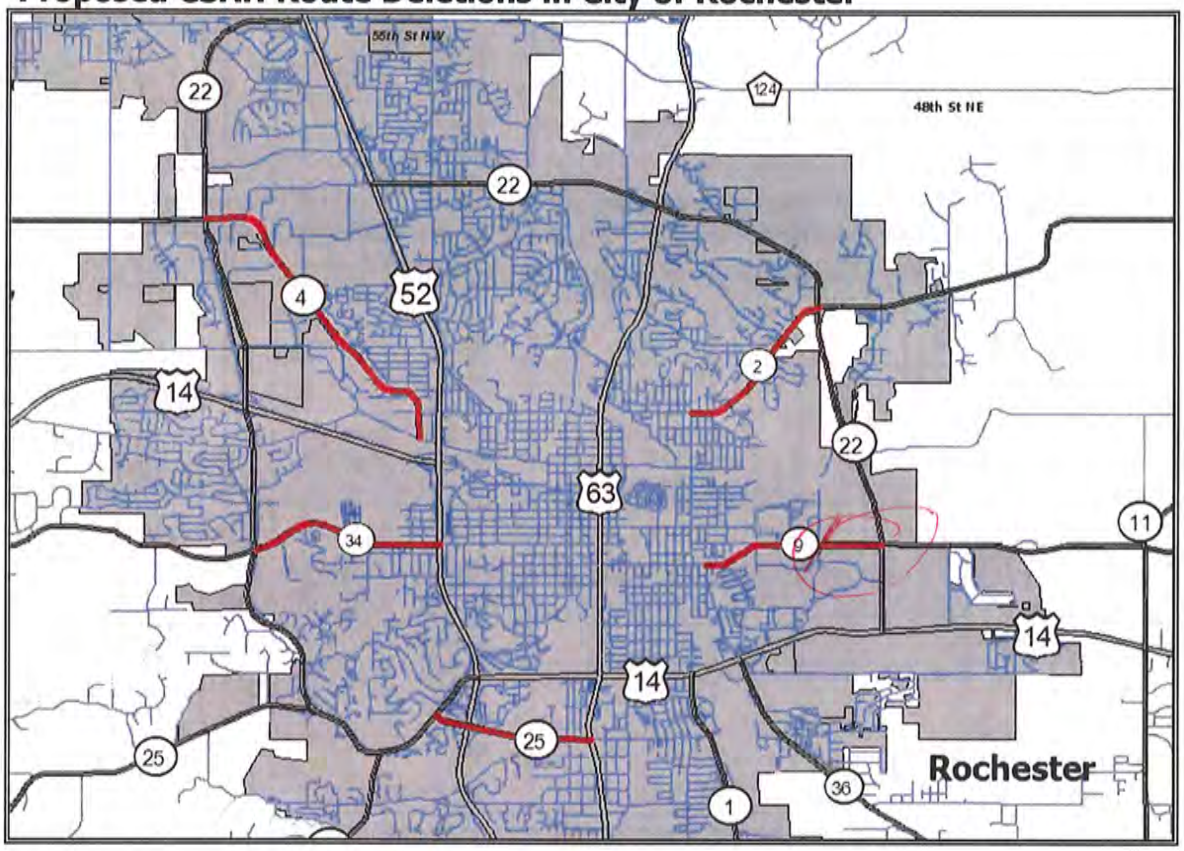


Phase 2(A): Revocation of CSAH routes in Rochester and Eyota

(#4,5,6,7,8 and 9 in Table 1 and Figure 8 on pp. 18-19)

The map below highlights the location of existing CSAH routes in the City of Rochester proposed for revocation from the CSAH system. The rationale for the identification of each route as a candidate for revocation is included in the table below.

Proposed CSAH Route Deletions in City of Rochester



Rationale for each individual route revocation is described in the following table:

Route Identification: CSAH 2 *(#4 in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From CSAH 22 to 11th Ave NE in the City of Rochester
Rationale: West of CSAH 22, CSAH 2 transitions into part of the local arterial street system, with the corridor changing from one of limited access, higher speed operation to less restricted access and lower speed operation. There is a significant change in volume on CSAH 2 between the east and west side of CSAH 22 (9600 ADT east of CSAH 22; 5900 ADT west of CSAH 22) as the predominant flow is between the east leg of CSAH 2 and CSAH 22. Planning for the eventual transfer of jurisdiction of this route to the City of Rochester would also be consistent with a philosophy Olmsted County would like to implement which is to have the CSAH 22 / Circle Drive system serve as the inner boundary for the regional highway system under the jurisdiction of Olmsted County in the City of Rochester.

Route Identification: CSAH 9 *(#5 in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From CSAH 22 to Center St / 19th Ave in the City of Rochester
Rationale: Removal of CSAH 9 from the State Aid system west of CSAH 22 would be consistent with the changing character of the roadway as it enters the City of Rochester, from a higher speed, limited access roadway to a lower speed, urban arterial roadway with less restrictive access controls. The removal of the corridor from the system and eventual transfer of jurisdiction to the City of Rochester with be consistent with a philosophy of having the CSAH 22 Circle Drive system serve as inner boundary of the regional county road system in the Rochester Urban Area.

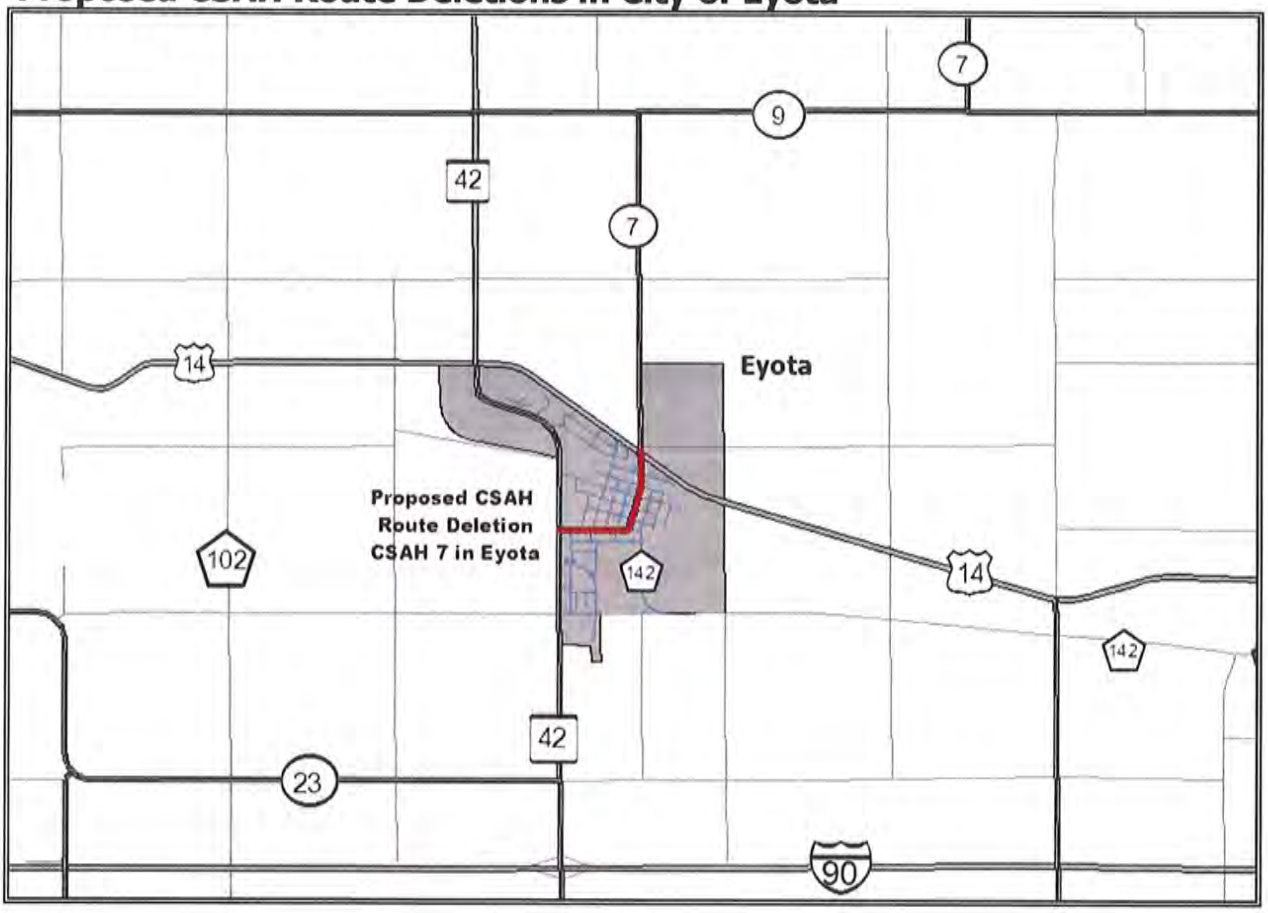
Route Identification: CSAH 25 *(#6 in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From TH 52 to TH 63 in the City of Rochester
Rationale: CSAH 25 between TH 52 and TH 63 serves primarily an urban arterial function, with low speed, 30 mph operation and a higher frequency of driveways and/or local public street intersections. It is designated as a Major Urban Arterial in the ROCOG Long Range Transportation Plan, with limited continuity in terms of providing a continuous for a regional travel function.

Route Identification: CSAH 34 *(#7 in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From CSAH 22 to TH 52 in the City of Rochester
Rationale : CSAH 34 between CSAH 22 and TH 52 serves primarily an urban arterial function, with low speed 30 mph operation and a higher frequency of private driveways and/or local public street intersections. The removal of the corridor from the system and eventual transfer of jurisdiction to the City of Rochester will be consistent with a philosophy of having the CSAH 22 Circle Drive system serve as inner boundary of the regional highway system under the jurisdiction of the Olmsted County in the City of Rochester.

Route Identification: CSAH 4 *(#8 in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From CSAH 22 to 7th ST NW in the City of Rochester
Rationale: East of CSAH 22, the CSAH 4 corridor transitions into the local arterial system, with the corridor changing from one of limited access, higher speed operation to less restricted access and lower speed, 30 mph operation, with more frequent driveways and/or local public street intersections and sections of on-street parking. The removal of the corridor from the system and eventual transfer of jurisdiction to the City of Rochester will be consistent with a philosophy of having the CSAH 22 Circle Drive system serve as inner boundary of the regional highway system under the jurisdiction of Olmsted County in the City of Rochester.

The map below highlights the location of CSAH 7 in the City of Eyota which is proposed for revocation from the CSAH system of Olmsted County

Proposed CSAH Route Deletions in City of Eyota



Route Identification: CSAH 7 *(#9 in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From TH 14 to MN 42 in the City of Eyota
Rationale: The operating conditions on this segment of CSAH 7 are characteristic of a local collector or arterial street, with a large number of properties directly fronting the roadway and on-street parking (in business areas) and private driveways (in residential areas) throughout. 2002 volumes on the segment ranged from 1100 to 2500 ADT as reported on the State Traffic County Map. To address the question of County Road continuity Olmsted County has been in discussions with the City of Eyota regarding rerouting CR 142 to extend it straight west to MN 42, which would address the concern of how to replace regional connectivity in the County Road system lost by removing CSAH 7 from the State Aid system.

Phase 2(B): Establishment of new CSAH routes using revoked mileage

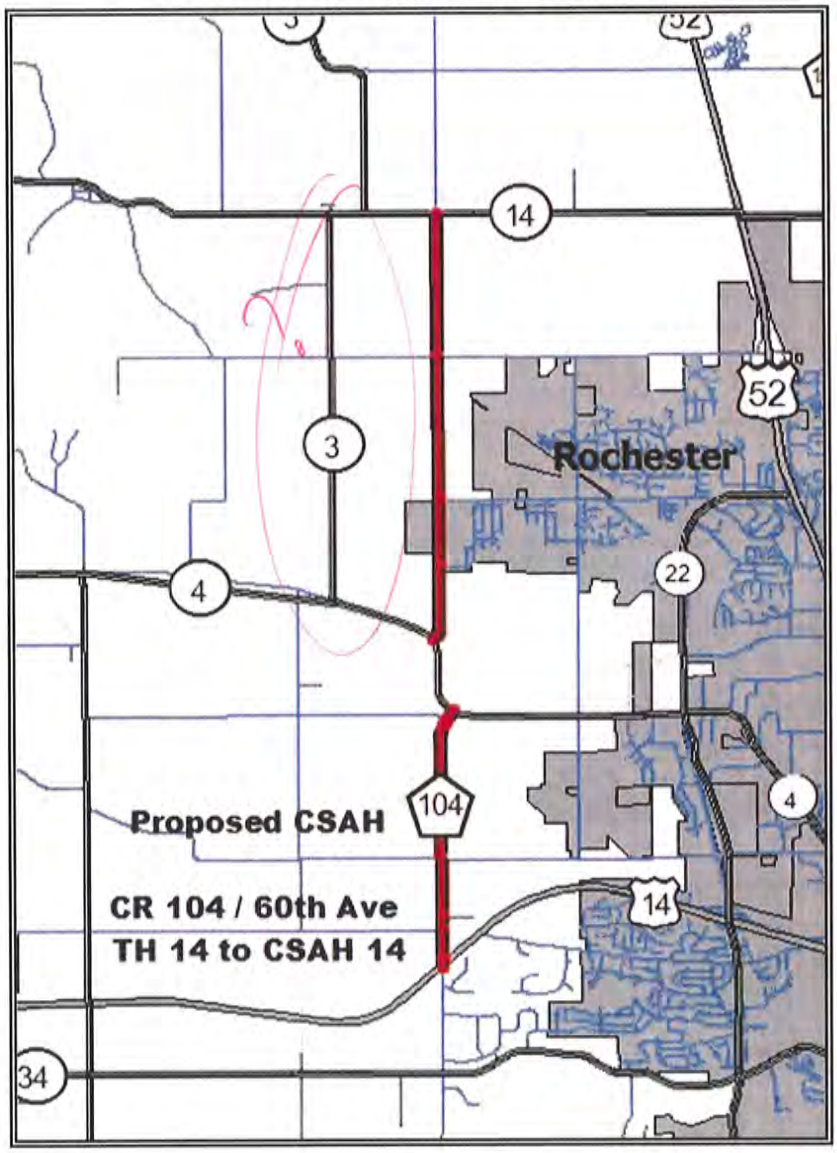
(#10 and #11 in Table 1 and Figure 8 on pp. 18-19)

The highest priority routes for the designation of new CSAH corridors in Olmsted County are the CR 104 / 60th Ave NW corridor on the west side of Rochester and the CR 112 connection to the new south Oronoco interchange. The CR 104 will become part of an outer expressway belt serving the Rochester urbanized area, while CR 112 provides a key access point to one of a limited number of rural interchange locations along TH 52 serving northern Olmsted County. The graphics and tables on the following pages describe in more detail the rationale for including this corridor as part of the CSAH system.

Information on

CR 104 Project

CSAH Designation Request:
CR 104 / 60th Ave NW



Route Identification: *CR 104 / 60th Ave NW - TH 14 to CSAH 14 (#10 in Table 1 and Figure 8 on pp. 18-19)*

Route Description: *CR 104 / 60th Ave NW is part of a planned outer beltway around the City of Rochester Urban Service Area . Other sections of this proposed beltway on the north and east side of the Rochester urban service area are already designated CSAH routes. Jurisdiction of this corridor is currently divided among Cascade and Kalmar townships, the City of Rochester and Olmsted County; to facilitate development of the beltway system it is proposed to consolidate jurisdiction of the corridor with Olmsted County and the facility will be developed as an expressway-type facility.*

Qualifying Criteria

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

The corridor is designated as a Strategic Urban Arterial on the County's classification map. Projected 2030 volumes range from 25,000 ADT at the intersection of CR 104 with TH 14, to 5,000 ADT at the north end of the corridor

(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 a principal mail route and school bus route

The corridor will provide primary arterial road service to a major growth area on the west side of Rochester, linking development to TH 14 via a proposed interchange and to TH 52 via an interchange completed in 2004 on CSAH 14. The corridor will also provide a high level facility to distribute regional traffic from the northwestern part of Olmsted County to various locations within the Rochester urbanized area, and also to TH 52 and TH 14.

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

The 60th Ave corridor is part of a planned outer beltway to serve the Rochester urban area that will link with CSAH 14 on the north and a planned southern east/west Strategic Arterial corridor at CR 117.

Rationale: The CR 104 / 60th Ave West corridor is one section of a larger outer strategic arterial ring road system proposed to serve regional travel as well as major intra-urban travel movements in the Rochester Urban Service Area. The route will be designed as a high speed (45-50 mph) expressway facility with access limited to public street intersections, with signalization planned at ½ mile or greater intervals. Interchange access is planned at the TH 14 crossing.

Segment Descriptions
- Segment 1: CSAH 14 to CSAH 4 (North)
- Segment 2: CSAH 4 (North) to CSAH 4 (South)
- Segment 3; CSAH 4 (South) to TH 14

Length of Corridor: Total Length – 5.18 miles
- Segment 1: 2.99 miles
- Segment 2: 0.54 miles (existing CSAH)
- Segment 3: 1.65 miles

Functional Designation on County's adopted classification system: **Future Strategic Urban Arterial**

Existing and projected ADT
- Segment 1: <500 (2002) 3,000 (2030 North end) 10,300 (2030 South end)
- Segment 2: 3,800 (2002) 22,000 (2030)
- Segment 3: North end: 1150 (2002) 20,000 (2030) South end: 1800 (2002) 27,000 (2030)

Construction Programmed
- Segment 1: Construction anticipated in period of 2016-2021
- Segment 2: Construction anticipated in period of 2011-2016
- Segment 3: Construction anticipated in period of 2011-2016

Existing Cross Section
- Segment 1: Rural gravel two lane (township road)
- Segment 2: Rural paved two lane CSAH with 6' gravel shoulders
- Segment 3: Rural paved two lane County Road with 2' gravel shoulder

Proposed Cross Section
- Segment 1: Rural four lane divided expressway with right and left turn lanes and signals at ½ mile spacing
- Segment 2:Rural four lane divided expressway with right and left turn lanes and signals at ½ mile spacing
- Segment 3: Rural four lane divided expressway with right and left turn lanes and signals at ½ miles spacing. Future Interchange at intersection with TH 14

Information on CR 112 Project

Route Identification: *CR 112 from TH 52 in Oronoco Township to CSAH 14 in the Rochester urbanized area (#11 in Table 1 and Figure 8 on pp. 18-19)*

Route Description: *CR 112 is proposed for redesignation as a CSAH beginning at its intersection with TH 52 and CSAH 18 in Oronoco Township and extending east and south to its intersection with CSAH 14 north of the City of Rochester.* An additional segment of CR 112 is proposed for redesignation as part of Phase 4 (project #13) that would extend the CSAH designation south to 55th St NW in Rochester

Qualifying Criteria

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

The corridor is designated as a Secondary Regional Arterial in the Oronoco area and a Major Urban Arterial within the Rochester Urban Service Area. Traffic volumes are projected to approach 5000 ADT at the Oronoco end of the corridor and 5,000 ADT at the CSAH 14 end of the corridor within 20-25 years.

(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 a principal mail route and school bus route

The north end will serve as the City of Oronoco's south connection to TH 52 once a planned interchange at CSAH 12/CR 112 is built. All existing at-grade access to TH 52 through Oronoco is planned for closure as part of that project. The route also will serve as a primary parallel reliever route to TH 52, providing connection from the Oronoco area to the City of Rochester

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

With connection to TH 52 at the north end via an interchange and connections to CSAH 14 and eventually 55th ST NW in Rochester (proposed for designation as a CSAH – see page 32), the corridor will improve connectivity of the major arterial system between Oronoco and Rochester and will provide connections to a major Interregional Corridor (TH 52) and a major Principal Arterial (55th St) at its endpoints.

Rationale: CR 112 is a designated major arterial providing connectivity to TH 52 at Oronoco via a planned interchange and to a Regional Major Arterial (CSAH 14) in Rochester. The route also provides an alternate route to TH 52 for travel between Oronoco and Rochester and provides service to a major suburban development area east of Oronoco and future urban growth area on the north side of Rochester.

Segment Descriptions
- Segment 1: TH 52 to 18th Ave NW
- Segment 2: 100th St NW to CSAH 14

Length of Corridor Total Length – 4.10 miles
- Segment 1: 1.62 miles
- Segment 2: 2.48 miles

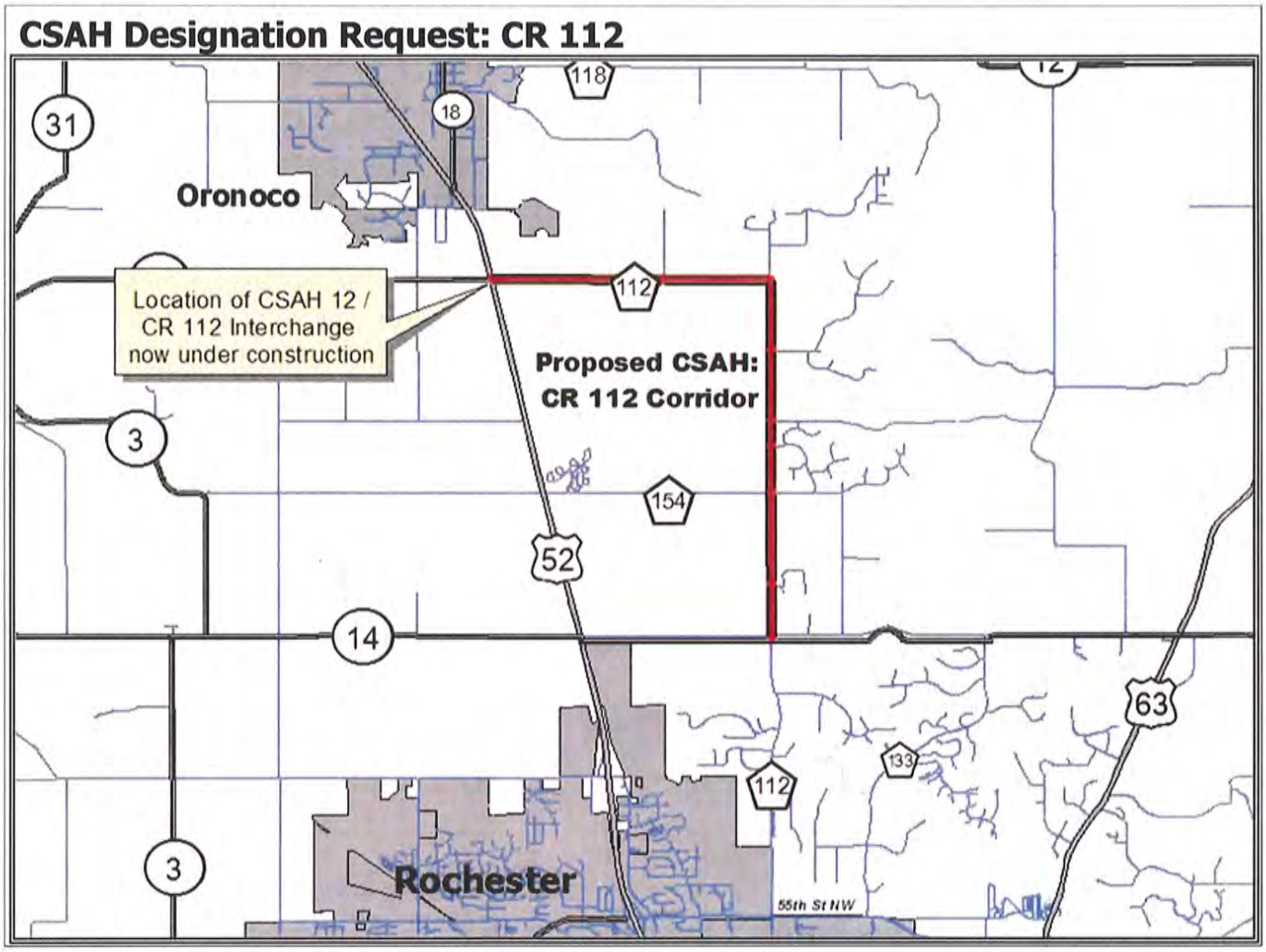
Functional Designation on County's adopted classification system:
- Segment 1: Secondary Regional Arterial
- Segment 2: Secondary Regional Arterial (100th St to 85th St) Future Major Urban Arterial (85th St to CSAH 14)

Existing and projected ADT
- Segment 1: < 500 ADT (2002)
  Projected West End 5030 (2025)
  Projected East End 3250 (2025)
- Segment 2:
  North End: 1050 (2002) 4200 (2030)
  South End: 2450 (2002) 5165 (2030)

Construction Programmed
- Segment 1: Reconstruction in 2006 in conjunction with interchange construction in 2006-2007
- Segments 2 Overlay, turn lanes and paved shoulders in 2006

Existing Cross Section
- Segment 1: Rural gravel two lane

o Segment 2: Rural paved two lane with 2' shoulder
Proposed Cross Section o Segment 1: Rural paved two lane with 6' shoulder o Segment 2: Rural paved two lane with right turn lanes and left turn lanes at major intersection and 8' shoulder



Phase 3: Swap of 37th St NW / CSAH 22 for 55th St with City of Rochester

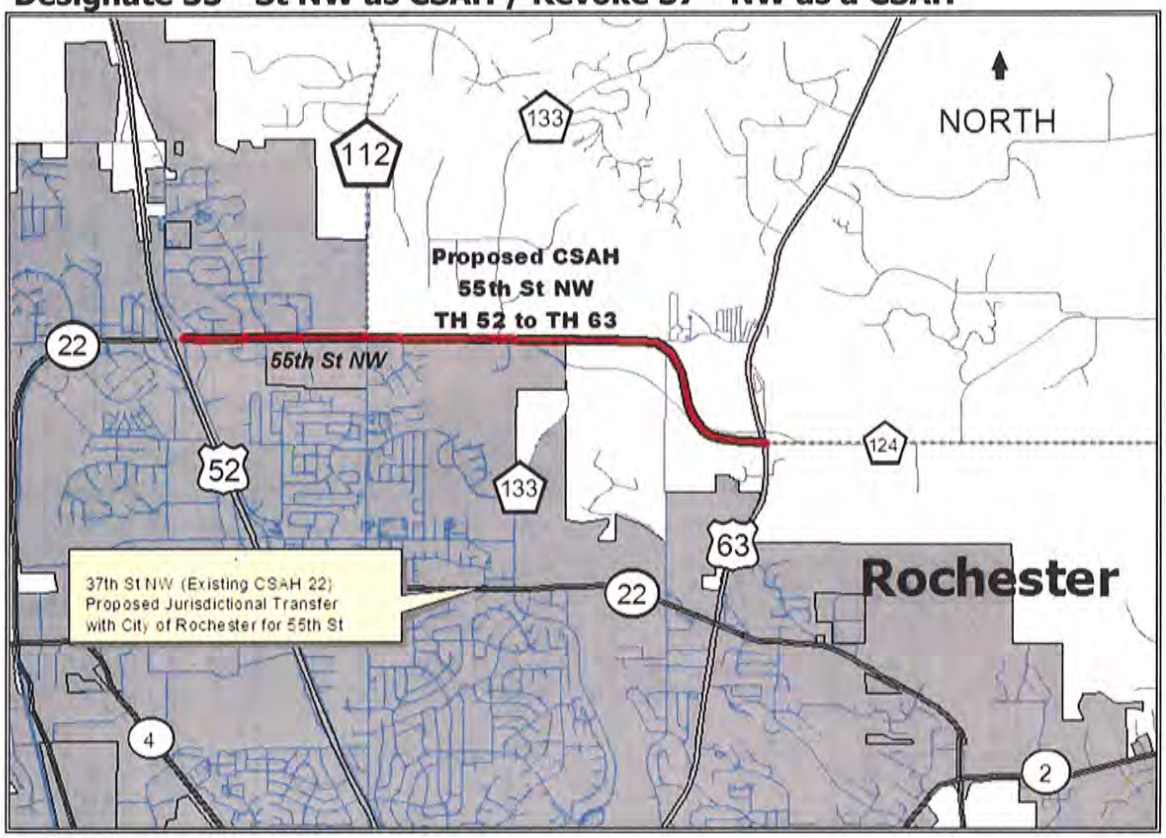
(#12a and #12b in Table 1 and Figure 8 on pp. 18-19)

The proposed swap of 37th St NW, which is currently designated as CSAH 22, and 55th St NW is proposed in part to allow improved connectivity of the CSAH system within the Rochester urbanized area. The ability to extend 37th St / CSAH 22 west of TH 52 to connect with that segment of CSAH 22 west of the city is limited by the presence of the IBM industrial campus and other development in the area. Completing 55th St, which currently is constructed from TH 52 to CR 133, from CR 133 to TH 63 will allow for a CSAH system providing greater continuity and connectivity of the strategic arterial system on the north side of Rochester.

Information on Revocation of 37th St NW as a CSAH

Route Identification: CSAH 22 / 37th St NW *(#12a in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From TH 52 to TH 63 in the City of Rochester
Rationale: Olmsted County proposes to assume jurisdiction of 55th ST NW and designate it as part of the County State Aid System (*see next page*) to improve the overall continuity of the Circle Drive system as part of a jurisdictional exchange with the City of Rochester, with Rochester assuming ownership of the 37th ST NW / CSAH 22 corridor from TH 63 to TH 52

Designate 55th St NW as CSAH / Revoke 37th NW as a CSAH



Route Identification: *55th ST NW in the City of Rochester* *(#12b in Table 1 and Figure 8 on pp. 18-19)*

Route Description: *55th St NW/NE in the City of Rochester between TH 52 and TH 63 is proposed as a future CSAH as part of a proposed jurisdictional exchange with the City of Rochester, where the City would take over jurisdiction of the existing 37th St NW segment of CSAH 22 from TH 52 to TH 63*

Qualifying Criteria

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

The corridor is designated as a Strategic Urban Arterial on the County classification plan and is an integral part of the CSAH 22 inner beltway system that has been developed around the City of Rochester. The corridor at its west end currently handles over 10,000 ADT, and is projected to handle 25,000 ADT on the west end and !4,000 ADT on the east end in 20-25 years.

(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 a principal mail route and school bus route

The inner beltway serves large activity centers within the Rochester area including major shopping and employment centers and a number of residential neighborhoods. The 55th St corridor will improve the function of the inner beltway by improving the accessibility between TH 52 and TH 63 on the north side of the city and will create a new major crossing of the Zumbro River on the north side of the city, reducing the spacing between river crossings which is currently 3 ¼ miles.

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

The transfer of 55th St to County ownership as a proposed CSAH creates a more rational alignment of the CSAH system and will improve east/west connectivity across the north side of the Rochester urban service area. The extension of 55th St east to TH 63 will also provide a new river crossing which will improve the overall connectivity of the major road system

Rationale: The proposed jurisdictional exchange of 55th St and 37th St between the City of Rochester and Olmsted County will enhance the function of CSAH 22 as an inner beltway by reducing the indirect routing of traffic that currently exists. With the proposed river crossing included as part of the planned construction of 55th St, overall network connectivity will be improved. 55th St also affords a higher level of access control than exists on 37th S.

Segment Descriptions
- Segment 1: TH 52 to CR 133
- Segment 2: CR 133 to TH 63 (new construction)

Length of Corridor: Total Length – 3.238 miles
- Segment 1: 1.693 miles
- Segment 2: 1.545 miles

Functional Designation on County's adopted classification system: **Strategic Urban Arterial** (Segment 1 existing / Segment 2 future)

Existing and projected ADT
- Segment 1:
  - West End: 10,000 (2002) 25,200 (2030)
  - East End: 7,700 (2002) 18,000 (2030)
- Segment 2: No 2002 ADT (proposed segment) 14,000 (2030)

Construction Programmed
- Segment 1: No construction programmed
- Segment 2: Construction planned for 2007/2008 with funds from Regional Sales Tax program

Existing Cross Section
- Segment 1: Urban four lane expressway with left and right turn lanes and major intersections signalized
- Segment 2: (Future construction)

Proposed Cross Section
- Segment 1: Urban four lane expressway with left and right turn lanes and major intersections signalized
- Segment 2: Rural four lane expressway with left and right turn lanes and major intersections signalized

Phase 4: Establishment of County State Aid Highways requiring designation of new mileage

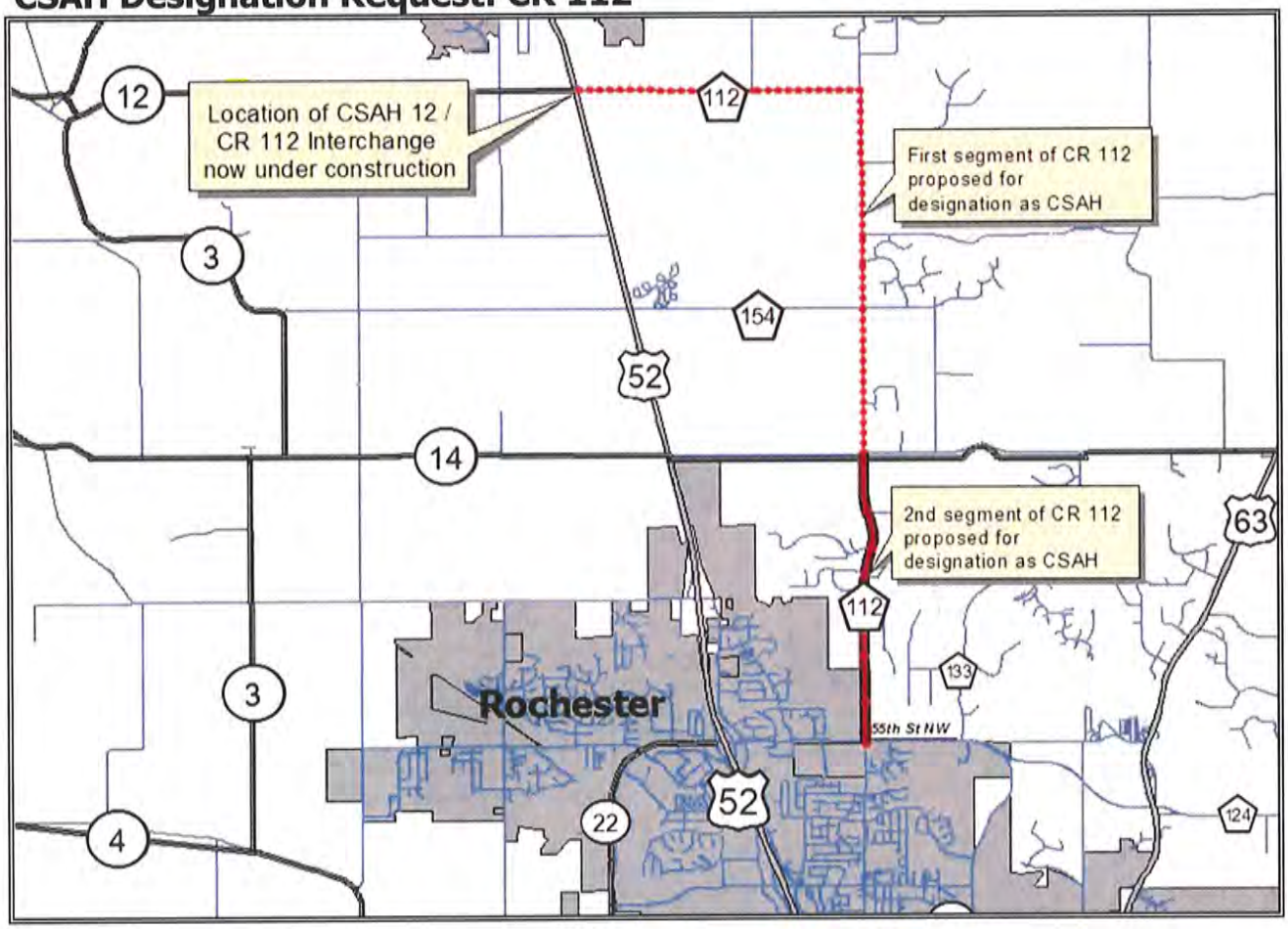
(#13,14,15,and 16 in Table 1 and Figure 8 on pp. 18-19)

Following implementation of Phases 1 through 3 of the recommendations in this report, there are four additional corridors proposed as Phase 4 that will be needed to complete the designation of an outer beltway system around the Rochester urbanized area and to complete connection of the CR 112 corridor as a CSAH from the new Oronoco interchange to 55th St NW. These proposals are described in the following sections.

Information on CR 112 from CSAH 14 to 55th St

Project #13 would connect with project #11 described on page2 30-31 and would complete the designation of a major parallel arterial to TH 52 as a CSAH route between Rochester and Oronoco. See detailed information about this route in the table on the next page.

CSAH Designation Request: CR 112



Route Identification: *CR 112 from CSAH 14 in Oronoco Township to 55th ST NW in the City of Rochester (#13 in Table 1 and Figure 8 on pp. 18-19)*

Route Description: *CR 112 is proposed for redesignation as a CSAH beginning at its intersection with TH 52 in Oronoco Township (site of a proposed interchange to be constructed in 2006/ 2007) and extending east and south to its intersection with 55th St NW in the City of Rochester in two phases. The first phase can be implemented through revocation and transfer of mileage while this second phase would require designation of additional mileage*

Qualifying Criteria

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

The section of the CR 112 corridor is designated as a Major Urban Arterial within the Rochester Urban Service Area. Traffic volumes are projected to approach 7,5000 ADT at the north end of this segment and between 12,000 and 13,000 ADT at the south end of the corridor within 20-25 years.

(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 a principal mail route and school bus route

This road segment will be part of direct connection serving travel between Rochester and Oronoco and will provide a parallel corridor to TH 52 the provides access to the City of Oronoco's south interchange connection to TH 52 and to 55th St NW, the major east-west strategic arterial across the north side of Rochester.

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

With connection to TH 52 at the north end via an interchange and connections to CSAH 14 and 55th ST NW in Rochester (proposed for designation as a CSAH – see page 25), the corridor will improve connectivity of the major arterial system between Oronoco and Rochester and will provide connections to a major Interregional Corridor (TH 52) and a major Principal Arterial (55th St) at its endpoints.

Rationale: CR 112 is a designated major arterial providing connectivity to TH 52 at Oronoco via a planned interchange and to Principal Arterial (55th St) in Rochester. The route also provides an alternate route to TH 52 for travel between Oronoco and Rochester and provides service to a major suburban development area east of Oronoco and future urban growth area on the north side of Rochester.

Segment Descriptions
- Segment 1: TH 52 to 18th Ave NW
- Segment 2: 100th St NW to CSAH 14
- Segment 3: CSAH 14 to 55th St NW

Length of Corridor Total Length – 6.424 miles
- Segment 1: 1.960 miles
- Segment 2: 2.485 miles
- Segment 3 1.979 miles

Functional Designation on County's adopted classification system:
- Segment 1: Secondary Regional Arterial
- Segment 2: Secondary Regional Arterial (100th St to 85th St) Future Major Urban Arterial (85th St to CSAH 14)
- Segment 3: Future Major Urban Arterial

Existing and projected ADT
- Segment 1: < 500 ADT (2002)
  - Projected West End 5030 (2025)
  - Projected East End 3250 (2025)
- Segment 2:
  - North End: 1050 (2002) 4200 (2030)
  - South End: 2450 (2002) 5165 (2030)
- Segment 3: 4200 (2002) 12,900 (2030)

Construction Programmed
- Segment 1: Reconstruction in 2006 in conjunction with interchange construction in 2006-2007
- Segments 2 & 3: Overlay, turn lanes and paved shoulders in 2006

Existing Cross Section
- Segment 1: Rural gravel two lane
- Segment 2: Rural paved two lane with 2' shoulder
- Segment 3: Rural paved two lane with 4' shoulder

Proposed Cross Section
- Segment 1: Rural paved two lane with 6' shoulder
- Segment 2: Rural paved two lane with right turn lanes and left turn lanes at major intersection and 8' shoulder
- Segment 3: Urban three lane with right turn lanes and paved 8' shoulder

Information on CR 124 / 48th St NE

Route Identification: CR 124 / 48th St NE *(#14 in Table 1 and Figure 8 on pp. 18-19)*

Route Description: *The proposed CSAH route would run from the intersection of TH 63 and CR 124 to the intersection of 48th ST NE and CSAH 11 in northeast Rochester*

Qualifying Criteria

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

The route is designated as a Secondary Urban Arterial on the functional classification adopted by the County. Projected traffic volumes range from 10,000 ADT (west end) to 4400 ADT (east end) by the year 2030.

(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 a principal mail route and school bus route

The corridor will provide an improved connection from rural areas east and north of Rochester to the major arterial and interregional systems within the Rochester urban area, including TH 63 and the CSAH 22 beltway.

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

The corridor will combine with the 55th St NW/NE corridor highlighted on pages 25-26 to create a continuous east-west corridor across the northern sector of the Rochester growth area, connecting rural areas east of CSAH 11 to TH 63 and TH 52, as well as extending the reach of the CSAH 22 inner beltway to a future growth area within the Rochester urban growth area.

Rationale: The inclusion of the CR 124 / 48th St corridor on the CSAH system will lead to development of a continuous east-west major arterial corridor across the north side of Rochester stretching from west of TH 52 to CSAH 11 on the east. It will improve rural accessibility from areas east and northeast of the city into the urban area, as well as providing arterial service to a planned growth area in the city.

Segment Descriptions
- Segment 1: TH 63 to CR 124 / 48th ST NE
- Segment 2: CR 124 / 48th St NE to CSAH 11

Length of Corridor: Total Length – 3.977 miles
- Segment 1: 0.982 miles
- Segment 2: 2.995 miles

Functional Designation on County's adopted classification system: **Secondary Urban Arterial**

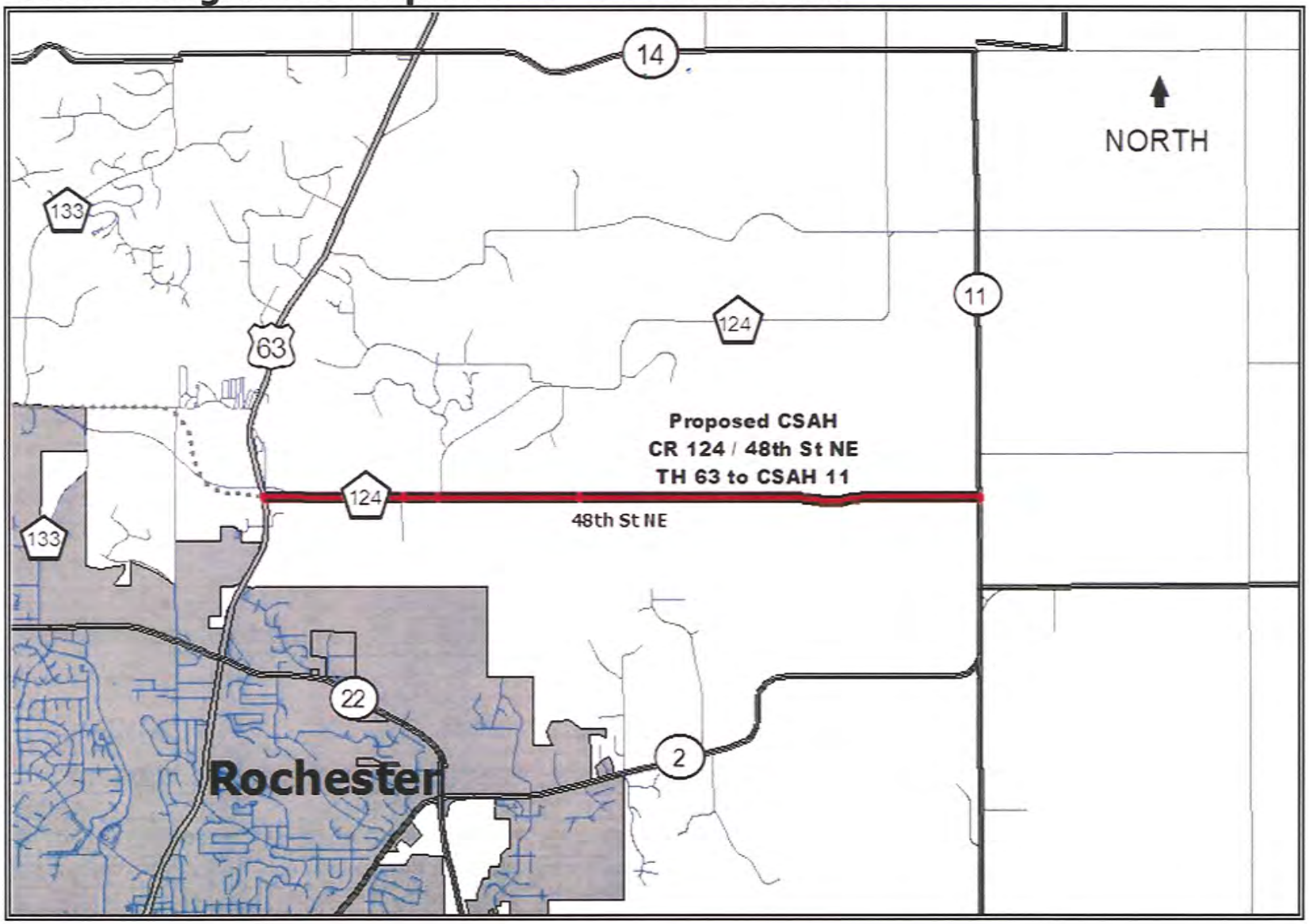
Existing and projected ADT
- Segment 1
  - West End: 1750 (2002) 10,000 (2030)
  - East End: 1000 (2002) 4,400 (2030)
- Segment 2: Existing ADT < 250 (2002)
  - West End: 2,500 (2030)
  - East End: 1,000 (2030)

Construction Programmed
- Segment 1: No construction programmed
- Segment 2: No construction programmed

Existing Cross Section
- Segment 1: Rural paved two lane with 2' gravel shoulder
- Segment 2: Rural gravel two lane (township road)

Proposed Cross Section
- Segment 1: Rural paved four lane with bike path
- Segment 2: Rural paved two lane with turn lanes at major intersections and 8' paved shoulder

CSAH Designation Request: 48th St NE Corridor



Information on CR 104 TH 14 to CR 117 SW

Route Identification: *CR 104 / 60th Ave West from CSAH 14 to CR 117* *(#15 in Table 1 and Figure 8 on pp. 18-19)*

Route Description: *CR 104 / 60th Ave NW is part of a planned outer beltway around the City of Rochester Urban Service Area proposed. Other sections of this proposed beltway on the north and east side of the Rochester urban service area are already designated CSAH routes. This segment of the corridor is currently a county road while in other sections jurisdiction is shared among townships, the City of Rochester and Olmsted County. To facilitate development of the beltway system it is proposed to consolidate jurisdiction of the corridor with Olmsted County and develop the facility as an expressway type facility.*

Qualifying Criteria

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

The corridor is designated as a Strategic Urban Arterial on the County's classification map. Projected 2030 volumes range from 2,500 ADT at the south end of the segment to 10,000 ADT on the south approach to TH 14

(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 a principal mail route and school bus route

The corridor will provide primary arterial road service between major growth areas on the northwest side of Rochester and on the south side of Rochester. This corridor will link a major proposed access point on TH 14 west of the city, where a future interchange is anticipated, with TH 63 via the proposed Willow Creek Connector (see project # 16 on page 40) at the 48th St South interchange completed in 2005.

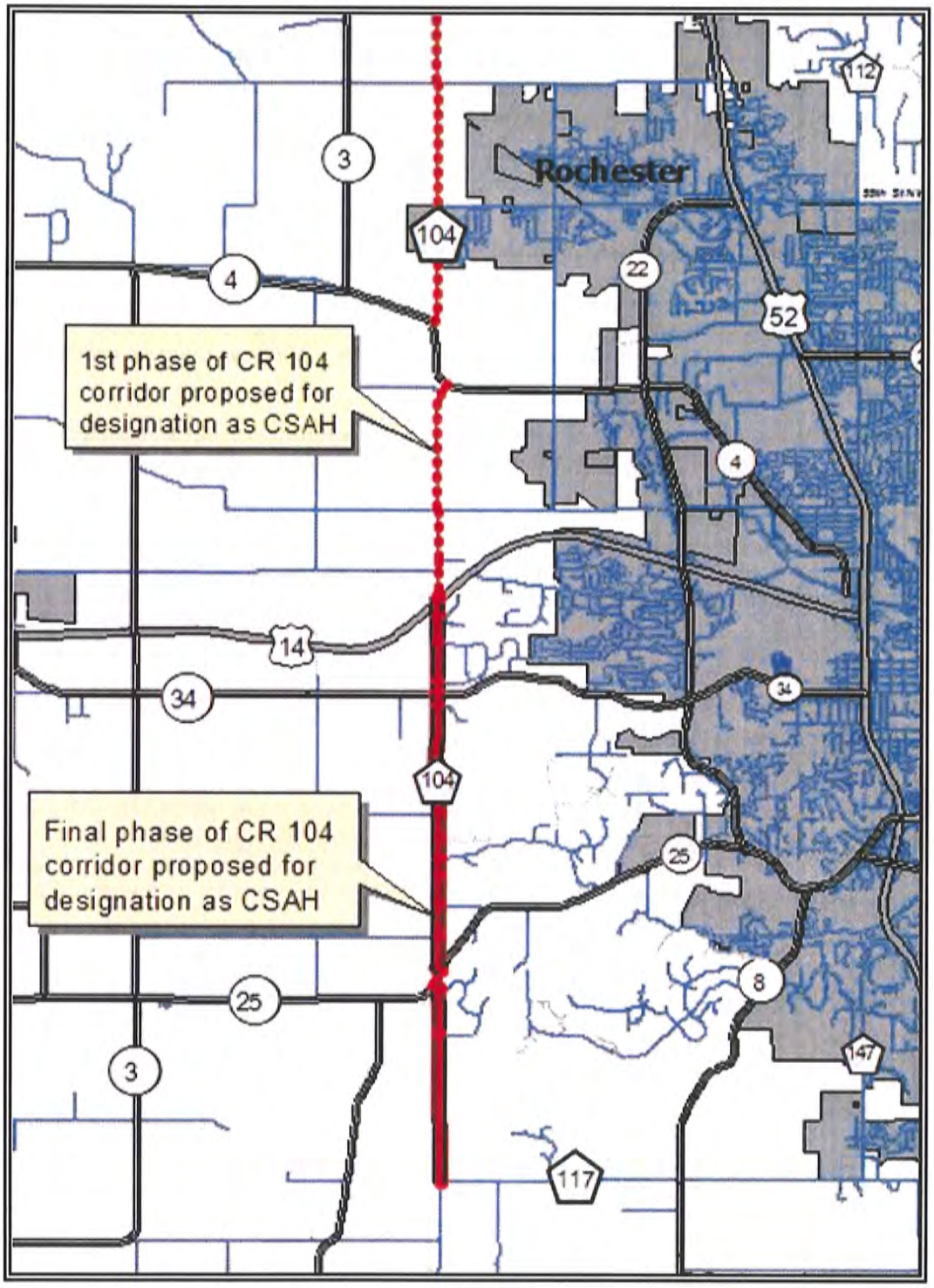
(C) provides and integrated and coordinated highway system affording, within practical limits, a state aid highway network consistent with projected traffic demands

The 60th Ave corridor is part of a planned outer beltway to serve the Rochester urban area that will link with CSAH 14 on the north and the planned southern east/west Willow Creek Connector being developed across the south side of the city at CR 117.

Rationale: The CR 104 / 60th Ave West corridor is one section of a larger outer strategic arterial ring road system proposed to serve regional travel as well as major intra-urban travel movements in the Rochester Urban Service Area. The route will be designed as a high speed (45-50 mph) expressway facility with access limited to public street intersections, with signalization planned at ½ mile or greater intervals. Interchange access is planned at the TH 14 crossing.

Segment Descriptions Segment 1: TH 14 to CR 117
Length of Corridor: Total Length – 8.433 miles Segment 1: 4.62 miles
Functional Designation on County's adopted classification system: **Future Strategic Urban Arterial**
Existing and projected ADT Segment 1: North end: 850 (2002) 8,900 (2030) South end: 700 (2002) 2,500 (2030)
Construction Programmed Segment 1: Construction anticipated sometime after 2021
Existing Cross Section Segment 1: Rural two lane with mixed sections of paved and unpaved road
Proposed Cross Section Segment 1: Rural four lane divided expressway with right and left turn lanes and signals at major intersections.

CSAH Designation Request: CR 104 / 60th Ave NW



Information on the Willow Creek Cross Connector

Route Identification: *Willow Creek Connector from CR 104 To TH 52(#16 in Table 1 and Figure 8 on pp. 18-19)*

Route Description: *As part of a proposed outer beltway around the City of Rochester urban area, a major strategic arterial corridor across the south side of the Rochester Urban Service Area is proposed for development, extending from the intersection of CR 104 and CR 117 in the southwest quadrant of the urban growth area to the intersection of CR 111 and TH 52 in the southeast quadrant of the urban growth area. Sections of this corridor exist as a CSAH currently (CSAH 1 & 20), as a County Road (CR 101, 111 & 117) and as a MSAS corridor. Two sections of new construction would also be required at the west end of the corridor and the near the east end of the corridor.*

Qualifying Criteria

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

The corridor is designated as a Strategic Urban Arterial and forms the southern section of a proposed outer strategic arterial beltway system planned for development to serve the Rochester urban service area. Projected 2030 traffic volumes range from 3,000 to 4,000 at the far east and west end of the corridor to over 25,000 on the section of CSAH 20 existing where the corridor crosses TH 63.

(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 a principal mail route and school bus route

This corridor will improve the connectivity of the major road network in the south part of Rochester, by providing a major east-west arterial corridor connecting urban and rural areas in an area currently lacking high level east-west arterial service. At the intersection of the Willow Creek Connector corridor with TH 63 is a planned major area of commercial / industrial development, and the planned corridor with its connections to TH 52 and CR 104 will improve the accessibility of traffic to and from this area.

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

With connections to TH 52 on the east and CR 104 on the west, this link of the proposed outer beltway will improve the accessibility of the south Rochester growth area and provide improved arterial system operation by allowing traffic that now is concentrated on TH 63 to disperse more readily across the network via alternate routes.

Rationale: The Willow Creek Connector will provide critical east-west arterial service now lacking in the area of Rochester south of TH 52, and should reduce the travel demands on TH 63 which provide the primary connection from the area south of TH 52 into the central area of Rochester.

Segment Descriptions

- Segment 1: CR 117 from CR 104 to CSAH 8
- Segment 2: 48th St SW from CSAH 8 to CR 147
- Segment 3: 48th St SW from CR 147 to TH 63
- Segment 4: (Existing CSAH 20)
- Segment 5: St Bridget's Rd from CSAH 20 to CR 101
- Segment 6: CR 101 from St Bridget's Rd to CSAH 1
- Segment 7: New construction from CSAH 1/ CR 101 intersection to CR 111 at 40th Ave SE
- Segment 8:CR 101 from 40th Ave SE to CR 111
- Segment 9: CR 111 from CR 101 to TH 52

Length of Corridor: Total Length – 8.476 miles

- Segment 1: 1.983 miles
- Segment 2: 1.996 miles
- Segment 3: 0.483 miles

- *Segment 4: (Existing CSAH 20)*
- Segment 5: 0.090 miles
- Segment 6: 1.665 miles
- Segment 7: 1.182 miles
- Segment 8: 0.902 miles
- Segment 9: 0.175 miles

Functional Designation on County's adopted classification system: **Future Strategic Urban Arterial**

Existing and projected ADT

- Segment 1: 1100 (2002) 1,700 (2030 West end)
  3,200 (2030 East end)
- Segment 2: 1,050 (2002) 4,000 (2030 West end)
  6,560 (2030 East end)
- Segment 3: 1,650 (2002) 8,100 (2030 West end)
  16,800 (2030 East end)
- *Segment 4: (Existing CSAH 20)*
- Segment 5: 1,950 (2002) 10,000 (2030)
- Segment 6: < 500 (2002) 10,000 (2030)
- Segment 7: 0 (2002 – non-existent) 4,900 (2030)
- Segment 8: < 100 (2002) 4,700 (2030)
- Segment 9: 710 (2002) 4,500 (2030)

Construction Programmed

- Segment 1: No construction programmed – Planned for period 2020-2030 in Long Range Plan
- Segment 2: No construction programmed - built by City of Rochester in 2001
- Segment 3: No construction programmed - built by Olmsted County / MNDOT in 2004
- *Segment 4: Existing CSAH 20 constructed by Olmsted County / City of Rochester in 2004*
- Segment 5: No construction programmed - built by Olmsted County – City of Rochester in 2004
- Segment 6: Construction programmed for the Year 2008/2009
- Segment 7: No construction programmed – Planned for period 2020-2030 in Long Range Plan
- Segment 8: No construction programmed – Planned for period 2020-2030 in Long Range Plan
- Segment 9: No construction programmed – Planned for period 2020-2030 in Long Range Plan

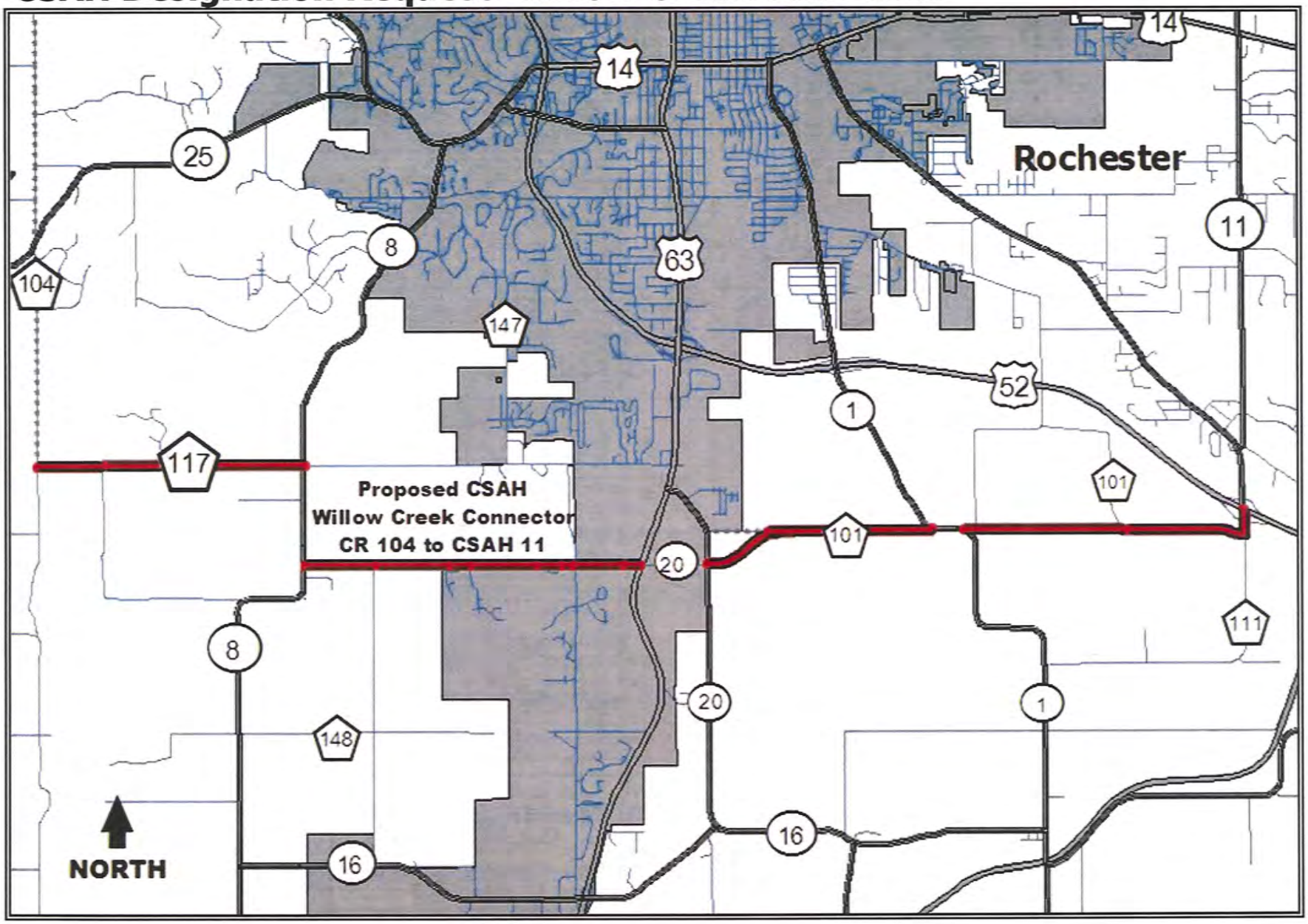
Existing Cross Section

- Segment 1: Rural paved two lane with 2' gravel shoulders
- Segment 2: Urban two lane with bike path
- Segment 3: Urban four lane with turn lanes and sidewalk / bike path
- *Segment 4: Existing CSAH 20 / Urban four lane with turn lanes and sidewalk / bike path*
- Segment 5: Urban four lane with turn lanes and sidewalk / bike path
- Segment 6: Rural gravel two lane
- Segment 7: (future construction)
- Segment 8: Rural gravel two lane
- Segment 9: Rural paved two lane with 2' gravel shoulders

Proposed Cross Section

- Segment 1: Rural two lane expressway with 8' paved shoulders
- Segment 2: No change proposed – urban two lane with bike path
- Segment 3: No change proposed – urban four lane with bike path and sidewalk
- *Segment 4: (Existing CSAH 20) No change proposed – urban four lane with bike path and sidewalk*
- Segment 5: No change proposed – urban four lane with bike path and sidewalk
- Segment 6: Rural four lane undivided expressway
- Segment 7: Super Two
- Segment 8: Super Two
- Segment 9: Super Two

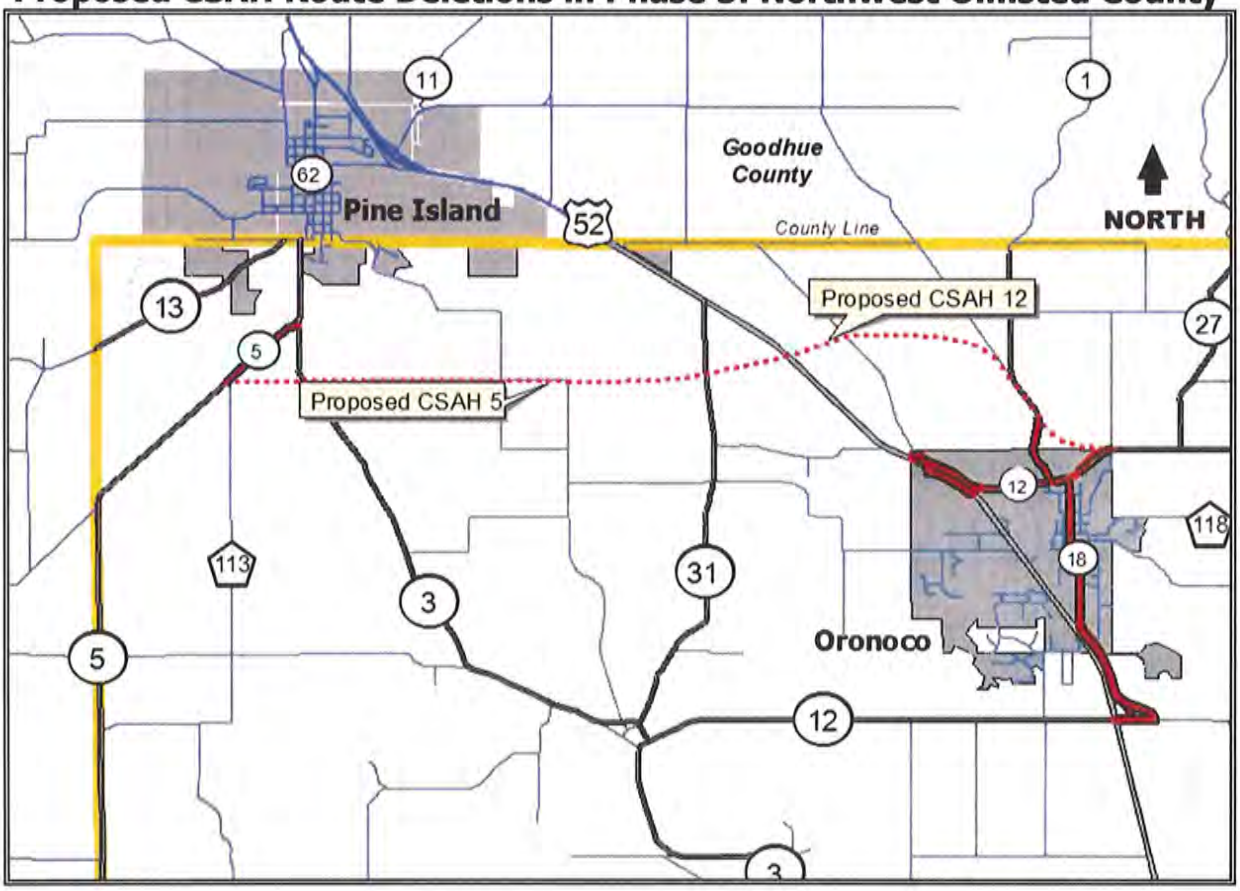
CSAH Designation Request: Willow Creek Connector



Phase 5: TH 52 North / Oronoco to Pine Island Subarea Plan – Long Term CSAH Changes

Phase One of this plan described a series of changes in the northwest sector of Olmsted County to the County State-Aid Highway system as a result of the implementing the first phase of the TH 52 North improvement program for the Oronoco to Pine Island area. A subsequent phase of the TH 52 improvement program plans for construction of a second interchange between Oronoco and Pine Island south of the current intersection of CSAH 31 and TH 52. This project will extend the conversion of TH 52 from an expressway to a freeway north to the Olmsted County / Goodhue County boundary, closing all at–grade access and necessitating development of a local road system that will provide adequate local connections to the new interchange. As part of this, Olmsted County proposed construction of a new east-west regional arterial corridor across sections of New Haven and Oronoco Township as illustrated below. This plan recommends that this new arterial corridor be established as a County State Aid Highway, and that as part of the action segments of CSAH 12, CSAH 18 and CSAH 5 be revoked as CSAH routes. Since the planned construction of the interchange is not envisioned to occur within the next 10-15 years, these changes were not included as part of Phase 1 of this plan.

Proposed CSAH Route Deletions in Phase 5: Northwest Olmsted County



Information on Route Revocations included in Phase 5

(#17, 18,19 and 20 in Table 1 and Figure 8 on pp. 18-19)

Route Identification: CSAH 5 *(#20 in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From the intersection of CSAH 5 / CR 113 to intersection of CSAH 5 / CSAH 3
Rationale: This short section of CSAH 5 will no longer be needed once the proposed 125th St corridor *(proposed as a new CSAH route – see page 47)* is developed, which would create a new connection between CSAH 5 and CSAH 3.
Length of Corridor: 0.678 miles

Route Identification: CSAH 12 *(#19 in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From the intersection of 44th Ave NW and CSAH 12 through City of Oronoco to TH 52
Rationale: With the proposed realignment of CSAH 12 north of Oronoco, the function of the existing CSAH 12 corridor will change from primarily a regional route to a local route, as regional traffic is expected to shift to the new CSAH 12 route which will be connected via an interchange to TH 52, with connections on the existing route to TH 52 severed.
Length of Corridor: 1.127 miles

Route Identification: CSAH 18 *(#17 & 18 in Table 1 and Figure 8 on pp. 18-19)*
Route Description: From CR 112 to intersection of Ash Rd / CSAH 18 north of the City of Oronoco
Rationale: Once the plan for upgrading TH 52 to a full access controlled facility is fully implemented in the north section of Olmsted County, the regional traffic function of CSAH 18 between its connection to TH 52 at the south end of Oronoco and the existing CSAH 12 alignment in the north part of Oronoco would diminish, and that the corridor will predominantly serve a local arterial traffic function. North of the existing alignment of CSAH 12, the long term TH 52 Subarea Plan calls for severing the connection of CSAH 18 on the south side of the new CSAH 12 alignment, which will interrupt the route continuity provided by CSAH 18 north of Oronoco. By severing CSAH 18 from the new CSAH 12, regional traffic to/from areas north of Oronoco will be encouraged to utilize the proposed interchange north of Oronoco and the new CSAH 12 alignment and will discourage regional traffic from passing through Oronoco.
Length of Corridor: 2.800 miles

Information on CSAH Routes to be Established in Phase 5

(# 21 and 22 in Table 1 and Figure 8 on pp. 18-19)

Route Identification: Realignment of CSAH 12 north of Oronoco *(#21 in Table 1 and Figure 8 on pp. 18-19)*

Route Description: As part of the implementation of TH 52 Oronoco-Pine Island Subarea Study, CSAH 12 will be constructed on a new alignment between the intersection of 44th Ave NW and CSAH 12 and the intersection of TH 52 and CSAH 31 in New Haven Township, terminating at a proposed new interchange on TH 52 between Pine Island and Oronoco

Qualifying Criteria

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

The corridor is designated as a Major Regional Arterial on the County's Functional Classification Plan.

(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 a principal mail route and school bus route

The corridor will be part of a system that will provide safer north side access from TH 52 into the City of Oronoco by replacing existing at-grade access with interchange access. The route will serve as a principal truck route connection from TH 52 to points east, including Plainview and Elgin, which will reduce the impact of truck travel now experienced in the City of Oronoco on the current CSAH 12 alignment.

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

The proposed CSAH 12 corridor will link with the proposed location of a future interchange on TH 52, providing connectivity from TH 52 to TH 63 along with MN 247 east of TH 63. The corridor will serve as the north access from TH 52 for the community of Oronoco, and in conjunction with an upgraded 125th St corridor west of TH 52 will serve to link the communities of Pine Island and Oronoco. It will be part of continuous east-west primary arterial across the northern tier of townships in Olmsted County

Rationale: The plan adopted as part of the TH 52 Oronoco / Pine Island Subarea Study (*refer to Figure 6, page 10*) established the need for this corridor, identifying it as a key community access route to serve future regional traffic needs in the area south of Pine Island and north/west of Oronoco. The corridor will also create part of continuous east-west Major Arterial corridor along with a relocated CSAH 12 (between TH 52 and TH 63) and MN 247 east of TH 63, across the northern tier of townships in Olmsted County

Segment Descriptions

- Segment 1: New alignment between 44th Ave NW and TH 52

Length of Corridor: Total Length - 2.741 miles

Functional Designation on County's adopted classification system: **Future Major Regional Arterial**

Existing and projected ADT

- Segment 1
  West End – 3550 on current alignment (2002)
  5200 on proposed alignment (2025)
  East End – 1950 (2002)
  4400 (2025)

Construction Programmed

- Segment 1: Programmed for period 2011-2015 in Olmsted County 20 Year Capital Improvement Plan

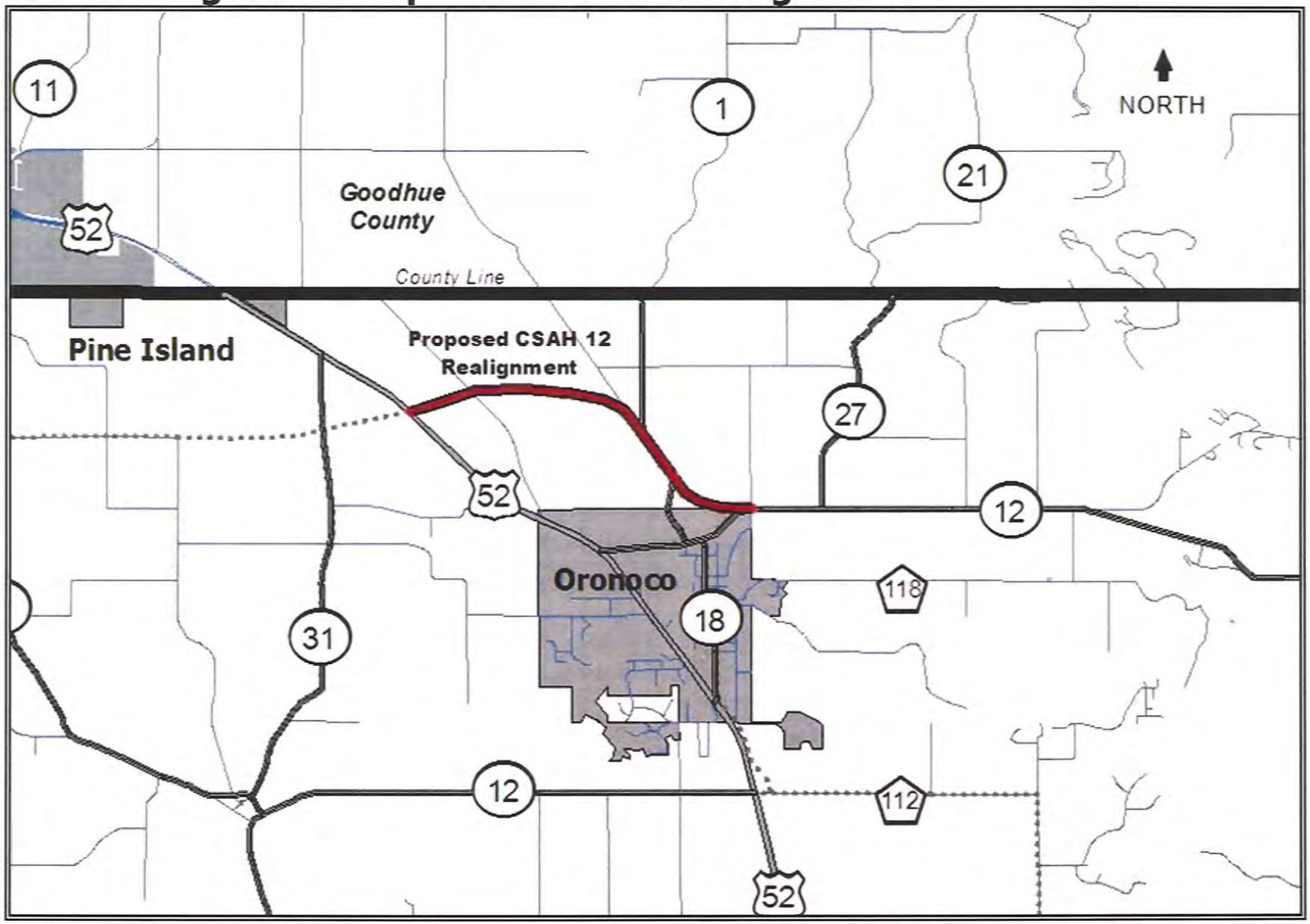
Existing Cross Section

- Segment 1: Non-existent route

Proposed Cross Section

- Segment 1: Rural paved two lane built to CSAH standards with left and right turn lanes at major intersections and paved 8 foot shoulder

CSAH Designation Request: CSAH 12 Realignment



Route Identification: 125th St NW (proposed extension of CSAH 5 from CR 113 to TH 52) *(#21 in Table 1 and Figure 8 on pp. 18-19)*

Route Description: The proposed west terminus of this CSAH corridor would be near the intersection of CSAH 5 and CR 113, extending eastward on a new alignment to the intersection of CSAH 3 and 125th St NW. Corridor would follow 125th St east to the intersection of 85th Ave NW, and then extend east/northeast on a new alignment to a proposed interchange on TH 52

Qualifying Criteria

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

The 125th St corridor is designated as a future Major Regional Arterial on the County's functional classification plan.

(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 a principal mail route and school bus route

The 125th St corridor will provide a second major access for the community of Pine Island to TH 52. It will improve accessibility for community residents and businesses to TH 52 after upgrade plans are fully implemented by providing an access on the south side of the city to TH 52. This route will provide an improved alternate route between Pine Island and Oronoco in conjunction with planned TH 52 service roads, and will serve a primary growth area in Pine Island, including the site of a proposed new high school north of 125th Street.

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

The 125th St corridor will provide a link between a proposed interchange on TH 52 and CSAH 3 & 5, which serve areas to the south and west of Pine Island. This will result in a better distribution of traffic from the area south of Pine Island and west of Oronoco between the proposed south Pine Island interchange and the CSAH 12 interchange south of Oronoco.

Rationale : The plan adopted as part of the TH 52 Oronoco / Pine Island Subarea Study (*refer to Figure 6, page 10*) established the need for this corridor, identifying it as a key community access route to serve future regional traffic needs in the area south of Pine Island and north/west of Oronoco. The corridor will be part of a continuous east-west Major Arterial corridor along with a relocated CSAH 12 (between TH 52 and TH 63) and MN 247 east of TH 63, across the northern tier of townships in Olmsted County.

Segment Descriptions

- Segment 1: (Future construction) from intersection of CSAH 5/CR 113 to intersection of CSAH 3 / 125th St
- Segment 2: 125th St from CSAH 3 to 85th Ave
- Segment 3: (Future construction) From corner of 85th Ave NW & 125th St NW to TH 52

Length of Corridor: Total Length – 4.121 miles

- Segment 1: 0.582 miles
- Segment 2: 1.906 miles
- Segment 3: 1.633 miles

Functional Designation on County's adopted classification system: **Future Major Regional Arterial**

Existing and projected ADT

- Segment 1: 1550 (2002) 3140 (2025)
- Segment 2: <500 (2002) 3200 (2025)
- Segment 3: N.A. (2002) 4050 (2025)

Construction Programmed

- Segment 1: Not programmed at this time
- Segment 2: Programmed for period 2011-2015 in Olmsted County 20 Year Capital Improvement
- Segment 3: Programmed for period 2011-2015 in Olmsted County 20 Year Capital Improvement

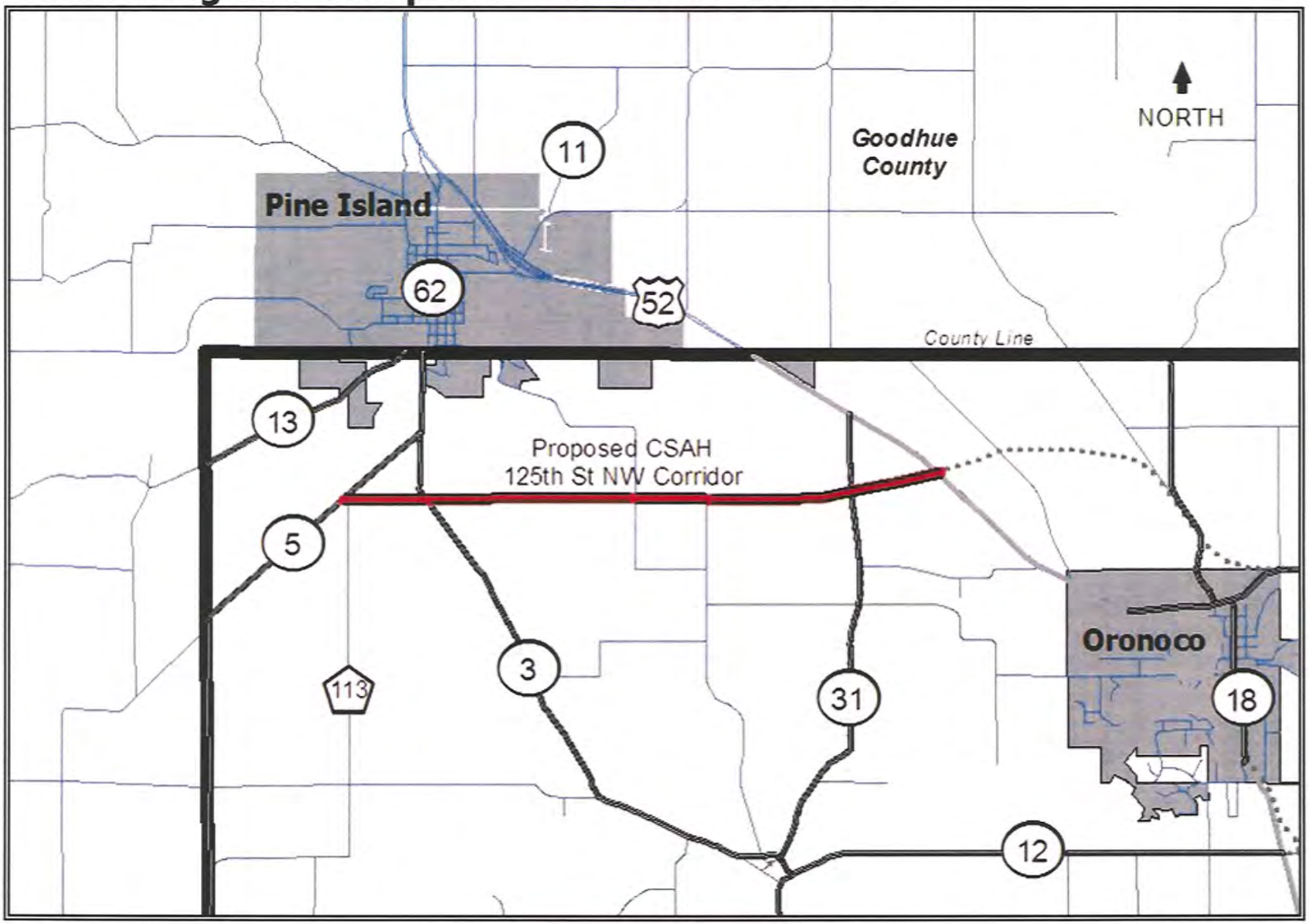
Existing Cross Section

- Segment 1: Non-existent route
- Segment 2: Rural gravel two lane (township road)
- Segment 3: Non-existent route

Proposed Cross Section

- Rural two lane built to CSAH standards with left and right turn lanes at major intersections and paved 8 foot shoulder

CSAH Designation Request: 125th St NW Corridor



SECTION 3

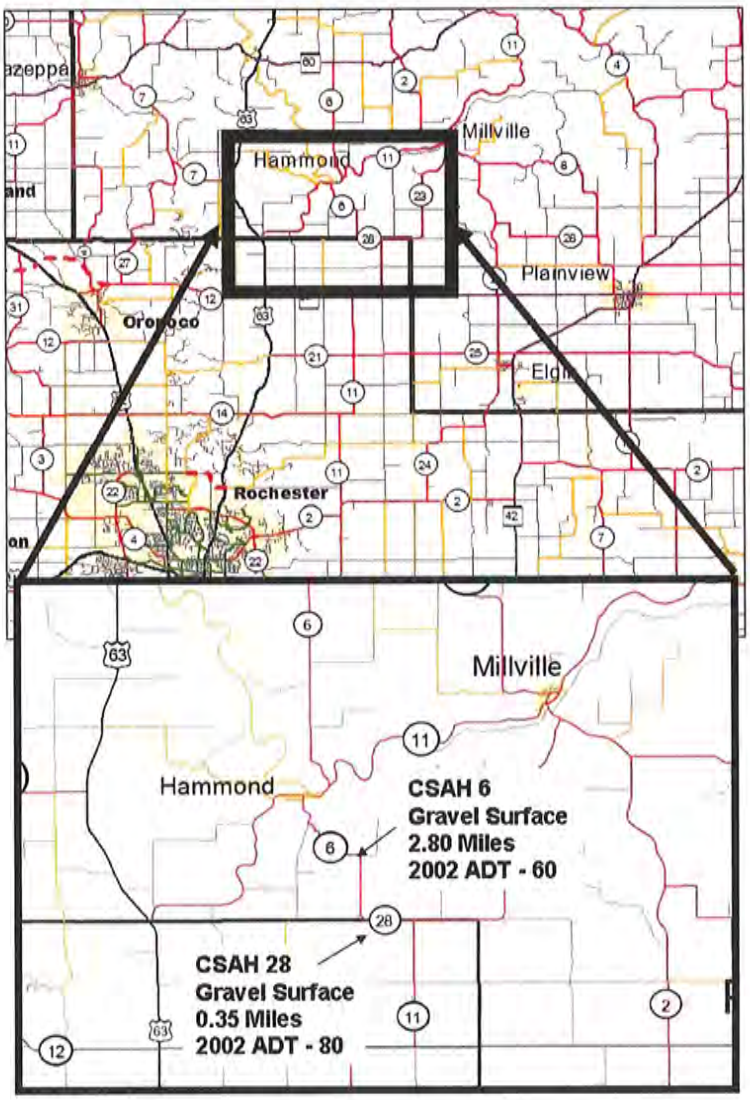
Other System Designation Issues

Additional CSAH System Issues Identified

In Olmsted County's review of the existing CSAH system two additional issues were identified. One issue involves CSAH routes that cross county boundaries that should be reviewed to determine whether they continue to meet the criteria for designation as state aid routes. The second issue is the identification of two short segments of existing CSAH routes within Olmsted County which, if the CSAH changes proposed in this report are approved, result in a situation with closely spaced CSAH routes which may be raise questions regarding the resultant close spacing of CSAH routes that needs to be further considered by the Screening Board.

Routes Crossing County Boarders

Two instances of low volume or closely spaced county state aid highway system segments which cross county borders have been identified for Screening Board review. Given the multi-county nature of these routes, this is an issue where, if changes are deemed warranted, the County Screening Board is probably the appropriate body to initiate action leading to revocation of the route designations.



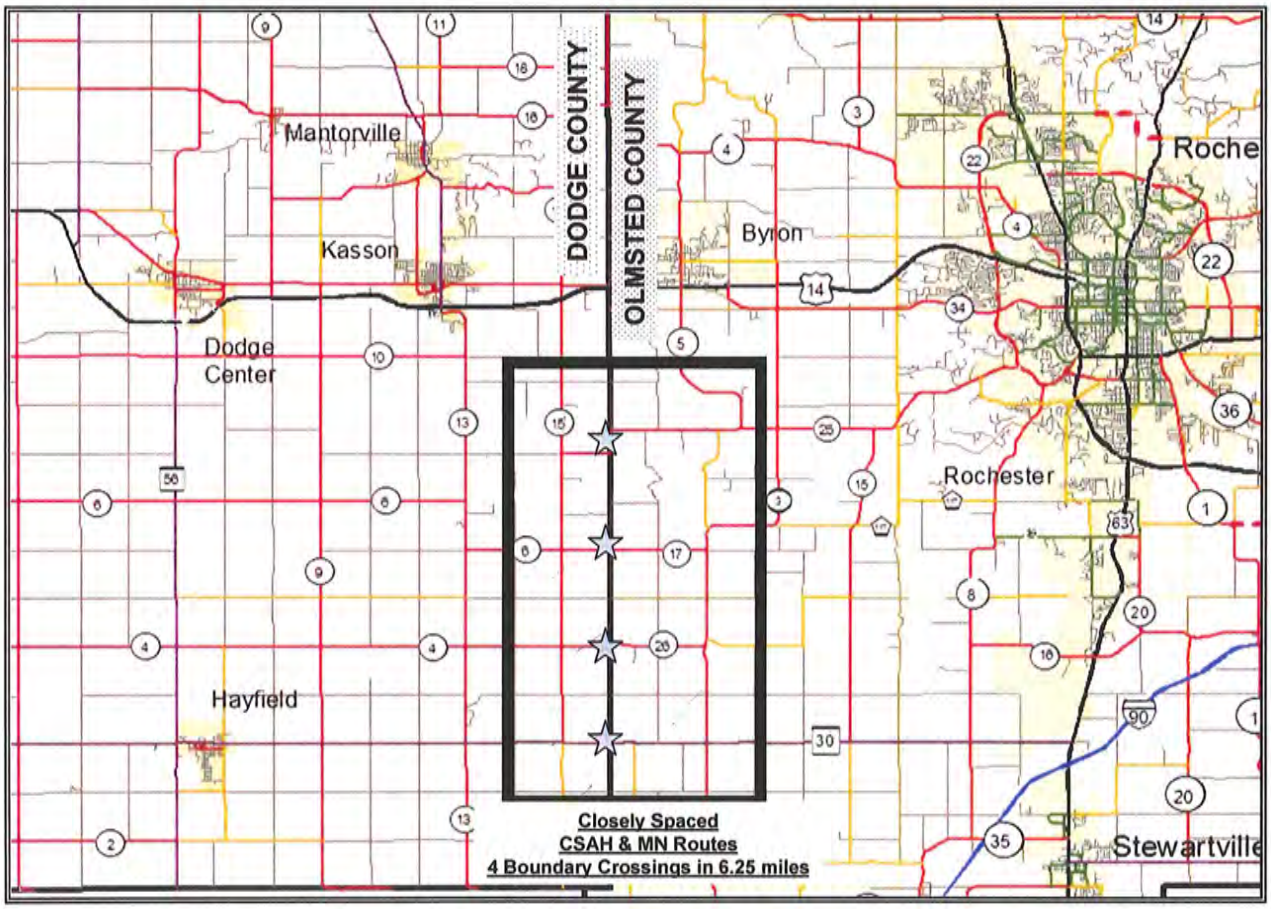
The first corridor identified is Olmsted CSAH 28 and Wabasha CSAH 6 south of the village of Hammond in Wabasha County. This route is a gravel surfaced corridor with reported ADT volumes of 80 in Olmsted County and 60 in Wabasha County (*Source: 2002 MNDOT Count Map*). The village of Hammond had an estimated population of 237 in 2005 (*Source: State Demographer's Office Annual population estimates*).

This corridor appears to have limited utility from a travel demand perspective as evidenced by the low existing traffic count. Connection to important travel destinations or regional routes, such as the communities of Millville and Plainview, and Highway 63, are more directly provided by other CSAH routes.

The 2nd area of concern noted is in the southwest sector of Olmsted County where the border is shared with Dodge County on the west. In this area there are a total of 4 parallel State or County State Aid Highways that cross the border between Olmsted County and Dodge County within a distance of 6.25 miles, as indicated by the crossing locations noted in the illustration below. Available traffic counts for these crossings were as follows:

	Olmsted CSAH 25 Dodge CSAH 8	Olmsted CSAH 17 Dodge CSAH 6	Olmsted CSAH 26 Dodge CSAH 4	MN 30 / Olmsted MN 30 / Dodge
ADT in Olmsted	390	245	240	2150
ADT in Dodge	120 (East of CSAH 15)	570 (West of CSAH 15)	220 (West of CSAH 13)	1900

The lack of traffic count data near the boundary crossings, particularly on the Dodge County side, makes it difficult to provide a further assessment at this time of the importance of each of these corridors to regional travel patterns and needs in this area.

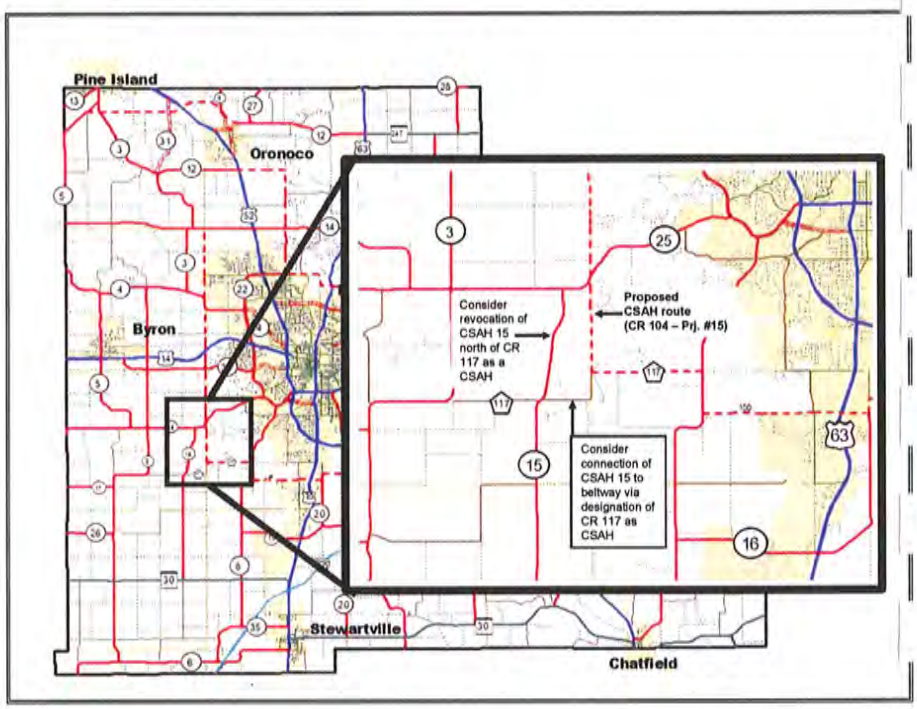


Closely Spaced CSAH Corridors

If approval is given to the changes to the CSAH system proposed in this report, the Screening Board may wish to consider two instances where the system will result in short sections of closely spaced state aid corridors. These include the a segment of CSAH 15 between CR 117 and CSAH 25, and a segment of CSAH 3 between CSAH 4 and CSAH 14.

CSAH 15

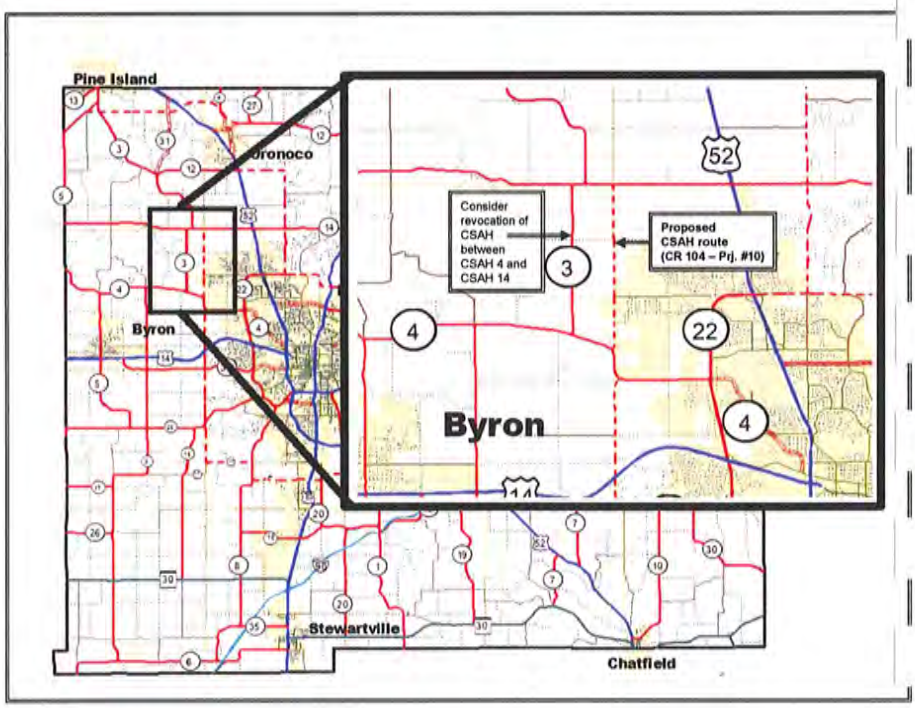
Approval of the CR 104 corridor as a future CSAH route (*See Project #15 in Figure 8, p.19*) would result in two closely paralleling sections of CSAH roadway in the southwestern corner of the Rochester urbanized area as illustrated in the figure to the right. Prior to development of the outer beltway traffic will probably continue to use CSAH 15, but once the beltway is developed changes in travel patterns may occur that would shift more traffic to CR 117. This issue may be noted for further future evaluation pending completion of the outer beltway system in this area, which currently is not anticipated to occur for at least 10-15 years.



CSAH 3

Approval of the CR 104 corridor as a future CSAH would also create a situation in the northwest corner of the Rochester urbanized area where CSAH 3 will parallel the 104 corridor within ¾ of a mile for a distance of about 2 ½ miles.

A key feature of CSAH 3 is the connectivity it provides (running from Pine Island at the north end of the county to the south county line). However, the continuity of the route is disrupted through the north-central section of the county, a historical artifact of system development related to the desire to serve the Village of Douglas and to avoid development of a significant river crossing. With a current ADT of 700, the route does serve an important rural travel function at the current time. This issue may be noted for future evaluation once completion of the CR 104 outer beltway is completed.



APPENDIX A

Description of Functional Designation Classes in ROCOG Long Range Transportation Plan

The following paragraphs describe the seven classes of roadways on the Functional Designation Map

Interstate and Interregional Corridors

- Serve inter-city, inter-regional or interstate travel at higher speeds, with a high level of continuity to minimize indirection of travel between regional origins and destinations
- Serve as primary freight routes, handling movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.

Examples : Interstate 90; Trunk Highway 52 north of I-90

Strategic Arterials

- On a regional basis, strategic arterials supplement the Interstate / Interregional System by providing connections to smaller cities and other important economic activity centers not on the interregional system.
- The major function of strategic arterials is to provide for the mobility of traffic. Service to abutting land is a secondary concern. The speed limit on strategic arterials can range from 30 to 65 mph depending on the land use environment in which they are located.
- By nature of their size, most small urban areas will not generate internal travel warranting an urban strategic arterial network. The strategic arterial system for these small urban areas will largely consist of extensions of rural strategic arterials into and through an area.
- In larger urban areas, strategic arterials are of regional importance, carrying high volumes of higher speed traffic, including through traffic, with limited service to abutting land and design characteristics such as medians and limited traffic signalization to enhance traffic flow.

Examples:

Regional: Trunk Highway 63 North of Rochester; Trunk Highway 14 east of TH 52
Urban: East and West Circle Drive, TH 63 north of TH 52

Primary Arterials

- Primary arterials provide service to trips of moderate length at a somewhat lower level of travel mobility than Interregional Corridors or Strategic Arterials. This system distributes travel to smaller geographic areas than the travelsheds typically associated with the higher order systems.
- On a regional basis, primary arterials serve trip lengths characteristic of intra-county service. Travel served will primarily be between significant traffic generators (either individual uses or

concentrations of development) or will be part of a collection function routing travel to higher-level routes. Regional primary arterials are roadways generally not of statewide importance but are of countywide importance.

- On a regional basis, primary arterials should be spaced at such intervals, consistent with population density, that all developed areas of the county are within a reasonable distance of a primary arterial or higher order highway.
- While primary arterials allow for the integration of both local and regional travel, the majority of traffic on the system is not typically low-speed local access traffic. Arterials should be managed to provide safe and efficient through movement, while providing some access to abutting lands.
- On an urban basis, primary arterials serve to connect major activity centers or sub-areas not served by higher order streets. Major commercial streets will typically be of a primary arterial classification. Arterials are important in providing the "last mile" link for commuters and freight service to major employment areas within cities. Such facilities will typically carry local bus routes and provide important network connectivity and continuity, but ideally should not penetrate identifiable neighborhoods.

Examples:

Regional: CSAH 4; CSAH 9; CSAH 1
Urban Area: 2nd St SW; 4th Ave SW/NW, 4th St SE

Secondary Arterials

- Secondary Arterials are similar in function to primary arterials but carry lower volumes, serving trips of shorter distances and with a higher degree of property access. Corridors will typically be shorter length routes that serve important mobility functions within urban or regional subareas.
- Secondary arterials will improve the connectivity of the overall network on a localized basis and will typically provide access to a mixture of land uses typically. In non-residential or higher density residential areas, these routes will be important for truck and transit accessibility. They serve secondary traffic generators such as community business centers, neighborhood shopping centers and multi-family residential areas.

Examples:

- **Regional: CSAH 15(Rock Dell/Salem); CSAH 19(Pleasant Grove); CR 142(Dover to Eyota); CR 112(Oronoco)**
- **Urban Area: 16th St SW/SE; 41st St NW;**

Primary Collectors

- Primary collector streets typically provide land access and traffic circulation among multiple adjacent residential neighborhoods and within commercial districts and industrial areas. They distribute traffic movements from such areas to the arterial street system and keep local area movements off the major road system. Collectors typically do not accommodate through traffic and are not continuous for any great length.
- In rural areas primary collectors should be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector or higher order road;

- Primary collectors are predominantly two lane roads, with at-grade intersections. Individual access for every lot should be discouraged unless lots are of sufficient frontage to provide adequate spacing between driveways. The cross section of a collector street may vary widely depending on the type, scale and density of the adjacent land uses. This type of roadway differs from the arterial system in that:
    - On-street parking is typically permitted;
    - Posted speed limits typically range between 30 and 35 mph.
    - Traffic volumes typically range between 2,000 and 7,000 vehicles
- In the central business district, and in other areas of like development and traffic density, the collector system may (and desirably will) include the a grid of streets which forms a logical entity for traffic circulation

Examples:

Regional: CR 105(Kalmar); CSAH 30(Elmira); CR 117(Salem/Rochester)
Urban Area:11th Ave SW in Willow Creek; Center St; Pinewood Road

Local Collectors

- Local Collectors will primarily serve residential areas, serving to connect adjacent neighborhoods, to deliver residential traffic to neighborhood activity centers and to deliver traffic from local streets to the higher order street network
- At the level of local collectors, individual access for every lot is compatible with the function of the street and the street should operate at low speeds, incorporating as necessary traffic management features to minimize travel speed.
- While local collectors are designed to discourage through traffic, it is with the understanding that traffic generated in adjacent neighborhoods is not considered through traffic where these neighborhoods are not divided by a higher order street.
- Long segments of continuous local collector streets are not compatible with functional design of the street network. Long continuous collectors will encourage through traffic, essentially turning them into secondary arterials. Ideally, collectors should be no longer than ½ to ¾ mile without the introduction of discontinuity into the route.

Examples:

Regional: CR 118 (Oronoco Twp); CR 107 (Viola/Quincy Twp); CR 108 (Rock Dell Twp)
Urban Area: 48th St in Essex Estates area; Northern Valley Drive