

# ***2005 COUNTY SCREENING BOARD DATA***



***OCTOBER 2005***



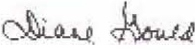
# Memo

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**Date:** September 29, 2005

**To:** County Engineers  
District State Aid Engineers

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

**Subject:** County Engineers' Screening Board Report

Enclosed is a copy of the 2005 Fall County Engineers' Screening Board Report. This report, compiled from data submitted by each county engineer, reflects the estimated cost of constructing the County State Aid Highway System over a 25-year period.

The data included in this report will be used by the County Screening Board at their October 19-20, 2005 meeting in making their annual mileage and money needs recommendation to the Commissioner of Transportation for the 2006 Apportionment.

If you have any questions or comments, please contact your screening board representative or this office. The district representatives should be well informed regarding any mileage requests or other specific items which may involve your county. District meetings will be held in advance of the Screening Board meeting to discuss this report.

This presentation has only preliminary figures. The final determination of the apportionment will be made in January by the Commissioner with the assistance of the recommendations of the County Screening Board.

If you wish to obtain more copies of this report you can do so from our website:  
[http://www.dot.state.mn.us/stateaid/res\\_csah\\_books.html](http://www.dot.state.mn.us/stateaid/res_csah_books.html).

Enclosure: County Screening Board Report



# 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.







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## **2005 COUNTY SCREENING BOARD**

|                            |           |                     |              |
|----------------------------|-----------|---------------------|--------------|
| Chuck Schmit               | (05-06)   | - Cook County       | - District 1 |
| Kelly Bengtson             | (04-05)   | - Kittson County    | - District 2 |
| Mitch Anderson             | (05-06)   | - Stearns County    | - District 3 |
| Larry Haukos               | (04-05)   | - Traverse County   | - District 4 |
| Bill Malin                 | (02-05)   | - Chisago County    | - Metro East |
| Roger Gustafson            | (04-07)   | - Carver County     | - Metro West |
| Dennis Luebbe              | (04-05)   | - Rice County       | - District 6 |
| Wayne Stevens              | (05-06)   | - Brown County      | - District 7 |
| Steve Kubista              | (04-05)   | - Chippewa County   | - District 8 |
| Doug Fischer               | Permanent | - Anoka County      | - Urban      |
| Mark Krebsbach             | Permanent | - Dakota County     | - Urban      |
| Jim Grube                  | Permanent | - Hennepin County   | - Urban      |
| Ken Haider                 | Permanent | - Ramsey County     | - Urban      |
| Marcus Hall                | Permanent | - St. Louis County  | - Urban      |
| Don Theisen                | Permanent | - Washington County | - Urban      |
| Dave Olsonawski, Secretary |           | - Hubbard County    |              |

## **2005 SCREENING BOARD ALTERNATES**

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

## **2005 CSAH GENERAL SUBCOMMITTEE**

|                      |            |                  |
|----------------------|------------|------------------|
| Dave Rholl, Chairman | (June, 06) | - Winona County  |
| Doug Fischer         | (June, 07) | - Anoka County   |
| Brian Giese          | (June, 08) | - Stevens County |

## **2005 CSAH MILEAGE SUBCOMMITTEE**

|                     |            |                     |
|---------------------|------------|---------------------|
| Rick West, Chairman | (Oct., 05) | - Otter Tail County |
| John Brunkhorst     | (Oct., 06) | - McLeod County     |
| Jim Grube           | (Oct., 07) | - Hennepin County   |

## **CSAH VARIANCE SUBCOMMITTEE**

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

## **C.S.A.H. Mileage, Needs and Apportionment 1958 through 2006**

October, 2005

The following information listed below is presented as historical data for the 48 years of county state aid apportionments and preliminary data for the 49th year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,480 miles of which almost 1,010 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 apportionment for 2006 is estimated to be approximately \$358 million (the same as for 2005). The actual apportionment which will be made by the Commissioner in January will reflect any additional change in income to the county state aid highway fund.

# C.S.A.H. Mileage, Needs and Apportionment - 1958 through 2006

October, 2005

| Year | Mileage     | Basic<br>25 Year<br>Construction<br>Needs | Total<br>Apportionment | Adjusted<br>25 Year<br>Construction<br>Needs | Money<br>Needs<br>Apport | Apportionment<br>Per \$1,000<br>of Adjusted<br>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                           | <b>\$358,601,844</b>   | <b>\$9,551,440,789</b>                       | <b>\$179,300,922</b>     | <b>\$18.77</b>                                       |

Estimated

\* Does not include 2005 Trunk Highway Turn Back Mileage

NICSAHBOOK\Fall 2005\Miles, Need, Apport, Per \$1,000 Needs

# Comparison of the Basic 2004 to the Basic 2005 25-Year Construction Needs

October, 2005

The following tabulation indicates the various stages of the 2005 update of the C.S.A.H. Needs Study and shows the needs effect each phase produced.

## Normal Update

-- Reflects the needs changes due to 2004 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1979 or earlier are eligible for complete needs. Also, any bridges built prior to 1969 are eligible for reconstruction needs. This changes several counties' needs considerably.

## 2004 Traffic & Factor Update

-- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2004 and for which the needs unit has received updated traffic maps. A map showing the new traffic projection factors is included in the reference material portion of this report.

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The counties involved are:

|          |             |               |        |
|----------|-------------|---------------|--------|
| Aitkin   | Cottonwood  | Lac Qui Parle | Norman |
| Becker   | Jackson     | Mahnomen      | Wright |
| Chippewa | Koochiching | Mower         |        |

## 2005 Unit Price Update

-- Shows the needs impact of the unit prices approved at the June 1-2, 2005 meeting.

## 2005 Structure & RR

-- Reflects the needs cost revision on bridges, box culverts, and RR crossings.

# Comparison of the Basic 2004 to the Basic 2005 25-Year Construction Needs

October, 2005

| County                   | Revised Basic<br>2004 25-Year<br>Const. Needs | Effect of<br>Normal<br>Update | %<br>Change  | Effect of<br>Traffic<br>Update | %<br>Change  | Effect of<br>Unit Price<br>Update | %<br>Change | Effect of<br>Structure & RR<br>Update | %<br>Change | Basic 2005<br>25-Year<br>Const. Needs | Total Change<br>From 2004<br>Needs | Total<br>%  | County                   |
|--------------------------|---|-------------------------------|--------------|--------------------------------|--------------|-----------------------------------|-------------|---------------------------------------|-------------|---------------------------------------|------------------------------------|-------------|--------------------------|
| Carlton                  | \$75,045,363                                  | \$1,246,194                   | 1.7%         | \$0                            | 0.0%         | \$1,781,189                       | 2.3%        | \$315,825                             | 0.4%        | \$78,388,571                          | \$3,343,208                        | 4.5%        | Carlton                  |
| Cook                     | 43,826,862                                    | 5,577,548                     | 12.7%        | 0                              | 0.0%         | 1,798,040                         | 3.6%        | 85,020                                | 0.2%        | 51,287,470                            | 7,460,608                          | 17.0%       | Cook                     |
| Itasca                   | 139,670,336                                   | (815,569)                     | -0.6%        | 0                              | 0.0%         | 7,777,159                         | 5.6%        | 669,987                               | 0.5%        | 147,301,913                           | 7,631,577                          | 5.5%        | Itasca                   |
| Koochiching              | 39,283,817                                    | (249,207)                     | -0.6%        | (829,341)                      | -2.1%        | 729,333                           | 1.9%        | 167,084                               | 0.4%        | 39,101,686                            | (182,131)                          | -0.5%       | Koochiching              |
| Lake                     | 66,416,611                                    | 382,219                       | 0.6%         | 0                              | 0.0%         | 1,564,685                         | 2.3%        | 408,593                               | 0.6%        | 68,772,108                            | 2,355,497                          | 3.5%        | Lake                     |
| Pine                     | 129,629,221                                   | 1,362,570                     | 1.1%         | 0                              | 0.0%         | 4,697,256                         | 3.6%        | 764,733                               | 0.6%        | 136,453,780                           | 6,824,559                          | 5.3%        | Pine                     |
| St. Louis                | 503,239,955                                   | (2,239,793)                   | -0.4%        | 0                              | 0.0%         | 8,290,469                         | 1.7%        | 1,707,308                             | 0.3%        | 510,997,959                           | 7,758,004                          | 1.5%        | St. Louis                |
| <b>District 1 Totals</b> | <b>997,112,165</b>                            | <b>5,263,962</b>              | <b>0.5%</b>  | <b>(829,341)</b>               | <b>-0.1%</b> | <b>26,638,151</b>                 | <b>2.7%</b> | <b>4,118,550</b>                      | <b>0.4%</b> | <b>1,032,303,487</b>                  | <b>35,191,322</b>                  | <b>3.5%</b> | <b>District 1 Totals</b> |
| Beltrami                 | 102,495,045                                   | 410,153                       | 0.4%         | 0                              | 0.0%         | 3,377,999                         | 3.3%        | 141,172                               | 0.1%        | 106,424,369                           | 3,929,324                          | 3.8%        | Beltrami                 |
| Clearwater               | 50,983,664                                    | 16,908                        | 0.0%         | 0                              | 0.0%         | (721,606)                         | -1.4%       | 270,836                               | 0.5%        | 50,549,802                            | (433,862)                          | -0.9%       | Clearwater               |
| Hubbard                  | 57,658,664                                    | (737,671)                     | -1.3%        | 0                              | 0.0%         | 1,526,653                         | 2.7%        | 129,276                               | 0.2%        | 58,576,922                            | 918,258                            | 1.6%        | Hubbard                  |
| Kittson                  | 56,192,711                                    | (473,600)                     | -0.8%        | 0                              | 0.0%         | 267,348                           | 0.5%        | 415,196                               | 0.7%        | 56,401,655                            | 208,944                            | 0.4%        | Kittson                  |
| Lake of the Woods        | 26,096,572                                    | 49,731                        | 0.2%         | 0                              | 0.0%         | (1,590,334)                       | -6.1%       | 96,836                                | 0.4%        | 24,652,805                            | (1,443,767)                        | -5.5%       | Lake of the Woods        |
| Marshall                 | 77,580,664                                    | (135,415)                     | -0.2%        | 0                              | 0.0%         | 2,759,066                         | 3.6%        | 605,000                               | 0.8%        | 80,808,315                            | 3,228,651                          | 4.2%        | Marshall                 |
| Norman                   | 56,763,271                                    | 90,851                        | 0.2%         | 0                              | 0.0%         | (434,978)                         | -0.8%       | 433,372                               | 0.8%        | 56,838,936                            | (924,335)                          | -1.6%       | Norman                   |
| Pennington               | 32,450,914                                    | 1,249,860                     | 3.9%         | 0                              | 0.0%         | (67,807)                          | -0.2%       | 231,445                               | 0.7%        | 33,864,412                            | 1,413,498                          | 4.4%        | Pennington               |
| Polk                     | 134,456,319                                   | (5,169,531)                   | -3.8%        | 0                              | 0.0%         | 4,989,643                         | 3.9%        | 1,628,555                             | 1.2%        | 135,904,986                           | 1,448,667                          | 1.1%        | Polk                     |
| Red Lake                 | 28,187,233                                    | (363,365)                     | -1.3%        | 0                              | 0.0%         | (136,261)                         | -0.5%       | 70,452                                | 0.3%        | 27,756,059                            | (429,174)                          | -1.5%       | Red Lake                 |
| Roseau                   | 67,215,503                                    | 202,537                       | 0.3%         | 0                              | 0.0%         | 1,351,277                         | 2.0%        | 524,252                               | 0.8%        | 69,293,569                            | 2,078,066                          | 3.1%        | Roseau                   |
| <b>District 2 Totals</b> | <b>690,080,560</b>                            | <b>(4,859,542)</b>            | <b>-0.7%</b> | <b>(1,013,580)</b>             | <b>-0.1%</b> | <b>11,321,000</b>                 | <b>1.7%</b> | <b>4,546,392</b>                      | <b>0.7%</b> | <b>700,074,830</b>                    | <b>9,994,270</b>                   | <b>1.4%</b> | <b>District 2 Totals</b> |
| Aitkin                   | 61,190,396                                    | 865,820                       | 1.4%         | 3,583,735                      | 5.8%         | 2,771,651                         | 4.2%        | 565,338                               | 0.8%        | 68,976,940                            | 7,786,544                          | 12.7%       | Aitkin                   |
| Benton                   | 37,511,344                                    | 791,172                       | 2.1%         | 0                              | 0.0%         | 806,643                           | 2.1%        | 220,020                               | 0.6%        | 39,329,179                            | 1,817,835                          | 4.8%        | Benton                   |
| Cass                     | 89,606,065                                    | (2,960,990)                   | -3.3%        | 0                              | 0.0%         | 3,839,466                         | 4.4%        | 263,056                               | 0.3%        | 90,747,597                            | 1,141,532                          | 1.3%        | Cass                     |
| Crow Wing                | 91,217,647                                    | 2,803,456                     | 3.1%         | 0                              | 0.0%         | 5,445,641                         | 5.8%        | 262,812                               | 0.3%        | 99,729,556                            | 8,511,909                          | 9.3%        | Crow Wing                |
| Isanti                   | 47,778,420                                    | 293,440                       | 0.6%         | 0                              | 0.0%         | 1,240,258                         | 2.6%        | 190,278                               | 0.4%        | 49,502,396                            | 1,723,976                          | 3.6%        | Isanti                   |
| Kanabec                  | 34,359,646                                    | 1,715,083                     | 5.0%         | 0                              | 0.0%         | 293,088                           | 0.8%        | 134,304                               | 0.4%        | 36,502,121                            | 2,142,475                          | 6.2%        | Kanabec                  |
| Millie Lacs              | 72,561,616                                    | 1,211,585                     | 1.7%         | 0                              | 0.0%         | 595,008                           | 0.8%        | 344,484                               | 0.5%        | 74,712,693                            | 2,151,077                          | 3.0%        | Millie Lacs              |
| Morrison                 | 86,453,161                                    | 94,305                        | 0.1%         | 0                              | 0.0%         | 4,504,630                         | 5.2%        | 617,754                               | 0.7%        | 91,669,850                            | 5,216,689                          | 6.0%        | Morrison                 |
| Sherburne                | 45,421,324                                    | 5,714,695                     | 12.6%        | 0                              | 0.0%         | 1,895,604                         | 3.7%        | 327,636                               | 0.6%        | 53,359,259                            | 7,937,935                          | 17.5%       | Sherburne                |
| Stearns                  | 172,980,838                                   | 1,157,809                     | 0.7%         | 0                              | 0.0%         | 7,471,878                         | 4.3%        | 702,419                               | 0.4%        | 182,312,944                           | 9,332,106                          | 5.4%        | Stearns                  |
| Todd                     | 52,302,935                                    | (1,762,655)                   | -3.4%        | 0                              | 0.0%         | 533,202                           | 1.1%        | 352,860                               | 0.7%        | 51,426,342                            | (876,593)                          | -1.7%       | Todd                     |
| Wadena                   | 31,212,921                                    | 2,081,932                     | 6.7%         | 0                              | 0.0%         | 926,599                           | 2.8%        | 392,864                               | 1.1%        | 34,614,316                            | 3,401,395                          | 10.9%       | Wadena                   |
| Wright                   | 157,424,324                                   | (889,511)                     | -0.6%        | 3,163,954                      | 2.0%         | 2,914,643                         | 1.8%        | 498,877                               | 0.3%        | 163,112,287                           | 5,687,963                          | 3.6%        | Wright                   |
| <b>District 3 Totals</b> | <b>980,020,637</b>                            | <b>11,116,141</b>             | <b>1.1%</b>  | <b>6,747,689</b>               | <b>0.7%</b>  | <b>33,238,311</b>                 | <b>3.3%</b> | <b>4,872,702</b>                      | <b>0.5%</b> | <b>1,035,995,480</b>                  | <b>55,974,843</b>                  | <b>5.7%</b> | <b>District 3 Totals</b> |
| Becker                   | 74,436,979                                    | (144,614)                     | -0.2%        | 4,570,795                      | 6.2%         | 2,917,518                         | 3.7%        | 169,878                               | 0.2%        | 81,950,556                            | 7,513,577                          | 10.1%       | Becker                   |
| Big Stone                | 28,832,701                                    | 1,173,841                     | 4.1%         | 0                              | 0.0%         | 1,438,587                         | 4.8%        | 175,987                               | 0.6%        | 31,621,116                            | 2,788,415                          | 9.7%        | Big Stone                |
| Clay                     | 71,608,917                                    | 967,672                       | 1.4%         | 0                              | 0.0%         | 2,917,941                         | 4.0%        | 687,311                               | 0.9%        | 76,181,841                            | 4,572,924                          | 6.4%        | Clay                     |
| Douglas                  | 68,988,957                                    | (1,074,136)                   | -1.6%        | 0                              | 0.0%         | 1,138,669                         | 1.7%        | 144,500                               | 0.2%        | 69,197,990                            | 209,033                            | 0.3%        | Douglas                  |
| Grant                    | 26,934,336                                    | (202,832)                     | -0.8%        | 0                              | 0.0%         | 636,547                           | 2.4%        | 39,312                                | 0.4%        | 27,407,363                            | 473,027                            | 1.8%        | Grant                    |
| Mahnomen                 | 22,894,421                                    | 418,325                       | 1.8%         | 241,557                        | 1.0%         | 206,790                           | 0.9%        | 102,580                               | 0.4%        | 23,863,673                            | 969,252                            | 4.2%        | Mahnomen                 |
| Otter Tail               | 190,212,903                                   | 1,528,298                     | 0.8%         | 0                              | 0.0%         | 3,910,836                         | 2.0%        | 536,817                               | 0.3%        | 196,188,854                           | 5,975,951                          | 3.1%        | Otter Tail               |
| Pope                     | 46,776,760                                    | 536,492                       | 1.1%         | 0                              | 0.0%         | 660,643                           | 1.4%        | 64,060                                | 0.1%        | 48,037,955                            | 1,261,195                          | 2.7%        | Pope                     |
| Stevens                  | 32,918,431                                    | (855,091)                     | -2.6%        | 0                              | 0.0%         | (1,400,788)                       | -4.4%       | 28,980                                | 0.1%        | 30,891,532                            | (2,226,899)                        | -6.8%       | Stevens                  |
| Swift                    | 43,907,412                                    | (980,995)                     | -2.2%        | 0                              | 0.0%         | 496,958                           | 1.2%        | 222,412                               | 0.5%        | 43,645,787                            | (261,625)                          | -0.6%       | Swift                    |
| Traverse                 | 33,409,273                                    | (1,068,467)                   | -3.2%        | 0                              | 0.0%         | 357,152                           | 1.1%        | 215,916                               | 0.7%        | 33,913,874                            | (495,399)                          | -1.5%       | Traverse                 |
| Wilkin                   | 51,969,220                                    | 1,708,146                     | 3.3%         | 0                              | 0.0%         | 1,464,488                         | 2.7%        | 504,222                               | 0.9%        | 55,646,076                            | 3,676,856                          | 7.1%        | Wilkin                   |
| <b>District 4 Totals</b> | <b>\$692,890,310</b>                          | <b>\$2,006,639</b>            | <b>0.3%</b>  | <b>\$4,812,352</b>             | <b>0.7%</b>  | <b>\$14,745,341</b>               | <b>2.1%</b> | <b>\$2,891,975</b>                    | <b>0.4%</b> | <b>\$717,346,617</b>                  | <b>\$24,456,307</b>                | <b>3.5%</b> | <b>District 4 Totals</b> |

# Comparison of the Basic 2004 to the Basic 2005 25-Year Construction Needs

October, 2005

| County                   | Revised Basic<br>2004 25-Year<br>Const. Needs | Effect of<br>Normal<br>Update | %<br>Change | Effect of<br>Traffic<br>Update | %<br>Change  | Effect of<br>Unit Price<br>Update | %<br>Change | Effect of<br>Structure & RR<br>Update | %<br>Change | Basic 2005<br>25-Year<br>Const. Needs | Total Change<br>From 2004<br>Needs | Total<br>%   | County                   |
|--------------------------|---|-------------------------------|-------------|--------------------------------|--------------|-----------------------------------|-------------|---------------------------------------|-------------|---------------------------------------|------------------------------------|--------------|--------------------------|
| Anoka                    | \$187,475,719                                 | \$2,196,440                   | 1.2%        | \$0                            | 0.0%         | -\$1,780,362                      | -0.9%       | \$304,742                             | 0.2%        | \$188,196,539                         | \$720,820                          | 0.4%         | Anoka                    |
| Carver                   | 84,660,729                                    | 16,290,070                    | 19.2%       | 0                              | 0.0%         | 9,031,540                         | 8.9%        | 319,008                               | 0.3%        | 110,301,347                           | 25,640,618                         | 30.3%        | Carver                   |
| Hennepin                 | 629,069,064                                   | 9,754,626                     | 1.6%        | 0                              | 0.0%         | 51,528,986                        | 8.1%        | 3,701,038                             | 0.5%        | 694,053,714                           | 64,984,650                         | 10.3%        | Hennepin                 |
| Scott                    | 120,645,971                                   | (2,023,283)                   | -1.7%       | 0                              | 0.0%         | 7,160,907                         | 6.0%        | 468,459                               | 0.4%        | 126,252,054                           | 5,606,083                          | 4.6%         | Scott                    |
| <b>Metro Totals</b>      | <b>1,021,851,483</b>                          | <b>26,217,853</b>             | <b>2.6%</b> | <b>0</b>                       | <b>0.0%</b>  | <b>65,941,071</b>                 | <b>6.3%</b> | <b>4,793,247</b>                      | <b>0.4%</b> | <b>1,118,803,654</b>                  | <b>96,952,171</b>                  | <b>9.5%</b>  | <b>Metro Totals</b>      |
| Dodge                    | 60,422,929                                    | (2,315,260)                   | -3.8%       | 0                              | 0.0%         | 1,765,210                         | 3.0%        | 321,981                               | 0.5%        | 60,194,860                            | (228,069)                          | -0.4%        | Dodge                    |
| Fillmore                 | 131,766,616                                   | 284,078                       | 0.2%        | 0                              | 0.0%         | 2,938,809                         | 2.2%        | 1,862,212                             | 1.4%        | 136,851,715                           | 5,085,099                          | 3.9%         | Fillmore                 |
| Freeborn                 | 94,872,606                                    | (215,322)                     | -0.2%       | 0                              | 0.0%         | 2,017,334                         | 2.1%        | 528,108                               | 0.5%        | 97,202,726                            | 2,330,120                          | 2.5%         | Freeborn                 |
| Goodhue                  | 103,937,215                                   | 2,461,945                     | 2.4%        | 0                              | 0.0%         | 1,717,421                         | 1.6%        | 968,917                               | 0.9%        | 109,085,498                           | 5,148,283                          | 5.0%         | Goodhue                  |
| Houston                  | 75,668,649                                    | (840,017)                     | -1.1%       | 0                              | 0.0%         | 2,352,547                         | 3.1%        | 394,012                               | 0.5%        | 77,575,191                            | 1,906,542                          | 2.5%         | Houston                  |
| Mower                    | 94,978,326                                    | (2,002)                       | -0.0%       | 1,542,829                      | 1.6%         | 3,289,359                         | 3.4%        | 1,012,999                             | 1.0%        | 100,821,511                           | 5,843,185                          | 6.2%         | Mower                    |
| Olmsted                  | 133,831,628                                   | (2,521,724)                   | -1.9%       | 0                              | 0.0%         | 4,704,309                         | 3.6%        | 1,128,437                             | 0.8%        | 137,142,650                           | 3,311,022                          | 2.5%         | Olmsted                  |
| Rice                     | 81,532,423                                    | (7,202)                       | 0.0%        | 0                              | 0.0%         | 4,200,739                         | 5.2%        | 471,360                               | 0.5%        | 86,197,320                            | 4,664,897                          | 5.7%         | Rice                     |
| Steele                   | 69,827,263                                    | 5,172,800                     | 7.4%        | 0                              | 0.0%         | 2,861,267                         | 3.8%        | 559,788                               | 0.7%        | 78,421,118                            | 8,593,855                          | 12.3%        | Steele                   |
| Wabasha                  | 84,530,756                                    | (110,308)                     | -0.1%       | 0                              | 0.0%         | 3,121,674                         | 3.7%        | 681,286                               | 0.8%        | 88,223,408                            | 3,692,652                          | 4.4%         | Wabasha                  |
| Winona                   | 108,315,659                                   | 2,334,076                     | 2.2%        | 0                              | 0.0%         | 5,075,665                         | 4.6%        | 564,560                               | 0.5%        | 116,289,960                           | 7,974,301                          | 7.4%         | Winona                   |
| <b>District 6 Totals</b> | <b>1,039,684,070</b>                          | <b>4,241,064</b>              | <b>0.4%</b> | <b>1,542,829</b>               | <b>0.1%</b>  | <b>34,044,334</b>                 | <b>3.3%</b> | <b>8,493,660</b>                      | <b>0.8%</b> | <b>1,088,005,957</b>                  | <b>48,321,887</b>                  | <b>4.6%</b>  | <b>District 6 Totals</b> |
| Blue Earth               | 129,594,287                                   | 1,875,204                     | 1.4%        | 0                              | 0.0%         | (1,072,432)                       | -0.8%       | 1,588,872                             | 1.2%        | 131,986,931                           | 2,391,644                          | 1.8%         | Blue Earth               |
| Brown                    | 58,371,946                                    | 4,288,321                     | 7.3%        | 0                              | 0.0%         | 1,591,215                         | 2.5%        | 1,160,044                             | 1.8%        | 65,411,526                            | 7,039,580                          | 12.1%        | Brown                    |
| Cottonwood               | 54,903,812                                    | 1,943,885                     | 3.5%        | (1,903,203)                    | -3.3%        | 219,106                           | 0.4%        | 667,110                               | 1.2%        | 55,830,710                            | 926,898                            | 1.7%         | Cottonwood               |
| Faribault                | 80,784,529                                    | (2,545,059)                   | -3.2%       | 0                              | 0.0%         | (662,685)                         | -0.8%       | 713,107                               | 0.9%        | 78,289,892                            | (2,494,637)                        | -3.1%        | Faribault                |
| Jackson                  | 78,429,702                                    | 1,419,825                     | 1.8%        | (4,556,995)                    | -5.7%        | 2,788,860                         | 3.7%        | 1,033,188                             | 1.3%        | 79,114,580                            | 684,878                            | 0.9%         | Jackson                  |
| Le Sueur                 | 76,963,304                                    | 896,640                       | 1.2%        | 0                              | 0.0%         | 4,998,769                         | 6.4%        | 490,389                               | 0.6%        | 83,354,122                            | 6,385,818                          | 8.3%         | Le Sueur                 |
| Martin                   | 68,511,825                                    | (706,998)                     | -1.0%       | 0                              | 0.0%         | 1,248,157                         | 1.8%        | 433,004                               | 0.6%        | 69,485,988                            | 974,163                            | 1.4%         | Martin                   |
| Nicollet                 | 56,405,258                                    | 5,039,941                     | 8.9%        | 0                              | 0.0%         | 824,466                           | 1.3%        | 153,662                               | 0.2%        | 62,423,327                            | 6,018,069                          | 10.7%        | Nicollet                 |
| Nobles                   | 87,230,056                                    | 311,313                       | 0.4%        | 0                              | 0.0%         | 2,857,567                         | 3.3%        | 766,443                               | 0.8%        | 91,165,379                            | 3,935,323                          | 4.5%         | Nobles                   |
| Rock                     | 47,616,516                                    | 4,045,769                     | 8.5%        | 0                              | 0.0%         | 623,889                           | 1.2%        | 935,880                               | 1.8%        | 53,222,064                            | 5,605,538                          | 11.8%        | Rock                     |
| Sibley                   | 54,663,399                                    | (2,056,916)                   | -3.8%       | 0                              | 0.0%         | 885,653                           | 1.7%        | 278,092                               | 0.5%        | 53,770,228                            | (883,171)                          | -1.6%        | Sibley                   |
| Waseca                   | 58,988,098                                    | 722,753                       | 1.2%        | 0                              | 0.0%         | 2,480,062                         | 4.2%        | 213,160                               | 0.3%        | 62,404,073                            | 3,415,975                          | 5.8%         | Waseca                   |
| Watonwan                 | 41,063,147                                    | 1,831,623                     | 4.5%        | 0                              | 0.0%         | 1,503,243                         | 3.5%        | 328,485                               | 0.7%        | 44,726,498                            | 3,663,351                          | 8.9%         | Watonwan                 |
| <b>District 7 Totals</b> | <b>893,530,879</b>                            | <b>17,066,301</b>             | <b>1.9%</b> | <b>(6,460,198)</b>             | <b>-0.7%</b> | <b>18,285,890</b>                 | <b>2.0%</b> | <b>8,761,436</b>                      | <b>0.9%</b> | <b>931,184,308</b>                    | <b>37,653,429</b>                  | <b>4.2%</b>  | <b>District 7 Totals</b> |
| Chippewa                 | 43,275,490                                    | 41,492                        | 0.1%        | (2,284,304)                    | -5.3%        | 748,876                           | 1.8%        | 306,830                               | 0.7%        | 42,088,384                            | (1,187,106)                        | -2.7%        | Chippewa                 |
| Kandiyohi                | 84,819,460                                    | 8,851,038                     | 10.4%       | 0                              | 0.0%         | 4,732,178                         | 5.1%        | 425,832                               | 0.4%        | 98,828,508                            | 14,009,048                         | 16.5%        | Kandiyohi                |
| Lac Qui Parle            | 46,146,039                                    | (92,318)                      | -0.2%       | (1,310,543)                    | -2.8%        | 2,449,055                         | 5.5%        | 528,850                               | 1.1%        | 47,721,083                            | 1,575,044                          | 3.4%         | Lac Qui Parle            |
| Lincoln                  | 37,011,133                                    | 2,118,604                     | 5.7%        | 0                              | 0.0%         | 1,249,802                         | 3.2%        | 337,316                               | 0.8%        | 40,716,855                            | 3,705,722                          | 10.0%        | Lincoln                  |
| Lyon                     | 61,086,772                                    | 664,735                       | 1.1%        | 0                              | 0.0%         | 1,822,414                         | 3.0%        | 563,798                               | 0.9%        | 64,137,719                            | 3,050,947                          | 5.0%         | Lyon                     |
| Mc Leod                  | 68,982,070                                    | 2,987,745                     | 4.3%        | 0                              | 0.0%         | 1,406,282                         | 2.0%        | 455,462                               | 0.6%        | 73,831,559                            | 4,849,489                          | 7.0%         | Mc Leod                  |
| Meeker                   | 46,009,840                                    | (72,504)                      | -0.2%       | 0                              | 0.0%         | 584,222                           | 1.3%        | 231,764                               | 0.5%        | 46,753,322                            | 743,482                            | 1.6%         | Meeker                   |
| Murray                   | 51,909,733                                    | 3,756,426                     | 7.2%        | 0                              | 0.0%         | 1,722,748                         | 3.1%        | 347,630                               | 0.6%        | 57,736,537                            | 5,826,804                          | 11.2%        | Murray                   |
| Pipestone                | 40,410,007                                    | 1,661,257                     | 4.1%        | 0                              | 0.0%         | 1,676,545                         | 4.0%        | 737,002                               | 1.7%        | 44,484,811                            | 4,074,804                          | 10.1%        | Pipestone                |
| Redwood                  | 85,253,915                                    | 5,384,643                     | 6.3%        | 0                              | 0.0%         | 2,187,951                         | 2.4%        | 1,359,349                             | 1.5%        | 94,185,868                            | 8,931,943                          | 10.5%        | Redwood                  |
| Renville                 | 90,385,041                                    | (292,625)                     | -0.3%       | 0                              | 0.0%         | 872,806                           | 1.0%        | 969,151                               | 1.1%        | 91,934,373                            | 1,549,332                          | 1.7%         | Renville                 |
| Yellow Medicine          | 57,980,720                                    | (127,274)                     | -0.2%       | 0                              | 0.0%         | 1,599,532                         | 2.8%        | 478,364                               | 0.8%        | 59,931,342                            | 1,950,622                          | 3.4%         | Yellow Medicine          |
| <b>District 8 Totals</b> | <b>713,270,220</b>                            | <b>24,881,219</b>             | <b>3.5%</b> | <b>(3,594,847)</b>             | <b>-0.5%</b> | <b>21,052,411</b>                 | <b>2.9%</b> | <b>6,741,348</b>                      | <b>0.9%</b> | <b>762,350,331</b>                    | <b>49,080,131</b>                  | <b>6.9%</b>  | <b>District 8 Totals</b> |
| Chisago                  | 82,434,356                                    | (2,212,467)                   | -2.7%       | 0                              | 0.0%         | 2,916,902                         | 3.6%        | 225,872                               | 0.3%        | 83,364,663                            | 930,307                            | 1.1%         | Chisago                  |
| Dakota                   | 205,225,570                                   | (872,137)                     | -0.4%       | 0                              | 0.0%         | 19,409,956                        | 9.5%        | 1,004,301                             | 0.4%        | 224,767,690                           | 19,542,120                         | 9.5%         | Dakota                   |
| Ramsey                   | 273,150,445                                   | 13,628,183                    | 5.0%        | 0                              | 0.0%         | 19,690,798                        | 6.9%        | 1,974,008                             | 0.6%        | 308,443,434                           | 36,292,989                         | 12.9%        | Ramsey                   |
| Washington               | 178,816,437                                   | 6,672,666                     | 3.7%        | 0                              | 0.0%         | 16,856,094                        | 9.1%        | 1,112,296                             | 0.5%        | 203,457,493                           | 24,641,056                         | 13.8%        | Washington               |
| <b>Metro Totals</b>      | <b>739,626,808</b>                            | <b>17,216,245</b>             | <b>2.3%</b> | <b>0</b>                       | <b>0.0%</b>  | <b>58,873,750</b>                 | <b>7.8%</b> | <b>4,316,477</b>                      | <b>0.5%</b> | <b>820,033,280</b>                    | <b>80,406,472</b>                  | <b>10.8%</b> | <b>Metro Totals</b>      |
| <b>STATE TOTALS</b>      | <b>\$7,768,067,132</b>                        | <b>\$103,149,882</b>          | <b>1.3%</b> | <b>\$1,204,904</b>             | <b>0.0%</b>  | <b>\$284,140,259</b>              | <b>3.6%</b> | <b>\$49,535,787</b>                   | <b>0.6%</b> | <b>\$8,206,097,964</b>                | <b>\$438,030,832</b>               | <b>5.6%</b>  | <b>STATE TOTALS</b>      |

\* \* \* \* \*

**NEEDS**

**A<sup>D</sup>JU<sup>S</sup>TME<sup>N</sup>T<sup>S</sup>**

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## **Restriction of 25-Year Construction Needs Changes**

October, 2005

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 C.S.A.H. construction needs change in any one county from the previous year's restricted C.S.A.H. needs to the current year's basic 25 year C.S.A.H. 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 C.S.A.H. needs to the current year's basic 25 year C.S.A.H. 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 increased 5.2%, thereby limiting any individual county's needs change to a range from a 0.2% to a plus 25.2%. As you can see, sixteen counties required a needs restriction.

# RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

October, 2005

23-Sep-05

| COUNTY            | RESTRICTED<br>2004<br>25 YEAR<br>CONSTRUCTION<br>NEEDS | BASIC<br>2005<br>25-YEAR<br>CONSTRUCTION<br>NEEDS | CHANGE<br>FROM<br>2004<br>RESTRICTED<br>NEEDS | % CHANGE<br>FROM<br>2004<br>RESTRICTED<br>NEEDS | RESTRICTED<br>2005<br>25 YEAR<br>CONSTRUCTION<br>NEEDS | %<br>CHANGE  | RESTRICTED<br>2005<br>25 YEAR<br>CONSTRUCTION<br>NEEDS | SCREENING<br>BOARD<br>RESTRICTION | COUNTY            |
|-------------------|--|---|---|---|--|--------------|--|-----------------------------------|-------------------|
| Carlton           | \$75,045,363   | \$78,388,571                                      | \$3,343,208                                   | 4.5%  |  |              |  |                                   | Carlton           |
| Cook              | 45,838,794   | 51,287,470  | 5,448,676                                     | 11.9%   |  |              |  |                                   | Cook              |
| Itasca            | 139,670,336  | 147,301,913                                       | 7,631,577                                     | 5.5%  |  |              |  |                                   | Itasca            |
| Koochiching       | 39,283,817   | 39,101,686  | (182,131)                                     | -0.5%   | 0.2%   | \$40,069,493 | \$967,807  |                                   | Koochiching       |
| Lake              | 66,416,611   | 68,772,108  | 2,355,497                                     | 3.6%  |  |              |  |                                   | Lake              |
| Pine              | 129,648,859  | 136,453,780                                       | 6,804,921                                     | 5.3%  |  |              |  |                                   | Pine              |
| St. Louis         | 503,239,955  | 510,997,959                                       | 7,758,004                                     | 1.5%  |  |              |  |                                   | St. Louis         |
| District 1 Totals | \$999,143,735  | \$1,032,303,487                                   | \$33,159,752                                  | 3.3%  |  |              |  |                                   | District 1 Totals |
| Beltrami          | \$102,495,045  | \$106,424,369                                     | \$3,929,324                                   | 3.8%  |  |              |  |                                   | Beltrami          |
| Clearwater        | 50,983,664   | 50,549,802  | (433,862)                                     | -0.9%   | 0.2%   | \$52,003,337 | \$1,453,535  |                                   | Clearwater        |
| Hubbard           | 57,658,664   | 58,576,922  | 918,258                                       | 1.6%  |  |              |  |                                   | Hubbard           |
| Kittson           | 56,192,711   | 56,401,655  | 208,944                                       | 0.4%  |  |              |  |                                   | Kittson           |
| Lake of 'Woods    | 26,096,572   | 24,652,805  | (1,443,767)                                   | -5.5%   | 0.2%   | 26,618,503   | 1,965,698  |                                   | Lake of 'Woods    |
| Marshall          | 77,580,664   | 80,809,315  | 3,228,651                                     | 4.2%  |  |              |  |                                   | Marshall          |
| Norman            | 56,763,271   | 55,838,936  | (924,335)                                     | -1.6%   | 0.2%   | 57,898,536   | 2,059,600  |                                   | Norman            |
| Pennington        | 32,450,914   | 33,864,412  | 1,413,498                                     | 4.4%  |  |              |  |                                   | Pennington        |
| Polk              | 134,456,319  | 135,904,986                                       | 1,448,667                                     | 1.1%  |  |              |  |                                   | Polk              |
| Red Lake          | 28,187,233   | 27,758,059  | (429,174)                                     | -1.5%   | 0.2%   | 28,750,978   | 992,919  |                                   | Red Lake          |
| Roseau            | 67,215,503   | 69,293,569  | 2,078,066                                     | 3.1%  |  |              |  |                                   | Roseau            |
| District 2 Totals | \$690,080,560  | \$700,074,830                                     | \$9,994,270                                   | 1.5%  |  |              |  |                                   | District 2 Totals |
| Aitkin            | \$61,773,740   | \$68,976,940                                      | \$7,203,200                                   | 11.7%   |  |              |  |                                   | Aitkin            |
| Benton            | 37,511,344   | 39,329,179  | 1,817,835                                     | 4.9%  |  |              |  |                                   | Benton            |
| Cass              | 89,606,065   | 90,747,597  | 1,141,532                                     | 1.3%  |  |              |  |                                   | Cass              |
| Crow Wing         | 91,217,647   | 99,729,556  | 8,511,909                                     | 9.3%  |  |              |  |                                   | Crow Wing         |
| Isanti            | 47,778,420   | 49,502,396  | 1,723,976                                     | 3.6%  |  |              |  |                                   | Isanti            |
| Kanabec           | 34,359,646   | 36,502,121  | 2,142,475                                     | 6.2%  |  |              |  |                                   | Kanabec           |
| Mille Lacs        | 72,561,616   | 74,712,693  | 2,151,077                                     | 3.0%  |  |              |  |                                   | Mille Lacs        |
| Morrison          | 86,453,161   | 91,669,850  | 5,216,689                                     | 6.0%  |  |              |  |                                   | Morrison          |
| Sherburne         | 45,421,324   | 53,359,259  | 7,937,935                                     | 17.5%   |  |              |  |                                   | Sherburne         |
| Stearns           | 172,980,838  | 182,312,944                                       | 9,332,106                                     | 5.4%  |  |              |  |                                   | Stearns           |
| Todd              | 52,302,935   | 51,426,342  | (876,593)                                     | -1.7%   | 0.2%   | \$53,348,994 | \$1,922,652  |                                   | Todd              |
| Wadena            | 31,333,618   | 34,614,316  | 3,280,698                                     | 10.5%   |  |              |  |                                   | Wadena            |
| Wright            | 157,424,324  | 163,112,287                                       | 5,687,963                                     | 3.6%  |  |              |  |                                   | Wright            |
| District 3 Totals | \$980,724,678  | \$1,035,995,480                                   | \$55,270,802                                  | 5.6%  |  |              |  |                                   | District 3 Totals |

# RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

October, 2005

23-Sep-05

| COUNTY            | RESTRICTED<br>2004<br>25 YEAR<br>CONSTRUCTION<br>NEEDS | BASIC<br>2005<br>25 YEAR<br>CONSTRUCTION<br>NEEDS | CHANGE<br>FROM<br>2004<br>RESTRICTED<br>NEEDS | % CHANGE<br>FROM<br>2004<br>RESTRICTED<br>NEEDS | RESTRICTED<br>2005<br>25 YEAR<br>CONSTRUCTION<br>NEEDS | % CHANGE<br>2005<br>RESTRICTED<br>NEEDS | 2005<br>SCREENING<br>BOARD<br>RESTRICTION | COUNTY            |
|-------------------|--|---|---|---|--|---|---|-------------------|
| Becker            | \$74,436,979   | \$81,950,556                                      | \$7,513,577                                   | 10.1%   |  |   |   | Becker            |
| Big Stone         | 28,832,701   | 31,621,116  | 2,788,415                                     | 9.7%  |  |   |   | Big Stone         |
| Clay              | 71,608,917   | 76,181,841  | 4,572,924                                     | 6.4%  |  |   |   | Clay              |
| Douglas           | 68,988,957   | 69,197,990  | 209,033                                       | 0.3%  |  |   |   | Douglas           |
| Grant             | 26,934,336   | 27,407,363  | 473,027                                       | 1.8%  |  |   |   | Grant             |
| Mahnomen          | 24,369,394   | 23,863,673  | (505,721)                                     | -2.1%   | 0.2%   | \$24,856,782                            | \$993,109                                 | Mahnomen          |
| Otter Tail        | 190,212,903  | 196,188,854                                       | 5,975,951                                     | 3.1%  |  |   |   | Otter Tail        |
| Pope              | 46,776,760   | 48,037,955  | 1,261,195                                     | 2.7%  |  |   |   | Pope              |
| Stevens           | 32,918,431   | 30,691,532  | (2,226,899)                                   | -6.8%   | 0.2%   | 33,576,800                              | 2,885,268                                 | Stevens           |
| Swift             | 43,907,412   | 43,645,787  | (261,625)                                     | -0.6%   | 0.2%   | 44,785,560                              | 1,139,773                                 | Swift             |
| Traverse          | 33,409,273   | 32,913,874  | (495,399)                                     | -1.5%   | 0.2%   | 34,077,458                              | 1,163,584                                 | Traverse          |
| Wilkin            | 51,969,220   | 55,646,076  | 3,676,856                                     | 7.1%  |  |   |   | Wilkin            |
| District 4 Totals | \$694,365,283  | \$717,346,617                                     | \$22,981,334                                  | 3.3%  |  |   |   | District 4 Totals |
| Anoka             | \$187,475,719  | \$188,196,539                                     | \$720,820                                     | 0.4%  |  |   |   | Anoka             |
| Carver            | 84,660,729   | 110,301,347                                       | 25,640,618                                    | 30.3%   | 25.2%  | \$105,995,233                           | (\$4,306,114)                             | Carver            |
| Hennepin          | 629,089,064  | 694,053,714                                       | 64,984,650                                    | 10.3%   |  |   |   | Hennepin          |
| Scott             | 120,645,971  | 126,252,054                                       | 5,606,083                                     | 4.7%  |  |   |   | Scott             |
| Metro Totals      | \$1,021,851,483  | \$1,118,803,654                                   | \$96,952,171                                  | 9.5%  |  |   |   | Metro Totals      |
| Dodge             | \$60,422,929   | \$60,194,860                                      | (\$228,069)                                   | -0.4%   | 0.2%   | \$61,631,388                            | \$1,436,528                               | Dodge             |
| Fillmore          | 131,766,616  | 136,851,715                                       | 5,085,099                                     | 3.9%  |  |   |   | Fillmore          |
| Freeborn          | 94,872,606   | 97,202,726  | 2,330,120                                     | 2.5%  |  |   |   | Freeborn          |
| Goodhue           | 103,937,215  | 109,085,498                                       | 5,148,283                                     | 5.0%  |  |   |   | Goodhue           |
| Houston           | 75,668,649   | 77,575,191  | 1,906,542                                     | 2.5%  |  |   |   | Houston           |
| Mower             | 94,978,326   | 100,821,511                                       | 5,843,185                                     | 6.2%  |  |   |   | Mower             |
| Olmsted           | 134,988,647  | 137,142,650                                       | 2,154,003                                     | 1.6%  |  |   |   | Olmsted           |
| Rice              | 81,532,423   | 86,197,320  | 4,664,897                                     | 5.7%  |  |   |   | Rice              |
| Steele            | 69,827,263   | 78,421,118  | 8,593,855                                     | 12.3%   |  |   |   | Steele            |
| Wabasha           | 84,530,756   | 88,223,408  | 3,692,652                                     | 4.4%  |  |   |   | Wabasha           |
| Winona            | 108,315,659  | 116,289,960                                       | 7,974,301                                     | 7.4%  |  |   |   | Winona            |
| District 6 Totals | \$1,040,841,089  | \$1,088,005,957                                   | \$47,164,868                                  | 4.5%  |  |   |   | District 6 Totals |

# RESTRICTION OF 25 YEAR CONSTRUCTION NEEDS CHANGES

October, 2005

23-Sep-05

| COUNTY            | RESTRICTED<br>2004<br>25 YEAR<br>CONSTRUCTION<br>NEEDS | BASIC<br>2005<br>CONSTRUCTION<br>NEEDS | CHANGE<br>FROM<br>2004<br>RESTRICTED<br>NEEDS | % CHANGE<br>FROM<br>2004<br>RESTRICTED<br>NEEDS | RESTRICTED<br>2005<br>25 YEAR<br>CONSTRUCTION<br>NEEDS | % CHANGE<br>2004<br>RESTRICTED<br>NEEDS | RESTRICTED<br>2005<br>25 YEAR<br>CONSTRUCTION<br>NEEDS | SCREENING<br>BOARD<br>RESTRICTION | COUNTY            |
|-------------------|--|--|---|---|--|---|--|-----------------------------------|-------------------|
| Blue Earth        | \$129,594,287  | \$131,985,931                          | \$2,391,644                                   | 1.9%  |  |   |  |                                   | Blue Earth        |
| Brown             | 60,985,518   | 65,411,526                             | 4,426,008                                     | 7.3%  |  |   |  |                                   | Brown             |
| Cottonwood        | 54,903,812   | 55,830,710                             | 926,898                                       | 1.7%  |  |   |  |                                   | Cottonwood        |
| Faribault         | 80,784,529   | 78,289,892                             | (2,494,637)                                   | -3.1%   | 0.2%   | \$82,400,220                            | \$4,110,328  |                                   | Faribault         |
| Jackson           | 78,429,702   | 79,114,580                             | 684,878                                       | 0.9%  |  |   |  |                                   | Jackson           |
| Le Sueur          | 76,968,304   | 83,354,122                             | 6,385,818                                     | 8.3%  |  |   |  |                                   | Le Sueur          |
| Martin            | 68,511,825   | 69,485,988                             | 974,163                                       | 1.4%  |  |   |  |                                   | Martin            |
| Nicollet          | 56,405,258   | 62,423,327                             | 6,018,069                                     | 10.7%   |  |   |  |                                   | Nicollet          |
| Nobles            | 95,113,767   | 91,165,379                             | (3,948,388)                                   | -4.2%   | 0.2%   | 97,016,042                              | 5,850,663  |                                   | Nobles            |
| Rock              | 47,616,516   | 53,222,054                             | 5,605,538                                     | 11.8%   |  |   |  |                                   | Rock              |
| Sibley            | 54,663,399   | 53,770,228                             | (893,171)                                     | -1.6%   | 0.2%   | 55,756,667                              | 1,986,439  |                                   | Sibley            |
| Waseca            | 58,988,098   | 62,404,073                             | 3,415,975                                     | 5.8%  |  |   |  |                                   | Waseca            |
| Watonwan          | 41,063,147   | 44,726,498                             | 3,663,351                                     | 8.9%  |  |   |  |                                   | Watonwan          |
| District 7 Totals | \$904,028,162  | \$931,184,308                          | \$27,156,146                                  | 3.0%  |  |   |  |                                   | District 7 Totals |
| Chippewa          | \$43,275,490   | \$42,088,384                           | (\$1,187,106)                                 | -2.7%   | 0.2%   | \$44,141,000                            | \$2,052,616  |                                   | Chippewa          |
| Kandiyohti        | 88,023,532   | 98,828,508                             | 10,804,976                                    | 12.3%   |  |   |  |                                   | Kandiyohti        |
| Lac Qui Parle     | 46,146,039   | 47,721,083                             | 1,575,044                                     | 3.4%  |  |   |  |                                   | Lac Qui Parle     |
| Lincoln           | 37,199,789   | 40,716,855                             | 3,517,066                                     | 9.5%  |  |   |  |                                   | Lincoln           |
| Lyon              | 61,086,772   | 64,137,719                             | 3,050,947                                     | 5.0%  |  |   |  |                                   | Lyon              |
| Mc Leod           | 68,982,070   | 73,831,559                             | 4,849,489                                     | 7.0%  |  |   |  |                                   | Mc Leod           |
| Meeker            | 46,009,840   | 46,753,322                             | 743,482                                       | 1.6%  |  |   |  |                                   | Meeker            |
| Murray            | 51,909,733   | 57,736,537                             | 5,826,804                                     | 11.2%   |  |   |  |                                   | Murray            |
| Pipestone         | 40,410,007   | 44,484,811                             | 4,074,804                                     | 10.1%   |  |   |  |                                   | Pipestone         |
| Redwood           | 87,545,479   | 94,185,858                             | 6,640,379                                     | 7.6%  |  |   |  |                                   | Redwood           |
| Renville          | 90,385,041   | 91,934,373                             | 1,549,332                                     | 1.7%  |  |   |  |                                   | Renville          |
| Yellow Medicine   | 57,980,720   | 59,931,342                             | 1,950,622                                     | 3.4%  |  |   |  |                                   | Yellow Medicine   |
| District 8 Totals | \$718,954,512  | \$762,350,351                          | \$43,395,839                                  | 6.0%  |  |   |  |                                   | District 8 Totals |
| Chisago           | \$82,434,356   | \$83,364,663                           | \$930,307                                     | 1.1%  |  |   |  |                                   | Chisago           |
| Dakota            | 212,923,908  | 224,767,690                            | 11,843,782                                    | 5.6%  |  |   |  |                                   | Dakota            |
| Ramsey            | 273,299,770  | 308,443,434                            | 35,143,664                                    | 12.9%   |  |   |  |                                   | Ramsey            |
| Washington        | 178,816,437  | 203,457,493                            | 24,641,056                                    | 13.8%   |  |   |  |                                   | Washington        |
| Metro Totals      | \$747,474,471  | \$820,033,280                          | \$72,558,809                                  | 9.7%  |  |   |  |                                   | Metro Totals      |
| STATE TOTALS      | \$7,797,463,973  | \$8,206,097,964                        | \$408,633,991                                 | 5.2%  |  |   |  |                                   | STATE TOTALS      |

## Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

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

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

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

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

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

Below is an example showing St. Louis County's rural design grading cost adjustment computation for the 2006 apportionment.

- 1) 174.8 miles of C.S.A.H.'s which had rural design complete grading needs were graded in St. Louis County in 1984-2003. This represents 17% of the 1,024.50 miles of C.S.A.H.'s which still have rural design complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of 62% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.  

$$\frac{\$317,837 - \$196,483}{\$196,483} = 62\%$$
- 3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs.  
 If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.
- 4) Then by multiplying the Adjusted Factor (62%) times the complete rural design grading needs remaining in the 2005 study (\$173,422,019) an adjustment (+\$107,521,652) to the 2004 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete rural grading needs after the adjustment is applied.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 2005 25-year construction needs) have been used in calculating the 2005 annual County State Aid Highway money needs.

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## Using 2004 Figures

# Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1984-2003 Rural Design Grading |          |          |  |                                |                         |                           |                           |                |  |               |                       |                                      |           |                                     |
|--------------------------------|----------|----------|--|--------------------------------|-------------------------|---------------------------|---------------------------|----------------|--|---------------|-----------------------|--------------------------------------|-----------|-------------------------------------|
| County                         | Projects |          | % of System With                       |                                |                         | Adjusted Rural            |                           |                | Rural Complete Grading Remaining in the 2004 Needs Study |               |                       | Rural Grading Cost Adjustment To The |           | Actual Adjusted Needs Cost Per Mile |
|                                | #        | (Col. 2) | Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | Rural Grading Cost Factor | Rural Grading Cost Factor | (Col. 8) Miles | % of Total Rural Miles                                   | Total Cost    | Average Cost Per Mile | 2004 - 25 Year Construction Needs    |           |                                     |
|                                |          |          |  |                                |                         |                           |                           |                |  |               |                       |                                      |           |                                     |
| Carlton                        | 26       | 64.7     | 35%                                    | \$178,356                      | \$117,662               | 52%                       | 52.0%                     | 187.21         | 67.8%  | \$23,086,787  | \$123,320             | \$12,005,129                         | \$187,447 |                                     |
| Cook                           | 13       | 32.0     | 24%                                    | 256,248                        | 163,375                 | 57%                       | 57.0%                     | 134.60         | 78.6%  | 19,874,512    | 147,656               | 11,328,472                           | 231,820   |                                     |
| Itasca                         | 39       | 121.9    | 26%                                    | 169,738                        | 83,549                  | 103%                      | 103.0%                    | 477.37         | 76.1%  | 50,325,396    | 105,422               | 51,835,158                           | 214,007   |                                     |
| Koochiching                    | 21       | 70.0     | 53%                                    | 130,868                        | 79,189                  | 65%                       | 65.0%                     | 133.06         | 57.9%  | 9,366,914     | 70,396                | 6,088,494                            | 116,154   |                                     |
| Lake                           | 27       | 55.5     | 37%                                    | 374,573                        | 189,811                 | 97%                       | 97.0%                     | 148.03         | 68.4%  | 30,064,778    | 203,099               | 29,162,835                           | 400,105   |                                     |
| Pine                           | 45       | 104.6    | 32%                                    | 193,045                        | 134,897                 | 43%                       | 43.0%                     | 322.20         | 70.4%  | 49,827,311    | 154,647               | 21,425,744                           | 221,145   |                                     |
| St. Louis                      | 79       | 174.8    | 17%                                    | 317,837                        | 196,483                 | 62%                       | 62.0%                     | 1,043.00       | 82.4%  | 173,422,019   | 166,272               | 107,521,652                          | 269,361   |                                     |
| District 1 Totals              | 250      | 623.5    | 25%                                    | \$234,366                      | \$140,428               | 67%                       |                           | 2,445.47       | 75.4%  | \$355,967,717 | \$145,562             | \$239,367,484                        | \$243,444 |                                     |

## Using 2004 Figures

# Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

| County            | Projects<br># | 1984-2003 Rural Design Grading |   |                                      |                               | Adjusted Rural                     |                                    |                   |                              | Rural Complete Grading<br>Remaining in the 2004<br>Needs Study |                             |   |   | Rural Grading<br>Cost Adjustment<br>To The |  | Actual<br>Adjusted<br>Needs Cost<br>Per Mile |
|-------------------|---------------|--------------------------------|---|--------------------------------------|-------------------------------|------------------------------------|------------------------------------|-------------------|------------------------------|--|-----------------------------|---|---|--|--|--|
|                   |               | (Col. 2)<br>Miles              | % of System<br>With<br>Grading Needs<br>Col. 2 / Col. 8 | Average<br>Construction<br>Cost/Mile | Average<br>Needs<br>Cost/Mile | Rural<br>Grading<br>Cost<br>Factor | Rural<br>Grading<br>Cost<br>Factor | (Col. 8)<br>Miles | % of Total<br>Rural<br>Miles | Total<br>Cost  | Average<br>Cost Per<br>Mile | 2004 - 25 Year<br>Construction<br>Needs | 2004 - 25 Year<br>Construction<br>Needs |  |  |  |
| Beltrami          | 26            | 88.4                           | 27%   | \$122,891                            | \$92,918                      | 32%                                | 32.0%                              | 321.34            | 72.8%                        | \$27,085,096   | \$84,288                    | \$8,667,231                             | \$8,667,231                             | \$111,260                                  |  |  |
| Clearwater        | 32            | 86.0                           | 40%   | 81,360                               | 70,537                        | 15%                                | 15.0%                              | 213.03            | 66.7%                        | 14,095,163   | 66,165                      | 2,114,274                               | 2,114,274                               | 76,090                                     |  |  |
| Hubbard           | 17            | 57.8                           | 23%   | 112,884                              | 83,761                        | 35%                                | 35.0%                              | 247.46            | 78.8%                        | 17,641,450   | 71,290                      | 6,174,508                               | 6,174,508                               | 96,242                                     |  |  |
| Kittson           | 31            | 108.7                          | 46%   | 69,461                               | 66,021                        | 5%                                 | 5.0%                               | 236.62            | 64.3%                        | 15,788,266   | 66,724                      | 789,413                                 | 789,413                                 | 70,060                                     |  |  |
| Lake of the Woods | 14            | 39.9                           | 32%   | 69,807                               | 61,029                        | 14%                                | 14.0%                              | 123.15            | 64.7%                        | 7,750,935  | 62,939                      | 1,085,131                               | 1,085,131                               | 71,750                                     |  |  |
| Marshall          | 50            | 245.2                          | 73%   | 59,190                               | 58,210                        | 2%                                 | 2.0%                               | 335.14            | 53.0%                        | 19,487,348   | 58,147                      | 389,747                                 | 389,747                                 | 59,310                                     |  |  |
| Norman            | 28            | 78.2                           | 28%   | 66,191                               | 61,139                        | 8%                                 | 8.0%                               | 276.24            | 71.8%                        | 15,583,639   | 56,413                      | 1,246,691                               | 1,246,691                               | 60,926                                     |  |  |
| Pennington        | 12            | 54.4                           | 34%   | 70,290                               | 51,808                        | 36%                                | 36.0%                              | 160.23            | 62.4%                        | 8,288,551  | 51,729                      | 2,983,878                               | 2,983,878                               | 70,352                                     |  |  |
| Polk              | 61            | 273.0                          | 66%   | 75,085                               | 74,290                        | 1%                                 | 1.0%                               | 411.95            | 52.0%                        | 29,855,464   | 72,474                      | 298,555                                 | 298,555                                 | 73,198                                     |  |  |
| Red Lake          | 11            | 33.4                           | 23%   | 87,534                               | 79,632                        | 10%                                | 10.0%                              | 143.97            | 78.9%                        | 9,771,526  | 67,872                      | 977,153                                 | 977,153                                 | 74,659                                     |  |  |
| Roseau            | 29            | 113.4                          | 41%   | 50,068                               | 58,245                        | -14%                               | -14.0%                             | 278.07            | 59.3%                        | 15,695,497   | 56,444                      | (2,197,370)                             | (2,197,370)                             | 48,542                                     |  |  |
| District 2 Totals | 311           | 1,178.3                        | 43%   | \$74,111                             | \$68,016                      | 9%                                 |                                    | 2,747.20          | 63.2%                        | \$181,042,935  | 65,901                      | \$22,529,211                            | \$22,529,211                            | \$74,102                                   |  |  |

## Using 2004 Figures

# Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1984-2003 Rural Design Grading |          |          |                           |           |                                      |                               |                                    |                                    |  |                              |               |                                  |   |  |
|--------------------------------|----------|----------|---------------------------|-----------|--------------------------------------|-------------------------------|------------------------------------|------------------------------------|--|------------------------------|---------------|----------------------------------|---|--|
| County                         | Projects |          | % of System               |           |                                      | Adjusted                      |                                    |                                    | Rural Complete Grading<br>Remaining in the 2004<br>Needs Study |                              |               | Rural Grading<br>Cost Adjustment |   |  |
|                                | #        | (Col. 2) | Complete<br>Grading Needs |           | Average<br>Construction<br>Cost/Mile | Average<br>Needs<br>Cost/Mile | Rural<br>Grading<br>Cost<br>Factor | Rural<br>Grading<br>Cost<br>Factor | (Col. 8)<br>Miles  | % of Total<br>Rural<br>Miles | Total<br>Cost | Average<br>Cost Per<br>Mile      | 2004 - 25 Year<br>Construction<br>Needs | Actual<br>Adjusted<br>Needs Cost<br>Per Mile |
|                                |          |          | Col. 2 / Col. 8           | 36%       |                                      |                               |                                    |                                    |  |                              |               |                                  |   |  |
| Aitkin                         | 23       | 92.3     | 36%                       | \$136,547 | \$77,838                             | 75%                           | 75.0%                              | 259.52                             | 69.9%  | \$20,970,484                 | \$80,805      | \$15,727,863                     | \$141,409                               |  |
| Benton                         | 32       | 66.1     | 51%                       | 124,573   | 50,924                               | 145%                          | 145.0%                             | 130.78                             | 60.9%  | 6,572,648                    | 50,257        | 9,530,340                        | 123,130                                 |  |
| Cass                           | 25       | 103.2    | 29%                       | 121,520   | 86,607                               | 40%                           | 40.0%                              | 357.87                             | 68.8%  | 25,407,296                   | 70,996        | 10,162,918                       | 99,394                                  |  |
| Crow Wing                      | 32       | 96.5     | 44%                       | 81,025    | 63,125                               | 28%                           | 28.0%                              | 218.98                             | 62.1%  | 16,742,032                   | 76,455        | 4,687,769                        | 97,862                                  |  |
| Isanti                         | 23       | 56.5     | 35%                       | 154,751   | 83,694                               | 85%                           | 85.0%                              | 160.37                             | 71.9%  | 13,253,281                   | 82,642        | 11,265,289                       | 152,888                                 |  |
| Kanabec                        | 28       | 77.0     | 68%                       | 120,376   | 82,544                               | 46%                           | 46.0%                              | 113.03                             | 54.3%  | 9,240,260                    | 81,751        | 4,250,520                        | 119,356                                 |  |
| Mille Lacs                     | 16       | 31.7     | 19%                       | 170,063   | 79,562                               | 114%                          | 114.0%                             | 169.35                             | 74.3%  | 13,899,446                   | 82,075        | 15,845,368                       | 175,641                                 |  |
| Morrison                       | 8        | 41.6     | 12%                       | 92,661    | 60,314                               | 54%                           | 54.0%                              | 358.07                             | 84.8%  | 24,637,658                   | 68,807        | 13,304,335                       | 105,963                                 |  |
| Sherburne                      | 21       | 57.6     | 47%                       | 60,138    | 36,955                               | 63%                           | 63.0%                              | 123.00                             | 60.9%  | 5,562,342                    | 45,222        | 3,504,275                        | 73,712                                  |  |
| Stearns                        | 22       | 62.0     | 13%                       | 117,254   | 77,215                               | 52%                           | 52.0%                              | 481.72                             | 83.7%  | 38,786,334                   | 80,516        | 20,168,894                       | 122,385                                 |  |
| Todd                           | 12       | 47.2     | 29%                       | 79,544    | 65,903                               | 21%                           | 21.0%                              | 163.20                             | 41.1%  | 10,647,060                   | 65,239        | 2,235,883                        | 78,940                                  |  |
| Wadena                         | 13       | 42.5     | 29%                       | 109,506   | 64,757                               | 69%                           | 69.0%                              | 148.47                             | 67.6%  | 7,858,952                    | 52,933        | 5,422,677                        | 89,457                                  |  |
| Wright                         | 29       | 68.7     | 24%                       | 226,912   | 94,375                               | 140%                          | 140.0%                             | 284.54                             | 77.9%  | 27,329,946                   | 96,050        | 38,261,924                       | 230,519                                 |  |
| District 3 Totals              | 284      | 842.9    | 28%                       | \$122,413 | \$72,318                             | 69%                           | 69%                                | 2,968.90                           | 69.1%  | \$220,907,739                | \$74,407      | \$154,368,055                    | \$126,402                               |  |

## Using 2004 Figures

# Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1984-2003 Rural Design Grading |          |                |  |                                |                           |                           |                           |                           |                                    |                        |  |                       |                                      |  |                                     |
|--------------------------------|----------|----------------|--|--------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|------------------------------------|------------------------|--|-----------------------|--------------------------------------|--|-------------------------------------|
| County                         | Projects |                | % of System With                       |                                | Rural Grading Cost Factor |                           |                           |                           | Adjusted Rural Grading Cost Factor |                        | Rural Complete Grading Remaining in the 2004 Needs Study |                       | Rural Grading Cost Adjustment To The |  | Actual Adjusted Needs Cost Per Mile |
|                                | #        | (Col. 2) Miles | Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile   | Rural Grading Cost Factor | Rural Grading Cost Factor | Rural Grading Cost Factor | (Col. 8) Miles                     | % of Total Rural Miles | Total Cost   | Average Cost Per Mile | 2004 - 25 Year Construction Needs    |  |                                     |
|                                |          |                |  |                                |                           |                           |                           |                           |                                    |                        |  |                       |                                      |  |                                     |
| Becker                         | 25       | 96.5           | 28%                                    | \$59,728                       | \$43,391                  | 38%                       | 38.0%                     | 340.12                    | 76.4%                              | \$18,135,507           | \$53,321   | \$6,891,493           | \$73,583                             |  |                                     |
| Big Stone                      | 18       | 39.9           | 26%                                    | 78,141                         | 42,821                    | 82%                       | 82.0%                     | 152.32                    | 75.2%                              | 7,084,735              | 46,512   | 5,809,483             | 84,652                               |  |                                     |
| Clay                           | 31       | 121.3          | 47%                                    | 80,603                         | 43,440                    | 86%                       | 86.0%                     | 257.96                    | 66.5%                              | 15,903,195             | 61,650   | 13,676,748            | 114,669                              |  |                                     |
| Douglas                        | 19       | 62.3           | 23%                                    | 101,244                        | 64,075                    | 58%                       | 58.0%                     | 268.16                    | 75.3%                              | 13,823,662             | 51,550   | 8,017,724             | 81,449                               |  |                                     |
| Grant                          | 6        | 32.1           | 17%                                    | 72,596                         | 41,535                    | 75%                       | 75.0%                     | 191.82                    | 85.4%                              | 8,588,395              | 44,773   | 6,441,296             | 78,353                               |  |                                     |
| Mahnomen                       | 10       | 55.4           | 42%                                    | 97,779                         | 41,488                    | 136%                      | 136.0%                    | 130.39                    | 67.9%                              | 6,214,373              | 47,660   | 8,451,547             | 112,477                              |  |                                     |
| Otter Tail                     | 37       | 98.6           | 13%                                    | 118,104                        | 76,742                    | 54%                       | 54.0%                     | 730.55                    | 83.6%                              | 62,860,211             | 86,045   | 33,944,514            | 132,509                              |  |                                     |
| Pope                           | 21       | 56.4           | 26%                                    | 143,730                        | 72,237                    | 99%                       | 99.0%                     | 216.84                    | 75.2%                              | 17,098,324             | 78,852   | 16,927,341            | 156,916                              |  |                                     |
| Stevens                        | 9        | 39.4           | 21%                                    | 73,273                         | 50,541                    | 45%                       | 45.0%                     | 190.15                    | 79.8%                              | 10,480,102             | 55,115   | 4,716,046             | 79,917                               |  |                                     |
| Swift                          | 29       | 90.4           | 41%                                    | 60,808                         | 41,723                    | 46%                       | 46.0%                     | 220.85                    | 68.0%                              | 12,475,792             | 56,490   | 5,738,864             | 82,475                               |  |                                     |
| Traverse                       | 5        | 23.4           | 11%                                    | 36,009                         | 43,432                    | -17%                      | -17.0%                    | 207.62                    | 86.4%                              | 11,690,352             | 56,306   | (1,987,360)           | 46,734                               |  |                                     |
| Wilkin                         | 18       | 61.8           | 31%                                    | 87,392                         | 46,536                    | 88%                       | 88.0%                     | 200.65                    | 66.4%                              | 8,198,557              | 40,860   | 7,214,730             | 76,817                               |  |                                     |
| District 4 Totals              | 228      | 777.6          | 25%                                    | \$86,292                       | \$51,557                  | 67%                       |                           | 3,107.43                  | 76.2%                              | \$192,553,205          | \$61,965   | \$115,842,426         | \$99,245                             |  |                                     |

## Using 2004 Figures

# Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

| County       | Projects<br># | Miles | 1984-2003 Rural Design Grading |   |                                      | Adjusted Rural                |                                    |                                    | Rural Complete Grading<br>Remaining in the 2004<br>Needs Study |                              |               | Rural Grading<br>Cost Adjustment<br>To The |   |  | Actual<br>Adjusted<br>Needs Cost<br>Per Mile |
|--------------|---------------|-------|--------------------------------|---|--------------------------------------|-------------------------------|------------------------------------|------------------------------------|--|------------------------------|---------------|--|---|--|--|
|              |               |       | (Col. 2)                       | % of System<br>With<br>Complete<br>Grading Needs<br>Col. 2 / Col. 8 | Average<br>Construction<br>Cost/Mile | Average<br>Needs<br>Cost/Mile | Rural<br>Grading<br>Cost<br>Factor | Rural<br>Grading<br>Cost<br>Factor | (Col. 8)   | % of Total<br>Rural<br>Miles | Total<br>Cost | Average<br>Cost Per<br>Mile                | 2004 - 25 Year<br>Construction<br>Needs |  |  |
| Anoka        | 21            | 34.3  | 30%                            |   | \$274,511                            | \$154,028                     | 78%                                | 78.0%                              | 113.95   | 63.2%                        | \$19,271,484  | \$169,122                                  | \$15,031,758                            |  | \$301,038                                    |
| Carver       | 18            | 26.8  | 20%                            |   | 236,611                              | 117,238                       | 102%                               | 102.0%                             | 134.55   | 75.0%                        | 13,991,705    | 103,989                                    | 14,271,539                              |  | 210,058                                      |
| Hennepin     | 16            | 40.9  | 42%                            |   | 598,878                              | 316,788                       | 89%                                | 89.0%                              | 96.85  | 75.1%                        | 25,058,893    | 258,739                                    | 22,302,415                              |  | 489,017                                      |
| Scott        | 12            | 14.9  | 12%                            |   | 345,541                              | 90,301                        | 283%                               | 283.0%                             | 121.98   | 74.8%                        | 12,948,514    | 106,153                                    | 36,644,295                              |  | 406,565                                      |
| Metro Totals | 67            | 116.9 | 25%                            |   | \$388,316                            | \$194,376                     | 100%                               |                                    | 467.33   | 71.7%                        | \$71,270,596  | \$152,506                                  | \$88,250,007                            |  | \$341,345                                    |

## Using 2004 Figures

# Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1984-2003 Rural Design Grading |          |       |                  |  |                        |                                |                         |                           |                           |                           |                                    |          |          |                        |  |                       |                                      |                                   |   |
|--------------------------------|----------|-------|------------------|--|------------------------|--------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|------------------------------------|----------|----------|------------------------|--|-----------------------|--------------------------------------|-----------------------------------|---|
| County                         | Projects |       | % of System With |  |                        | Average                        |                         |                           | Rural Grading Cost Factor |                           | Adjusted Rural Grading Cost Factor |          | (Col. 8) |                        | Rural Complete Grading Remaining in the 2004 Needs Study |                       | Rural Grading Cost Adjustment To The |                                   | Actual Adjusted Needs Cost Per Mile \$101,248 |
|                                | #        | Miles | Col. 2 / Col. 8  | Complete Grading Needs Col. 2 / Col. 8 | Construction Cost/Mile | Average Construction Cost/Mile | Average Needs Cost/Mile | Rural Grading Cost Factor | Rural Grading Cost Factor | Rural Grading Cost Factor | Rural Grading Cost Factor          | Miles    | Miles    | % of Total Rural Miles | Total Cost   | Average Cost Per Mile | 2004 - 25 Year Construction Needs    | 2004 - 25 Year Construction Needs |   |
|                                |          |       |                  |  |                        |                                |                         |                           |                           |                           |                                    |          |          |                        |  |                       |                                      |                                   |   |
| Dodge                          | 24       | 52.4  | 32%              | 32%                                    | \$97,571               | \$63,413                       | 54%                     | 54.0%                     | 54.0%                     | 54.0%                     | 54.0%                              | 161.58   | 66.2%    | 66.2%                  | \$10,623,155   | \$65,745              | \$5,736,504                          | \$101,248                         |   |
| Fillmore                       | 33       | 89.2  | 32%              | 32%                                    | 170,654                | 135,045                        | 26%                     | 26.0%                     | 26.0%                     | 26.0%                     | 26.0%                              | 281.74   | 71.9%    | 71.9%                  | 42,137,345   | 149,561               | 10,955,710                           | 188,447                           |   |
| Freeborn                       | 17       | 50.0  | 14%              | 14%                                    | 133,757                | 64,028                         | 109%                    | 109.0%                    | 109.0%                    | 109.0%                    | 109.0%                             | 344.93   | 81.5%    | 81.5%                  | 17,801,214   | 51,608                | 19,403,323                           | 107,861                           |   |
| Goodhue                        | 23       | 73.2  | 38%              | 38%                                    | 196,921                | 108,912                        | 81%                     | 81.0%                     | 81.0%                     | 81.0%                     | 81.0%                              | 191.82   | 63.0%    | 63.0%                  | 18,734,105   | 97,665                | 15,174,625                           | 176,774                           |   |
| Houston                        | 15       | 36.7  | 18%              | 18%                                    | 234,158                | 149,937                        | 56%                     | 56.0%                     | 56.0%                     | 56.0%                     | 56.0%                              | 202.90   | 84.3%    | 84.3%                  | 33,830,604   | 166,735               | 18,945,138                           | 260,107                           |   |
| Mower                          | 24       | 66.9  | 26%              | 26%                                    | 101,509                | 64,462                         | 57%                     | 57.0%                     | 57.0%                     | 57.0%                     | 57.0%                              | 253.71   | 71.4%    | 71.4%                  | 17,313,256   | 68,240                | 9,868,556                            | 107,137                           |   |
| Olmsted                        | 22       | 51.8  | 25%              | 25%                                    | 159,549                | 128,642                        | 24%                     | 24.0%                     | 24.0%                     | 24.0%                     | 24.0%                              | 210.85   | 73.7%    | 73.7%                  | 21,321,453   | 101,121               | 5,117,149                            | 125,391                           |   |
| Rice                           | 16       | 39.9  | 19%              | 19%                                    | 108,363                | 59,946                         | 81%                     | 81.0%                     | 81.0%                     | 81.0%                     | 81.0%                              | 208.30   | 80.9%    | 80.9%                  | 15,297,398   | 73,439                | 12,390,892                           | 132,925                           |   |
| Steele                         | 19       | 47.5  | 24%              | 24%                                    | 123,449                | 53,478                         | 131%                    | 131.0%                    | 131.0%                    | 131.0%                    | 131.0%                             | 194.89   | 72.1%    | 72.1%                  | 12,865,169   | 66,012                | 16,853,371                           | 152,489                           |   |
| Wabasha                        | 20       | 49.6  | 27%              | 27%                                    | 199,019                | 131,269                        | 52%                     | 52.0%                     | 52.0%                     | 52.0%                     | 52.0%                              | 182.20   | 71.4%    | 71.4%                  | 23,797,862   | 130,614               | 12,374,888                           | 198,533                           |   |
| Winona                         | 30       | 47.0  | 21%              | 21%                                    | 137,695                | 114,745                        | 20%                     | 20.0%                     | 20.0%                     | 20.0%                     | 20.0%                              | 224.54   | 75.7%    | 75.7%                  | 25,584,688   | 113,943               | 5,116,938                            | 136,731                           |   |
| District 6 Totals              | 243      | 604.1 | 25%              | 25%                                    | \$151,634              | \$99,071                       | 53%                     | 53%                       | 53%                       | 53%                       | 53%                                | 2,457.46 | 73.9%    | 73.9%                  | \$239,306,249  | \$97,380              | \$131,937,094                        | \$151,068                         |   |

## Using 2004 Figures

# Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1984-2003 Rural Design Grading |          |                |  |                                |                         |                           |                           |                |  |               |                       |                                      |           |  |                                     |  |
|--------------------------------|----------|----------------|--|--------------------------------|-------------------------|---------------------------|---------------------------|----------------|--|---------------|-----------------------|--------------------------------------|-----------|--|-------------------------------------|--|
| County                         | Projects |                | % of System With                       |                                |                         | Adjusted Rural            |                           |                | Rural Complete Grading Remaining in the 2004 Needs Study |               |                       | Rural Grading Cost Adjustment To The |           |  | Actual Adjusted Needs Cost Per Mile |  |
|                                | #        | (Col. 2) Miles | Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | Rural Grading Cost Factor | Rural Grading Cost Factor | (Col. 8) Miles | % of Total Rural Miles                                   | Total Cost    | Average Cost Per Mile | 2004 - 25 Year Construction Needs    |           |  |                                     |  |
| Blue Earth                     | 29       | 85.9           | 34%                                    | \$141,044                      | \$97,920                | 44%                       | 44.0%                     | 254.25         | 64.9%  | \$20,818,011  | \$81,880              | \$9,159,925                          | \$117,907 |  |                                     |  |
| Brown                          | 18       | 64.9           | 30%                                    | 113,869                        | 91,100                  | 25%                       | 25.0%                     | 216.44         | 70.9%  | 13,914,080    | 64,286                | 3,478,520                            | 80,358    |  |                                     |  |
| Cottonwood                     | 19       | 57.3           | 26%                                    | 87,851                         | 54,700                  | 61%                       | 61.0%                     | 218.70         | 71.1%  | 11,661,966    | 53,324                | 7,113,799                            | 85,852    |  |                                     |  |
| Faribault                      | 19       | 78.0           | 36%                                    | 87,881                         | 57,317                  | 53%                       | 53.0%                     | 216.93         | 65.6%  | 11,957,949    | 55,124                | 6,337,713                            | 84,339    |  |                                     |  |
| Jackson                        | 18       | 51.5           | 18%                                    | 80,260                         | 64,390                  | 25%                       | 25.0%                     | 278.54         | 77.8%  | 16,773,674    | 60,220                | 4,193,419                            | 75,275    |  |                                     |  |
| Le Sueur                       | 23       | 66.6           | 44%                                    | 92,210                         | 64,885                  | 42%                       | 42.0%                     | 149.73         | 62.1%  | 11,279,473    | 75,332                | 4,737,379                            | 106,972   |  |                                     |  |
| Martin                         | 18       | 93.8           | 39%                                    | 95,006                         | 63,832                  | 49%                       | 49.0%                     | 238.91         | 64.9%  | 13,160,875    | 55,087                | 6,448,829                            | 82,080    |  |                                     |  |
| Nicollet                       | 26       | 59.4           | 38%                                    | 114,548                        | 70,725                  | 62%                       | 62.0%                     | 154.90         | 65.8%  | 15,382,565    | 99,306                | 9,537,190                            | 160,876   |  |                                     |  |
| Nobles                         | 20       | 53.8           | 23%                                    | 93,804                         | 60,843                  | 54%                       | 54.0%                     | 237.92         | 71.7%  | 15,742,554    | 66,167                | 8,500,979                            | 101,898   |  |                                     |  |
| Rock                           | 12       | 44.9           | 25%                                    | 85,502                         | 48,871                  | 75%                       | 75.0%                     | 180.60         | 72.2%  | 8,853,119     | 49,021                | 6,639,839                            | 85,786    |  |                                     |  |
| Sibley                         | 24       | 70.8           | 39%                                    | 78,482                         | 57,408                  | 37%                       | 37.0%                     | 182.02         | 64.8%  | 10,547,257    | 57,946                | 3,902,485                            | 79,385    |  |                                     |  |
| Waseca                         | 26       | 65.2           | 43%                                    | 69,918                         | 54,712                  | 28%                       | 28.0%                     | 151.90         | 64.6%  | 8,512,033     | 56,037                | 2,383,369                            | 71,727    |  |                                     |  |
| Watsonwan                      | 15       | 48.3           | 47%                                    | 72,851                         | 60,364                  | 21%                       | 21.0%                     | 102.99         | 46.9%  | 7,044,674     | 68,402                | 1,479,382                            | 82,766    |  |                                     |  |
| District 7 Totals              | 267      | 840.3          | 33%                                    | \$95,086                       | \$66,366                | 43%                       |                           | 2,583.83       | 67.0%  | \$165,648,230 | \$64,110              | \$73,912,828                         | \$92,715  |  |                                     |  |

## Using 2004 Figures

# Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1984-2003 Rural Design Grading |          |          |  |                                |                         |                           |                           |                |  |               |                       |                                      |          |  |   |
|--------------------------------|----------|----------|--|--------------------------------|-------------------------|---------------------------|---------------------------|----------------|--|---------------|-----------------------|--------------------------------------|----------|--|---|
| County                         | Projects |          | % of System With                       |                                |                         | Adjusted                  |                           |                | Rural Complete Grading Remaining in the 2004 Needs Study |               |                       | Rural Grading Cost Adjustment To The |          |  | Actual Adjusted Needs Cost Per Mile \$114,760 |
|                                | #        | (Col. 2) | Complete Grading Needs Col. 2 / Col. 8 | Average Construction Cost/Mile | Average Needs Cost/Mile | Rural Grading Cost Factor | Rural Grading Cost Factor | (Col. 8) Miles | % of Total Rural Miles                                   | Total Cost    | Average Cost Per Mile | 2004 - 25 Year Construction Needs    |          |  |   |
|                                |          |          |  |                                |                         |                           |                           |                |  |               |                       |                                      |          |  |   |
| Chippewa                       | 14       | 41.9     | 25%                                    | \$135,038                      | \$104,384               | 29%                       | 29.0%                     | 169.87         | 71.7%  | \$15,111,807  | \$88,961              | \$4,382,424                          |          |  |   |
| Kandiyohi                      | 38       | 115.4    | 48%                                    | 115,453                        | 70,756                  | 63%                       | 63.0%                     | 242.83         | 62.1%  | 20,209,944    | 83,227                | 12,732,265                           | 135,660  |  |   |
| Lac Qui Parle                  | 23       | 97.9     | 40%                                    | 68,959                         | 48,044                  | 44%                       | 44.0%                     | 247.24         | 69.6%  | 10,409,843    | 42,104                | 4,580,331                            | 60,630   |  |   |
| Lincoln                        | 22       | 66.8     | 40%                                    | 67,328                         | 47,570                  | 42%                       | 42.0%                     | 165.31         | 67.9%  | 9,255,394     | 55,988                | 3,887,265                            | 79,503   |  |   |
| Lyon                           | 33       | 92.6     | 52%                                    | 87,391                         | 59,349                  | 47%                       | 47.0%                     | 178.26         | 59.1%  | 9,809,711     | 55,030                | 4,610,564                            | 80,895   |  |   |
| Mc Leod                        | 27       | 55.3     | 38%                                    | 121,653                        | 76,168                  | 60%                       | 60.0%                     | 144.10         | 61.2%  | 10,448,855    | 72,511                | 6,269,313                            | 116,018  |  |   |
| Meeker                         | 25       | 58.1     | 32%                                    | 93,286                         | 54,967                  | 70%                       | 70.0%                     | 182.01         | 68.5%  | 11,099,355    | 60,982                | 7,769,549                            | 103,670  |  |   |
| Murray                         | 26       | 83.0     | 31%                                    | 78,450                         | 50,374                  | 56%                       | 56.0%                     | 263.57         | 76.1%  | 14,179,180    | 53,797                | 7,940,341                            | 83,923   |  |   |
| Pipestone                      | 24       | 68.5     | 48%                                    | 63,855                         | 50,751                  | 26%                       | 26.0%                     | 142.07         | 64.2%  | 7,471,664     | 52,591                | 1,942,633                            | 66,265   |  |   |
| Redwood                        | 32       | 89.7     | 36%                                    | 70,840                         | 51,425                  | 38%                       | 38.0%                     | 249.48         | 67.1%  | 13,206,705    | 52,937                | 5,018,548                            | 73,053   |  |   |
| Renville                       | 17       | 67.6     | 20%                                    | 86,900                         | 53,305                  | 63%                       | 63.0%                     | 340.95         | 77.5%  | 18,953,035    | 55,589                | 11,940,412                           | 90,610   |  |   |
| Yellow Medicine                | 31       | 116.5    | 59%                                    | 58,756                         | 52,437                  | 12%                       | 12.0%                     | 197.25         | 58.6%  | 12,094,285    | 61,314                | 1,451,314                            | 68,672   |  |   |
| District 8 Totals              | 312      | 953.4    | 38%                                    | \$84,369                       | \$58,012                | 45%                       |                           | 2,522.94       | 67.3%  | \$152,249,778 | \$60,346              | \$72,524,959                         | \$89,092 |  |   |

# Using 2004 Figures

## Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs October, 2005

| County       | Projects<br># | Miles | 1984-2003 Rural Design Grading               |                     | Average<br>Construction<br>Cost/Mile | Average<br>Needs<br>Cost/Mile | Adjusted Rural                     |                                    | (Col. 8)<br>Miles | % of Total<br>Rural<br>Miles | Rural Complete Grading<br>Remaining in the 2004<br>Needs Study |   | Average<br>Cost Per<br>Mile | Rural Grading<br>Cost Adjustment<br>To The | Actual<br>Adjusted<br>Needs Cost<br>Per Mile |
|--------------|---------------|-------|--|---------------------|--------------------------------------|-------------------------------|------------------------------------|------------------------------------|-------------------|------------------------------|--|---|-----------------------------|--|--|
|              |               |       | (Col. 2)<br>Grading Needs<br>Col. 2 / Col. 8 | % of System<br>With |                                      |                               | Rural<br>Grading<br>Cost<br>Factor | Rural<br>Grading<br>Cost<br>Factor |                   |                              | Total<br>Cost  | 2004 - 25 Year<br>Construction<br>Needs |                             |  |  |
| Chisago      | 17            | 27.9  | 17%  | 17%                 | \$314,131                            | \$121,778                     | 158%                               | 158.0%                             | 160.72            | 75.9%                        | \$14,989,242   | \$23,683,002                            | \$93,263                    | \$23,683,002                               | \$240,619                                    |
| Dakota       | 14            | 17.7  | 16%  | 16%                 | 229,200                              | 174,329                       | 31%                                | 31.0%                              | 112.90            | 86.0%                        | 12,982,774   | 4,024,660                               | 114,994                     | 4,024,660                                  | 150,642                                      |
| Ramsey       | 3             | 3.5   | 62%  | 62%                 | 503,673                              | 338,416                       | 49%                                | 49.0%                              | 5.62              | 87.4%                        | 1,227,031  | 601,245                                 | 218,333                     | 601,245                                    | 325,316                                      |
| Washington   | 17            | 21.2  | 18%  | 18%                 | 361,506                              | 172,943                       | 109%                               | 109.0%                             | 115.74            | 83.5%                        | 15,985,240   | 17,423,912                              | 138,113                     | 17,423,912                                 | 288,657                                      |
| Metro Totals | 51            | 70.3  | 18%  | 18%                 | \$316,415                            | \$161,081                     | 97%                                |                                    | 394.98            | 80.9%                        | \$45,184,287   | \$45,732,819                            | \$114,396                   | \$45,732,819                               | 230,182                                      |

## Using 2004 Figures

# Comparison of 1984-2003 Rural Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1984-2003 Rural Design Grading |          |                |  |     |                                |           |                         |           |      |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
|--------------------------------|----------|----------------|--|-----|--------------------------------|-----------|-------------------------|-----------|------|---------------------------|--|----------------|----------|--------------------------------------|-------|------------|---|---------------|-----------------------|-----------|-----------------------------------|---------------|
| County                         | Projects |                | % of System With                       |     |                                |           | Adjusted Rural          |           |      |                           | Rural Complete Grading Remaining in the 2004 Needs Study |                |          | Rural Grading Cost Adjustment To The |       |            | Actual Adjusted Needs Cost Per Mile \$243,444 |               |                       |           |                                   |               |
|                                | #        | (Col. 2) Miles | Complete Grading Needs Col. 2 / Col. 8 | 25% | Average Construction Cost/Mile | \$234,366 | Average Needs Cost/Mile | \$140,428 | 67%  | Rural Grading Cost Factor | Rural Grading Cost Factor                                | (Col. 8) Miles | 2,445.47 | % of Total Rural Miles               | 75.4% | Total Cost |   | \$355,967,717 | Average Cost Per Mile | \$145,562 | 2004 - 25 Year Construction Needs | \$239,367,484 |
|                                |          |                |  |     |                                |           |                         |           |      |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| District 1 Totals              | 250      | 623.5          |  |     |                                |           |                         |           |      |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| District 2 Totals              | 311      | 1,178.3        |  | 43% |                                | 74,111    |                         | 68,016    | 9%   |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| District 3 Totals              | 284      | 842.9          |  | 28% |                                | 122,413   |                         | 72,318    | 69%  |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| District 4 Totals              | 228      | 777.6          |  | 25% |                                | 86,292    |                         | 51,557    | 67%  |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| Metro Totals                   | 67       | 116.9          |  | 25% |                                | 388,316   |                         | 194,376   | 100% |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| District 6 Totals              | 243      | 604.1          |  | 25% |                                | 151,634   |                         | 99,071    | 53%  |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| District 7 Totals              | 267      | 840.3          |  | 33% |                                | 95,086    |                         | 66,366    | 43%  |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| District 8 Totals              | 312      | 953.4          |  | 38% |                                | 84,369    |                         | 58,012    | 45%  |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| Metro Totals                   | 51       | 70.3           |  | 18% |                                | 316,415   |                         | 161,081   | 97%  |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |
| STATE TOTAL                    | 2,013    | 6,007.2        |  | 31% |                                | \$120,398 |                         | \$78,272  | 39%  |                           |  |                |          |                                      |       |            |   |               |                       |           |                                   |               |



## OTES and COMMENTS

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

## Comparison of 1987 - 2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2005

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

An explanation of Pine County's urban design grading cost adjustments for the 2006 apportionment is shown below.

- 1) 2.0 miles of C.S.A.H.'s which had urban design complete grading needs were graded in Pine County in 1987 - 2003. This represents 15% of the 13.60 miles of C.S.A.H.'s which still have urban design complete grading required in their needs study.

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

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

- 3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs. If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.
- 4) Then, by multiplying the Adjusted Factor (196.0%) times the complete urban design grading needs remaining in the 2004 needs study (\$3,435,565) an adjustment (+\$6,733,707) to the 2005 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete urban grading needs after the adjustment is applied.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 2005 25-year construction needs) have been used in calculating the 2005 annual County State Aid Highway money needs.

## Using 2004 Figures

# Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1987-2003 Urban Design Grading |                   |       |                                   |                 |                                |           |                         |        |                           |        |                                    |              |  |              |                                      |           |                                     |
|--------------------------------|-------------------|-------|-----------------------------------|-----------------|--------------------------------|-----------|-------------------------|--------|---------------------------|--------|------------------------------------|--------------|--|--------------|--------------------------------------|-----------|-------------------------------------|
| County                         | Projects (Col. 2) |       | % of System With Complete Grading |                 | Average Construction Cost/Mile |           | Average Needs Cost/Mile |        | Urban Grading Cost Factor |        | Adjusted Urban Grading Cost Factor |              | Urban Complete Grading Remaining in the 2004 Needs Study |              | Urban Grading Cost Adjustment To The |           | Actual Adjusted Needs Cost Per Mile |
|                                | #                 | Miles | Col. 2 / Col. 8                   | Col. 2 / Col. 8 | Col. 8                         | Col. 8    | Col. 8                  | Col. 8 | Col. 8                    | Col. 8 | Col. 8                             | Col. 8       | Col. 8   | Col. 8       | Col. 8                               | Col. 8    |                                     |
|                                |                   |       |                                   |                 |                                |           |                         |        |                           |        |                                    |              |  |              |                                      |           |                                     |
| Carlton                        | 3                 | 1.4   | 13%                               | 13%             | \$114,584                      | \$127,504 | -10%                    | -10.0% | 10.83                     | 68.0%  | 68.0%                              | \$2,564,760  | \$236,820  | (\$256,476)  |                                      | \$213,138 |                                     |
| Cook                           | 4                 | 1.7   | 31%                               | 31%             | 527,702                        | 639,436   | -17%                    | -17.0% | 5.46                      | 71.1%  | 71.1%                              | 785,286      | 143,825  | (133,499)    |                                      | 119,375   |                                     |
| Itasca                         | 12                | 5.7   | 61%                               | 61%             | 263,221                        | 161,803   | 63%                     | 63.0%  | 9.40                      | 46.8%  | 46.8%                              | 1,778,634    | 189,216  | 1,120,539    |                                      | 308,423   |                                     |
| Koochiching                    | 5                 | 3.8   | 32%                               | 32%             | 193,668                        | 160,051   | 21%                     | 21.0%  | 11.95                     | 72.9%  | 72.9%                              | 1,987,999    | 166,360  | 417,480      |                                      | 201,295   |                                     |
| Lake                           | 1                 | 1.2   | 23%                               | 23%             | 694,318                        | 237,475   | 192%                    | 192.0% | 5.32                      | 70.8%  | 70.8%                              | 1,375,368    | 258,528  | 2,640,707    |                                      | 754,901   |                                     |
| Pine                           | 6                 | 2.0   | 15%                               | 15%             | 568,917                        | 192,320   | 196%                    | 196.0% | 13.79                     | 79.1%  | 79.1%                              | 3,435,565    | 249,135  | 6,733,707    |                                      | 737,438   |                                     |
| St. Louis                      | 24                | 12.6  | 20%                               | 20%             | 657,398                        | 261,930   | 151%                    | 151.0% | 63.45                     | 56.0%  | 56.0%                              | 26,099,332   | 411,337  | 39,409,991   |                                      | 1,032,456 |                                     |
| District 1 Totals              | 55                | 28.4  | 24%                               | 24%             | \$476,866                      | \$238,359 | 100%                    | 100%   | 120.20                    | 60.6%  | 60.6%                              | \$38,026,944 | \$316,364  | \$49,932,449 |                                      | \$731,775 |                                     |

# Using 2004 Figures

## Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs October, 2005

| 1987-2003 Urban Design Grading |    |                     |                 |                           |                               |                           |                           |                                    |                                    | Urban Complete Grading<br>Remaining in the 2004<br>Needs Study |                              |               |                             | Urban Grading<br>Cost Adjustment<br>To The |           | Actual<br>Adjusted<br>Needs Cost<br>Per Mile<br>\$224,595 |
|--------------------------------|----|---------------------|-----------------|---------------------------|-------------------------------|---------------------------|---------------------------|------------------------------------|------------------------------------|--|------------------------------|---------------|-----------------------------|--|-----------|---|
| Projects<br>(Col. 2)           |    | % of System<br>With |                 | Average                   |                               | Urban                     |                           | Adjusted                           |                                    | (Col. 8)   | % of Total<br>Urban<br>Miles | Total<br>Cost | Average<br>Cost per<br>Mile | 2004 - 25 Year<br>Construction<br>Needs    |           |   |
| County                         | #  | Miles               | Col. 2 / Col. 8 | Construction<br>Cost/Mile | Average<br>Needs<br>Cost/Mile | Grading<br>Cost<br>Factor | Grading<br>Cost<br>Factor | Urban<br>Grading<br>Cost<br>Factor | Urban<br>Grading<br>Cost<br>Factor |  |                              |               |                             |  |           |   |
| Beltrami                       | 9  | 5.4                 | 38%             | \$150,202                 | \$118,745                     | 26%                       | 26.0%                     | 26.0%                              | 26.0%                              | 14.23  | 63.7%                        | \$2,536,502   | \$178,250                   | \$659,491                                  | \$224,595 |   |
| Clearwater                     | 4  | 2.2                 | 51%             | 158,983                   | 139,544                       | 14%                       | 14.0%                     | 14.0%                              | 14.0%                              | 4.29   | 57.8%                        | 646,295       | 150,652                     | 90,481                                     | 171,743   |   |
| Hubbard                        | 5  | 2.3                 | 36%             | 289,900                   | 166,877                       | 74%                       | 74.0%                     | 74.0%                              | 74.0%                              | 6.35   | 63.6%                        | 652,994       | 102,834                     | 483,216                                    | 178,931   |   |
| Kittson                        | 2  | 0.6                 | 13%             | 264,912                   | 323,522                       | -18%                      | -18.0%                    | -18.0%                             | -18.0%                             | 4.72   | 93.7%                        | 958,296       | 203,029                     | (172,493)                                  | 166,484   |   |
| Lake of the Woods              | 1  | 0.7                 | 21%             | 143,151                   | 87,479                        | 64%                       | 64.0%                     | 64.0%                              | 64.0%                              | 3.32   | 74.4%                        | 464,971       | 140,052                     | 297,581                                    | 229,684   |   |
| Marshall                       | 1  | 0.3                 | 6%              | 164,975                   | 105,050                       | 57%                       | 34.2%                     | 34.2%                              | 34.2%                              | 5.44   | 82.6%                        | 795,631       | 146,256                     | 272,106                                    | 196,275   |   |
| Norman                         | 4  | 1.1                 | 23%             | 109,332                   | 103,815                       | 5%                        | 5.0%                      | 5.0%                               | 5.0%                               | 4.88   | 67.3%                        | 675,265       | 138,374                     | 33,763                                     | 145,293   |   |
| Pennington                     | 1  | 0.2                 | 12%             | 140,095                   | 227,380                       | -38%                      | -38.0%                    | -38.0%                             | -38.0%                             | 1.67   | 78.0%                        | 160,491       | 96,102                      | (60,987)                                   | 59,583    |   |
| Polk                           | 10 | 2.7                 | 25%             | 162,949                   | 138,959                       | 17%                       | 17.0%                     | 17.0%                              | 17.0%                              | 10.68  | 70.5%                        | 1,804,914     | 168,999                     | 306,835                                    | 197,729   |   |
| Red Lake                       | 3  | 1.1                 | 83%             | 228,484                   | 149,842                       | 52%                       | 52.0%                     | 52.0%                              | 52.0%                              | 1.32   | 40.4%                        | 173,795       | 131,663                     | 90,373                                     | 200,127   |   |
| Roseau                         | 2  | 0.7                 | 7%              | 239,273                   | 136,499                       | 75%                       | 52.5%                     | 52.5%                              | 52.5%                              | 10.18  | 83.7%                        | 1,568,150     | 154,042                     | 823,279                                    | 234,914   |   |
| District 2 Totals              | 42 | 17.3                | 26%             | \$181,896                 | \$139,621                     | 30%                       |                           | 30%                                |                                    | 67.08  | 70.0%                        | \$10,437,304  | \$155,595                   | \$2,823,645                                | 197,689   |   |

## Using 2004 Figures

# Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1987-2003 Urban Design Grading |    |                     |                 |                           |                           |                                    |                               |  |                                    | Urban Complete Grading<br>Remaining in the 2004<br>Needs Study |                              |               |                             | Urban Grading<br>Cost Adjustment<br>To The |  | Actual<br>Adjusted<br>Needs Cost<br>Per Mile |
|--------------------------------|----|---------------------|-----------------|---------------------------|---------------------------|------------------------------------|-------------------------------|--|------------------------------------|--|------------------------------|---------------|-----------------------------|--|--|--|
| Projects<br>(Col. 2)           |    | % of System<br>With |                 | Average                   |                           | Urban<br>Grading<br>Cost<br>Factor |                               | Adjusted<br>Urban<br>Grading<br>Cost<br>Factor |                                    | (Col. 8)   | % of Total<br>Urban<br>Miles | Total<br>Cost | Average<br>Cost per<br>Mile | 2004 - 25 Year<br>Construction<br>Needs    |  |  |
| County                         | #  | Miles               | Col. 2 / Col. 8 | Complete<br>Grading Needs | Construction<br>Cost/Mile | Average<br>Cost/Mile               | Average<br>Needs<br>Cost/Mile | Urban<br>Grading<br>Cost<br>Factor             | Urban<br>Grading<br>Cost<br>Factor | (Col. 8)   | % of Total<br>Urban<br>Miles | Total<br>Cost | Average<br>Cost per<br>Mile | 2004 - 25 Year<br>Construction<br>Needs    | Actual<br>Adjusted<br>Needs Cost<br>Per Mile |  |
| Aitkin                         | 2  | 1.5                 | 119%            | 119%                      | \$392,697                 | \$403,404                          | \$403,404                     | -3%  | -3.0%                              | 1.26   | 47.0%                        | \$278,038     | \$220,665                   | (\$8,341)                                  | \$214,045                                    |  |
| Benton                         | 5  | 1.7                 | 24%             | 24%                       | 199,014                   | 154,565                            | 154,565                       | 29%  | 29.0%                              | 7.19   | 66.3%                        | 1,082,703     | 150,585                     | 313,984                                    | 194,254                                      |  |
| Cass                           | 4  | 1.6                 | 26%             | 26%                       | 113,774                   | 145,858                            | 145,858                       | -22%   | -22.0%                             | 6.19   | 56.4%                        | 993,615       | 160,519                     | (218,595)                                  | 125,205                                      |  |
| Crow Wing                      | 5  | 2.8                 | 20%             | 20%                       | 158,841                   | 151,560                            | 151,560                       | 5%   | 5.0%                               | 13.95  | 57.4%                        | 2,319,662     | 166,284                     | 115,983                                    | 174,598                                      |  |
| Isanti                         | 6  | 0.9                 | 45%             | 45%                       | 144,950                   | 295,841                            | 295,841                       | -51%   | -51.0%                             | 1.96   | 48.2%                        | 657,019       | 335,214                     | (335,080)                                  | 164,255                                      |  |
| Kanabec                        | 1  | 0.5                 | 13%             | 13%                       | 43,498                    | 110,750                            | 110,750                       | -61%   | -61.0%                             | 3.87   | 96.8%                        | 483,107       | 124,834                     | (294,695)                                  | 48,685                                       |  |
| Mille Lacs                     | 7  | 5.5                 | 26%             | 26%                       | 299,456                   | 167,377                            | 167,377                       | 79%  | 79.0%                              | 21.11  | 76.5%                        | 4,552,931     | 215,677                     | 3,596,815                                  | 386,061                                      |  |
| Morrison                       | 8  | 3.6                 | 25%             | 25%                       | 197,801                   | 113,411                            | 113,411                       | 74%  | 74.0%                              | 14.35  | 69.6%                        | 2,182,651     | 152,101                     | 1,615,162                                  | 264,656                                      |  |
| Sherburne                      | 1  | 0.3                 | 8%              | 8%                        | 193,119                   | 84,194                             | 84,194                        | 129%   | 103.2%                             | 3.92   | 28.8%                        | 279,234       | 71,233                      | 288,169                                    | 144,746                                      |  |
| Stearns                        | 31 | 12.5                | 44%             | 44%                       | 236,439                   | 157,730                            | 157,730                       | 50%  | 50.0%                              | 28.44  | 48.3%                        | 4,498,644     | 158,180                     | 2,249,322                                  | 237,270                                      |  |
| Todd                           | 5  | 1.9                 | 15%             | 15%                       | 311,495                   | 143,115                            | 143,115                       | 118%   | 118.0%                             | 12.75  | 83.6%                        | 1,781,429     | 139,720                     | 2,102,086                                  | 304,589                                      |  |
| Wadena                         | 5  | 1.8                 | 58%             | 58%                       | 236,279                   | 104,723                            | 104,723                       | 126%   | 126.0%                             | 3.10   | 40.3%                        | 500,849       | 161,564                     | 631,070                                    | 365,135                                      |  |
| Wright                         | 7  | 3.4                 | 14%             | 14%                       | 343,892                   | 224,303                            | 224,303                       | 53%  | 53.0%                              | 23.90  | 62.6%                        | 5,546,483     | 232,070                     | 2,939,636                                  | 355,068                                      |  |
| District 3 Totals              | 87 | 38.0                | 27%             | 27%                       | \$243,813                 | \$168,121                          | \$168,121                     | 45%  |                                    | 141.99   | 59.5%                        | \$25,156,365  | \$177,170                   | \$12,995,516                               | \$268,694                                    |  |

## Using 2004 Figures

# Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1987-2003 Urban Design Grading |                      |       |                     |                           |                                      |                               |                                    |        |  | Urban Complete Grading<br>Remaining in the 2004<br>Needs Study |       |                              |               | Urban Grading<br>Cost Adjustment<br>To The |   |                                    | Actual |
|--------------------------------|----------------------|-------|---------------------|---------------------------|--------------------------------------|-------------------------------|------------------------------------|--------|--|--|-------|------------------------------|---------------|--|---|------------------------------------|--------|
| County                         | Projects<br>(Col. 2) |       | % of System<br>With |                           | Average<br>Construction<br>Cost/Mile | Average<br>Needs<br>Cost/Mile | Urban<br>Grading<br>Cost<br>Factor |        | Adjusted<br>Urban<br>Grading<br>Cost<br>Factor | (Col. 8)   |       | % of Total<br>Urban<br>Miles | Total<br>Cost | Average<br>Cost per<br>Mile                | 2004 - 25 Year<br>Construction<br>Needs | Adjusted<br>Needs Cost<br>Per Mile |        |
|                                | #                    | Miles | Col. 2 / Col. 8     | Complete<br>Grading Needs |                                      |                               | -6%                                | -6.0%  |  | Miles  | Miles |                              |               |  |   |                                    |        |
| Becker                         | 8                    | 2.2   | 18%                 | 18%                       | \$101,557                            | \$108,116                     | -6%                                | -6.0%  | -6.0%  | 11.93  | 11.93 | 57.2%                        | \$1,171,970   | \$98,237                                   | (\$70,318)                              | \$92,343                           |        |
| Big Stone                      | 6                    | 1.4   | 29%                 | 29%                       | 247,487                              | 184,408                       | 34%                                | 34.0%  | 34.0%  | 4.81   | 4.81  | 57.1%                        | 390,808       | 81,249                                     | 132,875                                 | 108,874                            |        |
| Clay                           | 5                    | 2.2   | 35%                 | 35%                       | 287,810                              | 222,846                       | 29%                                | 29.0%  | 29.0%  | 6.30   | 6.30  | 56.5%                        | 1,377,237     | 218,609                                    | 399,399                                 | 282,006                            |        |
| Douglas                        | 17                   | 8.4   | 59%                 | 59%                       | 159,947                              | 196,751                       | -19%                               | -19.0% | -19.0%   | 14.27  | 14.27 | 52.3%                        | 3,272,365     | 229,318                                    | (621,749)                               | 185,747                            |        |
| Grant                          | 4                    | 1.7   | 76%                 | 76%                       | 284,150                              | 130,812                       | 117%                               | 117.0% | 117.0%   | 2.23   | 2.23  | 54.8%                        | 361,291       | 162,014                                    | 422,710                                 | 351,570                            |        |
| Mahnomen                       | 2                    | 0.7   | 43%                 | 43%                       | 225,403                              | 208,131                       | 8%                                 | 8.0%   | 8.0%   | 1.63   | 1.63  | 59.5%                        | 253,813       | 155,713                                    | 20,305                                  | 168,171                            |        |
| Otter Tail                     | 13                   | 6.2   | 19%                 | 19%                       | 291,705                              | 183,570                       | 59%                                | 59.0%  | 59.0%  | 33.43  | 33.43 | 77.5%                        | 8,066,551     | 241,297                                    | 4,759,265                               | 383,662                            |        |
| Pope                           | 6                    | 2.6   | 43%                 | 43%                       | 190,597                              | 142,593                       | 34%                                | 34.0%  | 34.0%  | 5.96   | 5.96  | 60.1%                        | 1,043,023     | 175,004                                    | 354,628                                 | 234,505                            |        |
| Stevens                        | 3                    | 0.7   | 49%                 | 49%                       | 152,875                              | 163,079                       | -6%                                | -6.0%  | -6.0%  | 1.42   | 1.42  | 28.3%                        | 235,709       | 165,992                                    | (14,143)                                | 156,032                            |        |
| Swift                          | 5                    | 1.7   | 61%                 | 61%                       | 240,564                              | 208,369                       | 15%                                | 15.0%  | 15.0%  | 2.77   | 2.77  | 61.6%                        | 587,196       | 211,984                                    | 88,079                                  | 243,782                            |        |
| Traverse                       | 5                    | 1.6   | 66%                 | 66%                       | 235,104                              | 158,321                       | 48%                                | 48.0%  | 48.0%  | 2.44   | 2.44  | 46.9%                        | 316,626       | 129,765                                    | 151,980                                 | 192,052                            |        |
| Wilkin                         | 5                    | 2.2   | 36%                 | 36%                       | 369,907                              | 225,803                       | 64%                                | 64.0%  | 64.0%  | 6.14   | 6.14  | 60.8%                        | 851,702       | 138,714                                    | 545,089                                 | 227,490                            |        |
| District 4 Totals              | 79                   | 31.6  | 34%                 | 34%                       | \$227,738                            | \$181,539                     | 25%                                | 25%    | 25%  | 93.33  | 93.33 | 61.3%                        | \$17,928,291  | \$192,096                                  | \$6,168,120                             | \$258,185                          |        |

# Using 2004 Figures

## Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs October, 2005

| 1987-2003 Urban Design Grading |                      |       |                     |                           |                                      |                               |                                    |                                    |  |                                    |          |       |                |               | Urban Complete Grading<br>Remaining in the 2004<br>Needs Study |           |   |  |  | Urban Grading<br>Cost Adjustment<br>To The |  | Actual<br>Adjusted<br>Needs Cost<br>Per Mile |
|--------------------------------|----------------------|-------|---------------------|---------------------------|--------------------------------------|-------------------------------|------------------------------------|------------------------------------|--|------------------------------------|----------|-------|----------------|---------------|--|-----------|---|--|--|--|--|--|
| County                         | Projects<br>(Col. 2) |       | % of System<br>With |                           | Average                              |                               | Urban<br>Grading<br>Cost<br>Factor |                                    | Adjusted<br>Urban<br>Grading<br>Cost<br>Factor |                                    | (Col. 8) |       | % of Total     |               | Average  |           | 2004 - 25 Year<br>Construction<br>Needs |  |  |  |  |  |
|                                | #                    | Miles | Col. 2 / Col. 8     | Complete<br>Grading Needs | Average<br>Construction<br>Cost/Mile | Average<br>Needs<br>Cost/Mile | 130%                               | Urban<br>Grading<br>Cost<br>Factor | 130.0%   | Urban<br>Grading<br>Cost<br>Factor | Miles    | Miles | Urban<br>Miles | Total<br>Cost | Cost per<br>Mile   |           |   |  |  |  |  |  |
| Anoka                          | 15                   | 16.0  | 28%                 |                           | \$529,147                            | \$229,897                     | 130%                               |                                    | 130.0%   |                                    | 57.51    | 54.1% | \$14,681,556   | \$255,287     | \$19,086,023   | \$587,160 |   |  |  |  |  |  |
| Carver                         | 11                   | 8.2   | 43%                 |                           | 420,629                              | 156,169                       | 169%                               |                                    | 169.0%   |                                    | 19.04    | 52.9% | 2,832,940      | 148,789       | 4,787,669  | 400,242   |   |  |  |  |  |  |
| Hennepin                       | 51                   | 43.5  | 16%                 |                           | 693,689                              | 496,271                       | 40%                                |                                    | 40.0%  |                                    | 266.97   | 68.2% | 117,790,026    | 441,211       | 47,116,010   | 617,695   |   |  |  |  |  |  |
| Scott                          | 19                   | 18.8  | 82%                 |                           | 585,371                              | 261,884                       | 124%                               |                                    | 124.0%   |                                    | 22.79    | 33.2% | 4,989,279      | 218,924       | 6,186,706  | 490,390   |   |  |  |  |  |  |
| Metro Totals                   | 96                   | 86.4  | 24%                 |                           | \$613,822                            | \$363,814                     | 69%                                |                                    | 69%  |                                    | 366.31   | 60.8% | \$140,293,801  | \$382,992     | \$77,176,408   | \$593,678 |   |  |  |  |  |  |

## Using 2004 Figures

# Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1987-2003 Urban Design Grading |                   |       |                                   |     |                                |                         |                           |        |                           |        |                                    |                |  |             |                                      |                                   |   |
|--------------------------------|-------------------|-------|-----------------------------------|-----|--------------------------------|-------------------------|---------------------------|--------|---------------------------|--------|------------------------------------|----------------|--|-------------|--------------------------------------|-----------------------------------|---|
| County                         | Projects (Col. 2) |       | % of System With Complete Grading |     | Average Construction Cost/Mile |                         | Average Needs Cost/Mile   |        | Urban Grading Cost Factor |        | Adjusted Urban Grading Cost Factor |                | Urban Complete Grading Remaining in the 2004 Needs Study |             | Urban Grading Cost Adjustment To The |                                   | Actual Adjusted Needs Cost Per Mile \$417,009 |
|                                | #                 | Miles | Col. 2 / Col. 8                   | 46% | Average Construction Cost/Mile | Average Needs Cost/Mile | Urban Grading Cost Factor | 46%    | Urban Grading Cost Factor | 308.0% | Adjusted Urban Grading Cost Factor | (Col. 8) Miles | % of Total Urban Miles                                   | Total Cost  | Average Cost per Mile                | 2004 - 25 Year Construction Needs |   |
|                                |                   |       |                                   |     |                                |                         |                           |        |                           |        |                                    |                |  |             |                                      |                                   |   |
| Dodge                          | 9                 | 3.1   | 46%                               |     | \$261,691                      | \$178,709               | 46%                       | 46.0%  | 46.0%                     | 6.78   | 53.9%                              | \$1,936,519    | \$285,622  | \$890,799   |                                      |                                   |   |
| Fillmore                       | 12                | 5.2   | 38%                               |     | 386,538                        | 94,724                  | 308%                      | 308.0% | 308.0%                    | 13.45  | 67.6%                              | 1,668,581      | 124,058  | 5,139,229   |                                      |                                   | 506,157                                       |
| Freeborn                       | 1                 | 0.5   | 3%                                |     | 81,945                         | 125,124                 | -35%                      | -10.5% | -10.5%                    | 18.09  | 77.9%                              | 2,605,250      | 144,016  | (273,551)   |                                      |                                   | 128,894                                       |
| Goodhue                        | 9                 | 3.2   | 22%                               |     | 221,408                        | 142,488                 | 55%                       | 55.0%  | 55.0%                     | 14.81  | 72.6%                              | 3,360,787      | 226,927  | 1,848,433   |                                      |                                   | 351,737                                       |
| Houston                        | 5                 | 2.8   | 105%                              |     | 282,648                        | 138,948                 | 103%                      | 103.0% | 103.0%                    | 2.66   | 29.4%                              | 312,486        | 117,476  | 321,861     |                                      |                                   | 238,476                                       |
| Mower                          | 11                | 2.6   | 25%                               |     | 153,173                        | 206,088                 | -26%                      | -26.0% | -26.0%                    | 10.57  | 58.5%                              | 2,085,866      | 197,338  | (542,325)   |                                      |                                   | 146,030                                       |
| Olmsted                        | 1                 | 0.6   | 3%                                |     | 366,986                        | 294,141                 | 25%                       | 7.5%   | 7.5%                      | 18.90  | 64.5%                              | 3,323,099      | 175,825  | 249,232     |                                      |                                   | 189,012                                       |
| Rice                           | 8                 | 4.8   | 29%                               |     | 225,069                        | 253,310                 | -11%                      | -11.0% | -11.0%                    | 16.29  | 66.8%                              | 5,541,814      | 340,197  | (609,600)   |                                      |                                   | 302,776                                       |
| Steele                         | 6                 | 2.2   | 20%                               |     | 420,942                        | 185,483                 | 127%                      | 127.0% | 127.0%                    | 10.89  | 49.8%                              | 1,985,102      | 182,287  | 2,521,080   |                                      |                                   | 413,791                                       |
| Wabasha                        | 9                 | 2.7   | 27%                               |     | 368,365                        | 386,702                 | -5%                       | -5.0%  | -5.0%                     | 10.30  | 59.5%                              | 2,511,806      | 243,865  | (125,590)   |                                      |                                   | 231,671                                       |
| Winona                         | 1                 | 0.5   | 3%                                |     | 440,402                        | 287,080                 | 53%                       | 15.9%  | 15.9%                     | 15.92  | 85.0%                              | 3,491,580      | 219,320  | 555,161     |                                      |                                   | 254,192                                       |
| District 6 Totals              | 72                | 28.3  | 20%                               |     | \$291,454                      | \$194,610               | 50%                       |        |                           | 138.66 | 64.6%                              | \$28,822,890   | \$207,867  | \$9,974,729 |                                      |                                   | \$279,804                                     |

## Using 2004 Figures

# Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1987-2003 Urban Design Grading |                   |       |                  |                        |                                |                         |                           |                    |                |  |            |                       |                                      |  |                                     |
|--------------------------------|-------------------|-------|------------------|------------------------|--------------------------------|-------------------------|---------------------------|--------------------|----------------|--|------------|-----------------------|--------------------------------------|--|-------------------------------------|
| County                         | Projects (Col. 2) |       | % of System With |                        |                                |                         | Adjusted Urban            |                    |                | Urban Complete Grading Remaining in the 2004 Needs Study |            |                       | Urban Grading Cost Adjustment To The |  | Actual Adjusted Needs Cost Per Mile |
|                                | #                 | Miles | Col. 2 / Col. 8  | Complete Grading Needs | Average Construction Cost/Mile | Average Needs Cost/Mile | Urban Grading Cost Factor | Urban Grading Cost | (Col. 8) Miles | % of Total Urban Miles                                   | Total Cost | Average Cost per Mile | 2004 - 25 Year Construction Needs    |  |                                     |
|                                |                   |       |                  |                        |                                |                         |                           |                    |                |  |            |                       |                                      |  |                                     |
| Blue Earth                     | 9                 | 5.6   | 24%              | \$358,320              | \$152,175                      | 135%                    | 135.0%                    | 23.68              | 65.6%          | \$4,047,440  | \$170,922  | \$5,464,044           | \$401,667                            |  |                                     |
| Brown                          | 11                | 4.9   | 72%              | 178,714                | 104,508                        | 71%                     | 71.0%                     | 6.78               | 54.9%          | 969,347  | 142,972    | 688,236               | 244,481                              |  |                                     |
| Cottonwood                     | 4                 | 2.0   | 35%              | 147,491                | 153,062                        | -4%                     | -4.0%                     | 5.75               | 53.0%          | 743,747  | 129,347    | (29,750)              | 124,173                              |  |                                     |
| Faribault                      | 12                | 4.3   | 50%              | 375,244                | 178,928                        | 110%                    | 110.0%                    | 8.72               | 52.9%          | 1,764,361  | 202,335    | 1,940,797             | 424,903                              |  |                                     |
| Jackson                        | 7                 | 10.6  | 135%             | 67,068                 | 76,524                         | -12%                    | -12.0%                    | 7.83               | 63.0%          | 1,378,056  | 175,997    | (165,367)             | 154,877                              |  |                                     |
| Le Sueur                       | 14                | 3.9   | 23%              | 352,968                | 140,797                        | 151%                    | 151.0%                    | 17.01              | 67.0%          | 2,779,589  | 163,409    | 4,197,179             | 410,157                              |  |                                     |
| Martin                         | 6                 | 1.4   | 18%              | 197,513                | 184,599                        | 7%                      | 7.0%                      | 7.59               | 75.2%          | 1,077,654  | 141,983    | 75,436                | 151,922                              |  |                                     |
| Nicollet                       | 3                 | 4.2   | 92%              | 270,341                | 213,152                        | 27%                     | 27.0%                     | 4.58               | 43.6%          | 979,194  | 213,798    | 264,382               | 271,523                              |  |                                     |
| Nobles                         | 13                | 4.6   | 71%              | 482,752                | 225,168                        | 114%                    | 114.0%                    | 6.46               | 48.6%          | 1,264,089  | 195,679    | 1,441,061             | 418,754                              |  |                                     |
| Rock                           | 6                 | 1.9   | 26%              | 213,308                | 145,729                        | 46%                     | 46.0%                     | 7.41               | 63.8%          | 901,003  | 121,593    | 414,461               | 177,526                              |  |                                     |
| Sibley                         | 2                 | 0.4   | 7%               | 271,810                | 123,590                        | 120%                    | 84.0%                     | 5.92               | 71.9%          | 941,660  | 159,064    | 790,994               | 292,678                              |  |                                     |
| Waseca                         | 2                 | 0.6   | 5%               | 110,707                | 207,275                        | -47%                    | -23.5%                    | 11.12              | 75.4%          | 1,939,008  | 174,371    | (455,667)             | 133,394                              |  |                                     |
| Watsonwan                      | 9                 | 2.8   | 41%              | 270,580                | 207,144                        | 31%                     | 31.0%                     | 6.78               | 47.8%          | 1,387,557  | 204,654    | 430,143               | 268,097                              |  |                                     |
| District 7 Totals              | 98                | 47.3  | 40%              | \$251,286              | \$148,880                      | 69%                     |                           | 119.63             | 61.0%          | \$20,172,705   | \$168,626  | \$15,055,949          | \$294,480                            |  |                                     |

## Using 2004 Figures

# Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs

October, 2005

| 1987-2003 Urban Design Grading |    |  |                 |                                      |           |                                    |                            |  |                            | Urban Complete Grading<br>Remaining in the 2004<br>Needs Study |                              |               |                             | Urban Grading<br>Cost Adjustment<br>To The |           |  | Actual<br>Adjusted<br>Needs Cost<br>Per Mile |
|--------------------------------|----|--|-----------------|--------------------------------------|-----------|------------------------------------|----------------------------|--|----------------------------|--|------------------------------|---------------|-----------------------------|--|-----------|--|--|
| Projects<br>(Col. 2)           |    | % of System<br>With<br>Complete<br>Grading Needs |                 | Average<br>Construction<br>Cost/Mile |           | Urban<br>Grading<br>Cost<br>Factor |                            | Adjusted<br>Urban<br>Grading<br>Cost<br>Factor |                            | (Col. 8)   | % of Total<br>Urban<br>Miles | Total<br>Cost | Average<br>Cost per<br>Mile | 2004 - 25 Year<br>Construction<br>Needs    |           |  |  |
| County                         | #  | Miles  | Col. 2 / Col. 8 | Col. 8                               | Cost/Mile | Average<br>Needs<br>Cost/Mile      | Urban<br>Grading<br>Factor | Urban<br>Grading<br>Factor                     | Urban<br>Grading<br>Factor | Miles  | Miles                        | Cost          | Cost per<br>Mile            | Needs                                      |           |  |  |
| Chippewa                       | 10 | 3.6  | 125%            | 125%                                 | \$233,703 | \$282,655                          | -17%                       | -17.0%   | -17.0%                     | 2.91   | 43.4%                        | \$747,341     | \$256,818                   | (\$127,048)                                | 213,159   |  |  |
| Kandiyohi                      | 8  | 7.2  | 50%             | 50%                                  | 378,326   | 229,465                            | 65%                        | 65.0%  | 65.0%                      | 14.54  | 49.0%                        | 2,734,913     | 188,096                     | 1,777,693                                  | 310,358   |  |  |
| Lac Qui Parle                  | 5  | 0.8  | 12%             | 12%                                  | 356,939   | 214,230                            | 67%                        | 67.0%  | 67.0%                      | 6.35   | 83.0%                        | 1,275,288     | 200,833                     | 854,443                                    | 335,391   |  |  |
| Lincoln                        | 5  | 1.9  | 43%             | 43%                                  | 333,018   | 167,339                            | 99%                        | 99.0%  | 99.0%                      | 4.39   | 49.6%                        | 488,045       | 111,172                     | 483,165                                    | 221,232   |  |  |
| Lyon                           | 12 | 5.7  | 61%             | 61%                                  | 128,920   | 228,672                            | -44%                       | -44.0%   | -44.0%                     | 9.35   | 54.3%                        | 1,695,830     | 181,372                     | (746,165)                                  | 101,568   |  |  |
| Mc Leod                        | 9  | 4.3  | 39%             | 39%                                  | 230,442   | 194,098                            | 19%                        | 19.0%  | 19.0%                      | 10.99  | 54.0%                        | 1,779,437     | 161,914                     | 338,093                                    | 192,678   |  |  |
| Meeker                         | 3  | 1.3  | 28%             | 28%                                  | 64,102    | 72,185                             | -11%                       | -11.0%   | -11.0%                     | 4.57   | 66.1%                        | 563,112       | 123,219                     | (61,942)                                   | 109,665   |  |  |
| Murray                         | 2  | 0.9  | 17%             | 17%                                  | 324,141   | 180,257                            | 80%                        | 80.0%  | 80.0%                      | 5.30   | 68.8%                        | 435,859       | 82,238                      | 348,687                                    | 148,028   |  |  |
| Pipestone                      | 15 | 5.1  | 58%             | 58%                                  | 132,122   | 135,693                            | -3%                        | -3.0%  | -3.0%                      | 8.76   | 64.6%                        | 1,492,002     | 170,320                     | (44,760)                                   | 165,210   |  |  |
| Redwood                        | 4  | 1.4  | 15%             | 15%                                  | 114,874   | 142,801                            | -20%                       | -20.0%   | -20.0%                     | 9.59   | 70.8%                        | 2,002,048     | 208,764                     | (400,410)                                  | 167,011   |  |  |
| Renville                       | 9  | 2.6  | 120%            | 120%                                 | 375,742   | 178,931                            | 110%                       | 110.0%   | 110.0%                     | 2.16   | 37.7%                        | 319,983       | 148,140                     | 351,981                                    | 311,094   |  |  |
| Yellow Medicine                | 4  | 1.2  | 20%             | 20%                                  | 331,014   | 131,225                            | 152%                       | 152.0%   | 152.0%                     | 5.95   | 68.6%                        | 698,697       | 117,428                     | 1,062,019                                  | 295,919   |  |  |
| District 8 Totals              | 86 | 36.0   | 42%             | 42%                                  | \$243,782 | \$196,315                          | 24%                        |  |                            | 84.86  | 57.9%                        | \$14,232,555  | \$167,718                   | \$3,835,756                                | \$212,919 |  |  |

# Using 2004 Figures

## Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs October, 2005

| 1987-2003 Urban Design Grading |                      |       |                     |          |                               |                                      |                          |        |                                      |       |                   |                              | Urban Complete Grading<br>Remaining in the 2004<br>Needs Study |               |                             |   | Urban Grading<br>Cost Adjustment<br>To The |  |  | Actual |
|--------------------------------|----------------------|-------|---------------------|----------|-------------------------------|--------------------------------------|--------------------------|--------|--------------------------------------|-------|-------------------|------------------------------|--|---------------|-----------------------------|---|--|--|--|--------|
| County                         | Projects<br>(Col. 2) |       | % of System<br>With |          | Average<br>Needs<br>Cost/Mile | Average<br>Construction<br>Cost/Mile | Urban<br>Grading<br>Cost |        | Adjusted<br>Urban<br>Grading<br>Cost |       | (Col. 8)<br>Miles | % of Total<br>Urban<br>Miles |  | Total<br>Cost | Average<br>Cost per<br>Mile | 2004 - 25 Year<br>Construction<br>Needs | Adjusted<br>Needs Cost<br>Per Mile         |  |  |        |
|                                | #                    | Miles | Col. 2 / Col. 8     | Complete |                               |                                      | Factor                   | Factor | Miles                                | Miles |                   |                              |  |               |                             |   |  |  |  |        |
| Chisago                        | 3                    | 2.7   | 19%                 |          | \$161,647                     | \$444,366                            | 175%                     | 175.0% | 14.07                                | 63.4% | \$1,980,053       | 140,729                      | \$3,465,093  | \$387,004     |                             |   |  |  |  |        |
| Dakota                         | 28                   | 43.1  | 56%                 |          | 250,271                       | 432,250                              | 73%                      | 73.0%  | 77.30                                | 40.6% | 15,000,206        | 194,052                      | 10,950,150   | 335,710       |                             |   |  |  |  |        |
| Ramsey                         | 46                   | 35.4  | 23%                 |          | 401,343                       | 654,738                              | 63%                      | 63.0%  | 156.85                               | 61.5% | 64,865,956        | 413,554                      | 40,865,552   | 674,093       |                             |   |  |  |  |        |
| Washington                     | 11                   | 5.1   | 12%                 |          | 224,930                       | 402,808                              | 79%                      | 79.0%  | 43.23                                | 55.6% | 8,862,833         | 205,016                      | 7,001,638  | 366,978       |                             |   |  |  |  |        |
| Metro Totals                   | 88                   | 86.3  | 30%                 |          | \$307,957                     | \$522,133                            | 69%                      |        | 291.45                               | 53.5% | \$90,709,048      | \$311,234                    | \$62,282,433   | \$524,932     |                             |   |  |  |  |        |

# Using 2004 Figures

## Comparison of 1987-2003 Urban Design Grading Construction Costs to Needs Study Costs October, 2005

| 1987-2003 Urban Design Grading |                      |       |                            |                    |                           |                               |                           |                                    |                                    | Urban Complete Grading<br>Remaining in the 2004<br>Needs Study |                              |               |                             | Urban Grading<br>Cost Adjustment<br>To The |                                    | Actual |
|--------------------------------|----------------------|-------|----------------------------|--------------------|---------------------------|-------------------------------|---------------------------|------------------------------------|------------------------------------|--|------------------------------|---------------|-----------------------------|--|------------------------------------|--------|
| County                         | Projects<br>(Col. 2) |       | % of System<br>With        |                    | Average                   |                               | Urban                     |                                    | Adjusted                           | (Col. 8)   | % of Total<br>Urban<br>Miles | Total<br>Cost | Average<br>Cost per<br>Mile | 2004 - 25 Year<br>Construction<br>Needs    | Adjusted<br>Needs Cost<br>Per Mile |        |
|                                | #                    | Miles | Grading<br>Col. 2 / Col. 8 | Complete<br>Col. 8 | Construction<br>Cost/Mile | Average<br>Needs<br>Cost/Mile | Grading<br>Cost<br>Factor | Urban<br>Grading<br>Cost<br>Factor | Urban<br>Grading<br>Cost<br>Factor |  |                              |               |                             |  |                                    |        |
| District 1 Totals              | 55                   | 28.4  | 24%                        | 24%                | \$476,866                 | \$238,359                     | 100%                      |                                    |                                    | 120.20   | 60.6%                        | \$38,026,944  | \$316,364                   | \$49,932,449                               | \$731,775                          |        |
| District 2 Totals              | 42                   | 17.3  | 26%                        | 26%                | 181,896                   | 139,621                       | 30%                       |                                    |                                    | 67.08  | 70.0%                        | 10,437,304    | 155,595                     | 2,823,645                                  | 197,689                            |        |
| District 3 Totals              | 87                   | 38.0  | 27%                        | 27%                | 243,813                   | 168,121                       | 45%                       |                                    |                                    | 141.99   | 59.5%                        | 25,156,365    | 177,170                     | 12,995,516                                 | 268,694                            |        |
| District 4 Totals              | 79                   | 31.6  | 34%                        | 34%                | 227,738                   | 181,539                       | 25%                       |                                    |                                    | 93.33  | 61.3%                        | 17,928,291    | 192,096                     | 6,168,120                                  | 258,185                            |        |
| Metro Totals                   | 96                   | 86.4  | 24%                        | 24%                | 613,822                   | 363,814                       | 69%                       |                                    |                                    | 366.31   | 60.8%                        | 140,293,801   | 382,992                     | 77,176,408                                 | 593,678                            |        |
| District 6 Totals              | 72                   | 28.3  | 20%                        | 20%                | 291,454                   | 194,610                       | 50%                       |                                    |                                    | 138.66   | 64.6%                        | 28,822,890    | 207,867                     | 9,974,729                                  | 279,804                            |        |
| District 7 Totals              | 98                   | 47.3  | 40%                        | 40%                | 251,286                   | 148,880                       | 69%                       |                                    |                                    | 119.63   | 61.0%                        | 20,172,705    | 168,626                     | 15,055,949                                 | 294,480                            |        |
| District 8 Totals              | 86                   | 36.0  | 42%                        | 42%                | 243,782                   | 196,315                       | 24%                       |                                    |                                    | 84.86  | 57.9%                        | 14,232,555    | 167,718                     | 3,835,756                                  | 212,919                            |        |
| Metro Totals                   | 88                   | 86.3  | 30%                        | 30%                | 522,133                   | 307,957                       | 69%                       |                                    |                                    | 291.45   | 53.5%                        | 90,709,048    | 311,234                     | 62,282,433                                 | 524,932                            |        |
| STATE TOTAL                    | 703                  | 399.5 | 28%                        | 28%                | \$400,633                 | \$249,826                     | 40%                       |                                    |                                    | 1,423.51   | 59.5%                        | \$385,779,903 | \$271,006                   | \$240,245,005                              | \$439,776                          |        |



## OTES and COMMENTS

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

## **County State Aid Construction Fund Balance "Needs" Deductions**

October, 2005

The resolution below was originally adopted by the Screening Board at its May, 1975 meeting. The latest revision was made by the Screening Board at the October, 1996 meeting.

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

The following listing indicates the balances as of September 1, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which would be made to the 2005 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 2006 CSAH apportionments.

# COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

October, 2005

| County            | Regular Account  |  |  |  | Municipal Account  |  |  |  | Total<br>2005<br>Construction<br>Fund Balance<br>"Needs"<br>Deduction |
|-------------------|--|--|--|--|--|--|--|--|---|
|                   | Unencumbered<br>Construction<br>Fund Balance<br>September 1, 2005<br>As of | Maximum<br>Balance<br>2004 Const.<br>Apportionment | 2005<br>Construction<br>Fund Balance<br>"Needs"<br>Deduction |  | Unencumbered<br>Construction<br>Fund Balance<br>September 1, 2005<br>As of | Maximum Balance<br>Larger of Either<br>\$100,000 or<br>2003-2005<br>Const. Apport. | 2005<br>Construction<br>Fund Balance<br>"Needs"<br>Deduction |  |   |
| Carlton           | \$313,540  | \$1,822,528  | \$0  |  | \$762,003  | \$583,908  | \$178,095  |  | \$178,095   |
| Cook              | 2,557,454  | 1,256,941  | 1,300,513  |  | 0  | 228,743  | 0  |  | 1,300,513   |
| Itasca            | 0  | 3,632,548  | 0  |  | 1,515,214  | 1,498,197  | 17,017   |  | 17,017  |
| Koochiching       | 1,117,417  | 2,267,902  | 0  |  | 272,104  | 270,758  | 1,346  |  | 1,346   |
| Lake              | 0  | 1,840,780  | 0  |  | 0  | 301,861  | 0  |  | 0   |
| Pine              | 26,021   | 2,821,133  | 0  |  | 448,310  | 1,350,690  | 0  |  | 0   |
| St. Louis         | 3,315,254  | 11,239,735   | 0  |  | 139,205  | 2,262,759  | 0  |  | 0   |
| District 1 Totals | \$7,329,686  | \$24,881,567                                       | \$1,300,513  |  | \$3,136,836  | ---  | \$196,458  |  | \$1,496,971   |
| Beltrami          | \$3,681,923  | \$2,573,683  | \$1,108,240  |  | \$339,478  | \$356,952  | \$0  |  | \$1,108,240   |
| Clearwater        | 0  | 1,486,678  | 0  |  | 127,277  | 378,345  | 0  |  | 0   |
| Hubbard           | 0  | 1,650,365  | 0  |  | 112,469  | 275,171  | 0  |  | 0   |
| Kittson           | 305,758  | 1,510,537  | 0  |  | 78,457   | 690,412  | 0  |  | 0   |
| Lake of the Woods | 743,607  | 1,558,131  | 0  |  | 0  | 161,514  | 0  |  | 0   |
| Marshall          | 1,435,243  | 2,408,146  | 0  |  | 690,129  | 638,119  | 52,010   |  | 52,010  |
| Norman            | 2,054,492  | 1,636,181  | 418,311  |  | 411,808  | 452,318  | 0  |  | 418,311   |
| Pennington        | 715,698  | 1,199,653  | 0  |  | 188,941  | 243,699  | 0  |  | 0   |
| Polk              | 0  | 3,616,279  | 0  |  | 437,633  | 817,800  | 0  |  | 0   |
| Red Lake          | 498,295  | 1,188,416  | 0  |  | 113,885  | 217,386  | 0  |  | 0   |
| Roseau            | 758,875  | 1,820,803  | 0  |  | 272,935  | 751,851  | 0  |  | 0   |
| District 2 Totals | \$10,193,891   | \$20,648,872                                       | \$1,526,551  |  | \$2,773,012  | ---  | \$52,010   |  | \$1,578,561   |
| Aitkin            | \$1,027,827  | \$1,994,522  | \$0  |  | \$0  | \$218,465  | \$0  |  | \$0   |
| Benton            | 1,462,540  | 1,244,566  | 217,974  |  | 448,257  | 397,396  | 50,861   |  | 268,835   |
| Cass              | 0  | 2,438,111  | 0  |  | 0  | 691,778  | 0  |  | 0   |
| Crow Wing         | 98,220   | 1,923,868  | 0  |  | 376,558  | 1,268,082  | 0  |  | 0   |
| Isanti            | 1,798,871  | 1,469,966  | 328,905  |  | 119,841  | 157,810  | 0  |  | 328,905   |
| Kanabec           | 0  | 1,124,153  | 0  |  | 275,108  | 353,313  | 0  |  | 0   |
| Mille Lacs        | 1,358,841  | 1,793,727  | 0  |  | 569,067  | 531,894  | 37,173   |  | 37,173  |
| Morrison          | 2,451,435  | 2,201,335  | 250,100  |  | 517,272  | 715,152  | 0  |  | 250,100   |
| Sherburne         | 2,387,824  | 1,343,545  | 1,044,279  |  | 208,389  | 208,389  | 0  |  | 1,044,279   |
| Stearns           | 1,454,076  | 3,515,355  | 0  |  | 739,402  | 1,849,975  | 0  |  | 0   |
| Todd              | 917,018  | 1,565,954  | 0  |  | 642,399  | 901,448  | 0  |  | 0   |
| Wadena            | 517,859  | 1,098,777  | 0  |  | 505,131  | 493,034  | 12,097   |  | 12,097  |
| Wright            | 1,958,774  | 3,214,583  | 0  |  | 0  | 1,491,244  | 0  |  | 0   |
| District 3 Totals | \$15,433,285   | \$24,928,462                                       | \$1,841,258  |  | \$4,401,424  | ---  | \$100,131  |  | \$1,941,389   |

# COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

October, 2005

| County            | Regular Account  |  |  |  | Municipal Account  |  |             |  | Total<br>2005<br>Construction<br>Fund Balance<br>"Needs"<br>Deduction |
|-------------------|--|--|--|--|--|--|-------------|--|---|
|                   | Unencumbered<br>Construction<br>Fund Balance<br>As of<br>September 1, 2005 | Maximum<br>Balance<br>2004 Const.<br>Apportionment | 2005<br>Construction<br>Fund Balance<br>"Needs"<br>Deduction | Unencumbered<br>Construction<br>Fund Balance<br>As of<br>September 1, 2005 | Maximum Balance<br>Larger of Either<br>\$100,000 or<br>2003-2005<br>Const. Apport. | 2005<br>Construction<br>Fund Balance<br>"Needs"<br>Deduction |             |  |   |
|                   |  |  |  |  |  |  |             |  |   |
| Becker            | \$0  | \$2,089,511  | \$0  | \$342,064  | 475,699  | \$0  | \$0         |  |   |
| Big Stone         | 394,529  | 1,095,747  | 0  | 0  | 452,239  | 0  | 0           |  |   |
| Clay              | 0  | 2,079,772  | 0  | 960,321  | 640,832  | 319,489  | 319,489     |  |   |
| Douglas           | 507,378  | 1,786,949  | 0  | 236,475  | 759,382  | 0  | 0           |  |   |
| Grant             | 1,497,300  | 1,131,729  | 365,571  | 480,105  | 369,814  | 110,291  | 475,862     |  |   |
| Mahnomen          | 63,599   | 1,209,627  | 0  | 303,192  | 159,023  | 144,169  | 144,169     |  |   |
| Otter Tail        | 5,830,698  | 4,732,065  | 1,098,633  | 425,761  | 1,153,483  | 0  | 1,098,633   |  |   |
| Pope              | 0  | 1,610,047  | 0  | 196,804  | 304,345  | 0  | 0           |  |   |
| Stevens           | 147,152  | 1,203,440  | 0  | 7,900  | 164,778  | 0  | 0           |  |   |
| Swift             | 1,673,328  | 1,457,214  | 216,114  | 23,950   | 405,566  | 0  | 216,114     |  |   |
| Traverse          | 2,406,005  | 1,144,228  | 1,261,777  | 117,361  | 352,501  | 0  | 1,261,777   |  |   |
| Wilkin            | 0  | 1,406,575  | 0  | 244,673  | 598,309  | 0  | 0           |  |   |
| District 4 Totals | \$12,519,989   | \$20,946,904                                       | \$2,942,095  | \$3,338,606  | ---  | \$573,949  | \$3,516,044 |  |   |
| Anoka             | \$0  | \$4,869,165  | \$0  | \$168,826  | \$630,634  | \$0  | \$0         |  |   |
| Carver            | 5,328,011  | 1,910,709  | 3,417,302  | 633,505  | 757,590  | 0  | 3,417,302   |  |   |
| Hennepin          | 8,254,555  | 11,051,978   | 0  | 2,976,227  | 5,035,682  | 0  | 0           |  |   |
| Scott             | 0  | 3,160,517  | 0  | 446,077  | 362,172  | 83,905   | 83,905      |  |   |
| Metro Totals      | \$13,582,566   | \$20,992,369                                       | \$3,417,302  | \$4,224,635  | ---  | \$83,905   | \$3,501,207 |  |   |
| Dodge             | \$0  | \$1,441,486  | \$0  | \$381,510  | \$591,484  | \$0  | \$0         |  |   |
| Fillmore          | 2,317,024  | 2,650,906  | 0  | 941,457  | 1,233,351  | 0  | 0           |  |   |
| Freeborn          | 0  | 2,313,763  | 0  | 399,075  | 494,123  | 0  | 0           |  |   |
| Goodhue           | 31,894   | 2,330,398  | 0  | 523,554  | 789,310  | 0  | 0           |  |   |
| Houston           | 1,012,043  | 1,957,673  | 0  | 170,256  | 194,337  | 0  | 0           |  |   |
| Mower             | 292,363  | 2,265,338  | 0  | 404,807  | 541,735  | 0  | 0           |  |   |
| Olmsted           | 0  | 2,896,625  | 0  | 270,579  | 258,730  | 11,849   | 11,849      |  |   |
| Rice              | 0  | 1,953,429  | 0  | 245,496  | 321,439  | 0  | 0           |  |   |
| Steele            | 1,355,085  | 1,924,892  | 0  | 28,521   | 255,619  | 0  | 0           |  |   |
| Wabasha           | 220,252  | 1,809,029  | 0  | 460,494  | 810,307  | 0  | 0           |  |   |
| Winona            | 747,199  | 2,139,072  | 0  | 292,983  | 661,309  | 0  | 0           |  |   |
| District 6 Totals | \$5,975,860  | \$23,682,611                                       | \$0  | \$4,118,732  | ---  | \$11,849   | \$11,849    |  |   |
| District 4 Totals |  |  |  |  |  |  | \$11,849    |  |   |
| District 6 Totals |  |  |  |  |  |  | \$11,849    |  |   |

# COUNTY STATE AID CONSTRUCTION FUND BALANCE "NEEDS" DEDUCTIONS

October, 2005

| County            | Regular Account  |  |  |  | Municipal Account  |  |  | Total  |  |
|-------------------|--|--|--|--|--|--|--|--|--|
|                   | Unencumbered<br>Construction<br>Fund Balance<br>As of<br>September 1, 2005 | Maximum<br>Balance<br>2004 Const.<br>Apportionment | 2005<br>Construction<br>Fund Balance<br>Deduction<br>"Needs" |  | Unencumbered<br>Construction<br>Fund Balance<br>As of<br>September 1, 2005 | Maximum Balance<br>Larger of Either<br>\$100,000 or<br>2003-2005<br>Const. Apport. | 2005<br>Construction<br>Fund Balance<br>Deduction<br>"Needs" | Construction<br>Fund Balance<br>Deduction<br>"Needs" |  |
| Blue Earth        | \$45,476   | \$2,885,254  | \$0  |  | \$203,800  | 658,363  | \$0  | \$0  |  |
| Brown             | 0  | 1,645,750  | 0  |  | 12,168   | 455,375  | 0  | 0  |  |
| Cottonwood        | 564,215  | 1,562,009  | 0  |  | 49,057   | 428,347  | 0  | 0  |  |
| Faribault         | 784,867  | 1,761,549  | 0  |  | 391,919  | 1,171,708  | 0  | 0  |  |
| Jackson           | 0  | 1,863,317  | 0  |  | 791,255  | 598,091  | 193,164  | 193,164  |  |
| Le Sueur          | 0  | 1,522,469  | 0  |  | 148,749  | 1,074,182  | 0  | 0  |  |
| Martin            | 2,344,736  | 1,919,879  | 424,857  |  | 135,053  | 368,337  | 0  | 424,857  |  |
| Nicollet          | 161,678  | 1,590,576  | 0  |  | 28,354   | 244,616  | 0  | 0  |  |
| Nobles            | 459,475  | 2,231,085  | 0  |  | 316,219  | 334,188  | 0  | 0  |  |
| Rock              | 153,981  | 1,242,868  | 0  |  | 286,287  | 648,387  | 0  | 0  |  |
| Sibley            | 0  | 1,454,368  | 0  |  | 568,832  | 493,745  | 75,087   | 75,087   |  |
| Waseca            | 90,605   | 1,431,399  | 0  |  | 350,282  | 311,985  | 38,297   | 38,297   |  |
| Watonwan          | 0  | 1,065,529  | 0  |  | 582,410  | 706,558  | 0  | 0  |  |
| District 7 Totals | \$4,605,033  | \$22,176,052                                       | \$424,857  |  | \$3,864,385  | ---  | \$306,548  | \$731,405  |  |
| Chippewa          | \$280,995  | \$1,289,922  | \$0  |  | \$33,687   | \$273,035  | \$0  | \$0  |  |
| Kandiyohi         | 1,265,488  | 2,481,293  | 0  |  | 511,228  | 465,732  | 45,496   | 45,496   |  |
| Lac Qui Parle     | 201,420  | 1,463,540  | 0  |  | 144,577  | 579,531  | 0  | 0  |  |
| Lincoln           | 1,166,152  | 1,185,341  | 0  |  | 444,246  | 396,148  | 48,098   | 48,098   |  |
| Lyon              | 731,310  | 1,496,865  | 0  |  | 624,414  | 756,594  | 0  | 0  |  |
| Mc Leod           | 3,238,639  | 1,672,905  | 1,565,734  |  | 641,133  | 538,256  | 102,877  | 1,668,611  |  |
| Meeker            | 257,317  | 1,460,899  | 0  |  | 440,305  | 297,049  | 143,256  | 143,256  |  |
| Murray            | 128,961  | 1,593,422  | 0  |  | 409,229  | 497,594  | 0  | 0  |  |
| Pipestone         | 643,247  | 973,952  | 0  |  | 244,732  | 855,113  | 0  | 0  |  |
| Redwood           | 1,173,879  | 1,907,914  | 0  |  | 1,015,832  | 927,338  | 88,494   | 88,494   |  |
| Renville          | 0  | 2,459,571  | 0  |  | 175,503  | 259,595  | 0  | 0  |  |
| Yellow Medicine   | 181,508  | 1,565,495  | 0  |  | 165,304  | 616,684  | 0  | 0  |  |
| District 8 Totals | \$9,268,916  | \$19,551,119                                       | \$1,565,734  |  | \$4,850,190  | ---  | \$428,221  | \$1,993,955  |  |
| Chisago           | \$234,860  | \$1,976,681  | \$0  |  | \$184,849  | \$756,833  | \$0  | \$0  |  |
| Dakota            | 12,967   | 4,911,205  | 0  |  | 748,545  | 571,349  | 177,196  | 177,196  |  |
| Ramsey            | 1,772,661  | 6,076,340  | 0  |  | 44,255   | 165,537  | 0  | 0  |  |
| Washington        | 5,439,015  | 3,003,803  | 2,435,212  |  | 3,029,690  | 2,254,751  | 774,939  | 3,210,151  |  |
| Metro Totals      | \$7,459,503  | \$15,968,029                                       | \$2,435,212  |  | \$4,007,339  | ---  | \$952,135  | \$3,387,347  |  |
| STATE TOTALS      | \$86,368,729   | \$193,775,985                                      | \$15,453,522   |  | \$34,715,159   | \$57,237,277   | \$2,705,206  | \$18,158,728   |  |

# Bond Account Adjustments

October, 2005

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

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

## STATE AID BOND RECORD AS OF DECEMBER 31, 2004

| County            | Date of Issue | Amount of Issue | Total \$'s Applied to Projects | Principal Paid to Date | \$'s Applied Less Principal To Be Paid | Total \$'s Applied to Ineligible Projects | Bond Account Adjustment |
|-------------------|---------------|-----------------|--------------------------------|------------------------|--|---|-------------------------|
| Polk              | 03/25/03      | \$4,000,000     | \$3,977,206                    | \$800,000              | \$3,177,206                            |   | \$3,177,206             |
| Marshall          | 03/19/02      | 1,025,000       | 1,025,000                      | 410,000                | 615,000                                |   | 615,000                 |
| District 2 Totals |               | 4,000,000       | 3,977,206                      | 800,000                | 3,177,206                              | 0   | 3,792,206               |
| Anoka             | 05/18/99      | 6,400,000       | 6,400,000                      | 3,015,000              | 3,385,000                              | 0   | 3,385,000               |
| Anoka             | 03/01/01      | 4,575,000       | 4,575,000                      | 1,160,000              | 3,415,000                              | 0   | 3,415,000               |
| Metro Totals      |               | 10,975,000      | 10,975,000                     | 4,175,000              | 6,800,000                              | 0   | 6,800,000               |
| LeSueur           | 05/01/03      | 2,670,000       | 0                              | 0                      | 0                                      | 0   | 0                       |
| Nicollet          | 01/01/02      | 2,450,000       | 2,358,462                      | 410,000                | 1,948,462                              | 173,135                                   | 1,775,327               |
| District 7 Totals |               | 5,120,000       | 2,358,462                      | 410,000                | 1,948,462                              | 173,135                                   | 1,775,327               |
| Kandiyohi         | 01/01/99      | 3,250,000       | 3,250,000                      | 835,000                | 2,415,000                              | 0   | 2,415,000               |
| District 8 Totals |               | 3,250,000       | 3,250,000                      | 835,000                | 2,415,000                              | 0   | 2,415,000               |
| STATE TOTALS      |               | \$23,857,500    | \$21,073,168                   | \$6,425,000            | \$14,648,168                           | \$173,135                                 | \$14,782,533            |

**TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2004**

| <u>County</u>     | <u>Date of Issue</u> | <u>Amount of Issue</u> | <u>Total \$'s Applied to Projects</u> | <u>Principal Paid to Date</u> | <u>\$'s Applied Less Principal To Be Paid</u> | <u>Total \$'s Applied to Ineligible Projects</u> | <u>Bond Account Adjustment</u> |
|-------------------|----------------------|------------------------|---------------------------------------|-------------------------------|---|--|--------------------------------|
| Pine              | 08/30/01             | \$2,225,000            | \$0                                   | \$0                           | \$0   | \$0  | \$0                            |
| District 1 Totals |                      | 2,225,000              | 0                                     | 0                             | 0   | 0  | 0                              |
| Pennington        | 07/14/01             | 1,731,285              | 0                                     | 0                             | 0   | 0  | 0                              |
| District 2 Totals |                      | \$1,731,285            | \$0                                   | \$0                           | \$0   | \$0  | \$0                            |
| STATE TOTALS      |                      | \$3,956,285            | \$0                                   | \$0                           | \$0   | \$0  | \$0                            |

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# Special Resurfacing Projects

October, 2005

Due to the necessity for some counties to resurface certain substandard bituminous County State Aid Highways, the 1967 County Screening Board adopted the following resolution:

**That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules chapter 8820.0100 Subp. 13b shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.**

The following list shows the counties, by district, that awarded special resurfacing projects from 1995 through 2004 the number of projects awarded and the project costs in each account which have been deducted from the 2005 County State Aid Highway Money needs. In 2004 alone, more than \$34.8 million of special resurfacing projects were awarded.

| County                   | Number of<br>Special Resurf.<br>Projects<br>1995-2004 | Number of<br>Special Resurf.<br>Projects<br>2004 | Regular<br>Account<br>Deduction | Municipal<br>Account<br>Deduction | Total Special<br>Resurfacing Cost<br>Deducted from 2005<br>25-Yr. Const. Needs |
|--------------------------|---|--|---------------------------------|-----------------------------------|--|
| Carlton                  | 20  | 0  | \$3,142,874                     | \$278,920                         | \$3,421,794  |
| Cook                     | 5   | 0  | 1,947,733                       | 0                                 | 1,947,733  |
| Itasca                   | 17  | 2  | 4,769,902                       | 210,985                           | 4,980,887  |
| Koochiching              | 25  | 2  | 4,038,793                       | 133,827                           | 4,172,620  |
| Lake                     | 9   | 2  | 4,296,046                       | 0                                 | 4,296,046  |
| Pine                     | 19  | 4  | 5,846,264                       | 500,785                           | 6,347,049  |
| St. Louis                | 33  | 11   | 13,971,000                      | 86,922                            | 14,057,922   |
| <b>District 1 Totals</b> | <b>128</b>  | <b>21</b>  | <b>\$38,012,612</b>             | <b>\$1,211,439</b>                | <b>\$39,224,051</b>  |
| Beltrami                 | 8   | 3  | \$2,956,007                     | \$61,828                          | \$3,017,835  |
| Clearwater               | 10  | 0  | 2,052,957                       | 44,462                            | 2,097,419  |
| Hubbard                  | 13  | 2  | 4,190,086                       | 11,832                            | 4,201,918  |
| Kittson                  | 7   | 0  | 1,601,942                       | 252,020                           | 1,853,962  |
| Lake of the Woods        | 11  | 3  | 3,037,752                       | 53,828                            | 3,091,580  |
| Marshall                 | 4   | 3  | 637,025                         | 97,738                            | 734,763  |
| Norman                   | 18  | 1  | 2,434,229                       | 116,020                           | 2,550,249  |
| Pennington               | 6   | 2  | 2,199,725                       | 0                                 | 2,199,725  |
| Polk                     | 5   | 1  | 844,883                         | 23,949                            | 868,832  |
| Red Lake                 | 11  | 1  | 4,122,907                       | 195,922                           | 4,318,829  |
| Roseau                   | 9   | 1  | 3,144,258                       | 30,757                            | 3,175,015  |
| <b>District 2 Totals</b> | <b>102</b>  | <b>17</b>  | <b>\$27,221,771</b>             | <b>\$888,356</b>                  | <b>\$28,110,127</b>  |

| County                   | Number of<br>Special Resurf.<br>Projects<br>1995-2004 | Number of<br>Special Resurf.<br>Projects<br>2004 | Regular<br>Account<br>Deduction | Municipal<br>Account<br>Deduction | Total Special<br>Resurfacing Cost<br>Deducted from 2005<br>25-Yr. Const. Needs |
|--------------------------|---|--|---------------------------------|-----------------------------------|--|
| Aitkin                   | 8   | 0  | \$1,521,791                     | \$51,836                          | \$1,573,627  |
| Benton                   | 7   | 0  | 1,947,504                       | 44,359                            | 1,991,863  |
| Cass                     | 6   | 0  | 844,591                         | 278,686                           | 1,123,277  |
| Crow Wing                | 10  | 1  | 2,510,104                       | 379,901                           | 2,890,005  |
| Isanti                   | 23  | 2  | 2,295,524                       | 0                                 | 2,295,524  |
| Kanabec                  | 1   | 0  | 0                               | 26,464                            | 26,464   |
| Mille Lacs               | 33  | 5  | 5,520,503                       | 197,318                           | 5,717,821  |
| Morrison                 | 21  | 0  | 6,478,628                       | 88,387                            | 6,567,015  |
| Sherburne                | 7   | 0  | 920,424                         | 22,509                            | 942,933  |
| Stearns                  | 33  | 4  | 10,240,372                      | 16,954                            | 10,257,326   |
| Todd                     | 4   | 1  | 1,670,933                       | 32,391                            | 1,703,324  |
| Wadena                   | 8   | 0  | 1,785,430                       | 0                                 | 1,785,430  |
| Wright                   | 18  | 2  | 7,304,580                       | 390,346                           | 7,694,926  |
| <b>District 3 Totals</b> | <b>179</b>  | <b>15</b>  | <b>\$43,040,384</b>             | <b>\$1,529,151</b>                | <b>\$44,569,535</b>  |
| Becker                   | 37  | 4  | \$6,328,256                     | \$246,745                         | \$6,575,001  |
| Big Stone                | 10  | 0  | 2,187,122                       | 0                                 | 2,187,122  |
| Clay                     | 2   | 2  | 343,954                         | 138,786                           | 482,740  |
| Douglas                  | 16  | 2  | 3,735,808                       | 26,426                            | 3,762,234  |
| Grant                    | 13  | 0  | 3,999,531                       | 215,523                           | 4,215,054  |
| Mahnomen                 | 5   | 2  | 2,052,542                       | 15,785                            | 2,068,327  |
| Otter Tail               | 35  | 1  | 9,293,979                       | 266,324                           | 9,560,303  |
| Pope                     | 9   | 2  | 1,902,435                       | 12,673                            | 1,915,108  |
| Stevens                  | 9   | 1  | 2,735,213                       | 29,602                            | 2,764,815  |
| Swift                    | 10  | 0  | 1,621,607                       | 170,079                           | 1,791,686  |
| Traverse                 | 7   | 0  | 3,235,589                       | 132,317                           | 3,367,906  |
| Wilkin                   | 10  | 1  | 3,677,009                       | 104,682                           | 3,781,691  |
| <b>District 4 Totals</b> | <b>163</b>  | <b>15</b>  | <b>\$41,113,045</b>             | <b>\$1,358,942</b>                | <b>\$42,471,987</b>  |
| Anoka                    | 1   | 0  | \$90,089                        | \$0                               | \$90,089   |
| Carver                   | 2   | 0  | 144,970                         | 0                                 | 144,970  |
| Hennepin                 | 3   | 0  | 274,123                         | 14,555                            | 288,678  |
| Scott                    | 0   | 0  | 0                               | 0                                 | 0  |
| <b>Metro Totals</b>      | <b>6</b>  | <b>0</b>   | <b>\$509,182</b>                | <b>\$14,555</b>                   | <b>\$523,737</b>   |
| Dodge                    | 8   | 0  | \$1,767,338                     | \$5,278                           | \$1,772,616  |
| Fillmore                 | 4   | 0  | 857,698                         | 58,131                            | 915,829  |
| Freeborn                 | 35  | 1  | 16,425,252                      | 141,903                           | 16,567,155   |
| Goodhue                  | 5   | 0  | 1,934,633                       | 0                                 | 1,934,633  |
| Houston                  | 10  | 2  | 2,389,293                       | 316,917                           | 2,706,210  |
| Mower                    | 2   | 0  | 295,053                         | 0                                 | 295,053  |
| Olmsted                  | 4   | 0  | 4,113,989                       | 56,429                            | 4,170,418  |
| Rice                     | 19  | 4  | 4,654,958                       | 0                                 | 4,654,958  |
| Steele                   | 22  | 0  | 4,232,393                       | 0                                 | 4,232,393  |
| Wabasha                  | 14  | 2  | 2,650,644                       | 93,809                            | 2,744,453  |
| Winona                   | 28  | 4  | 6,173,660                       | 981,383                           | 7,155,043  |
| <b>District 6 Totals</b> | <b>151</b>  | <b>13</b>  | <b>\$45,494,911</b>             | <b>\$1,653,850</b>                | <b>\$47,148,761</b>  |

| County                   | Number of<br>Special Resurf.<br>Projects<br>1995-2004 | Number of<br>Special Resurf.<br>Projects<br>2004 | Regular<br>Account<br>Deduction | Municipal<br>Account<br>Deduction | Total Special<br>Resurfacing Cost<br>Deducted from 2005<br>25-Yr. Const. Needs |
|--------------------------|---|--|---------------------------------|-----------------------------------|--|
| Blue Earth               | 33  | 4  | \$4,797,810                     | \$49,081                          | \$4,846,891  |
| Brown                    | 28  | 2  | 3,690,689                       | 209,593                           | 3,900,282  |
| Cottonwood               | 16  | 5  | 2,303,417                       | 40,496                            | 2,343,913  |
| Faribault                | 5   | 0  | 938,315                         | 51,037                            | 989,352  |
| Jackson                  | 10  | 0  | 2,044,806                       | 0                                 | 2,044,806  |
| LeSueur                  | 20  | 2  | 5,672,879                       | 936,394                           | 6,609,273  |
| Martin                   | 2   | 0  | 494,401                         | 0                                 | 494,401  |
| Nicollet                 | 15  | 3  | 3,485,886                       | 212,319                           | 3,698,205  |
| Nobles                   | 10  | 0  | 2,419,298                       | 54,145                            | 2,473,443  |
| Rock                     | 13  | 0  | 3,641,177                       | 165,078                           | 3,806,255  |
| Sibley                   | 19  | 3  | 2,430,652                       | 197,666                           | 2,628,318  |
| Waseca                   | 16  | 2  | 5,309,086                       | 23,176                            | 5,332,262  |
| Watonwan                 | 18  | 0  | 1,289,025                       | 55,625                            | 1,344,650  |
| <b>District 7 Totals</b> | <b>205</b>  | <b>21</b>  | <b>\$38,517,441</b>             | <b>\$1,994,610</b>                | <b>\$40,512,051</b>  |
| Chippewa                 | 11  | 0  | \$3,190,415                     | \$147,123                         | \$3,337,538  |
| Kandiyohi                | 0   | 0  | 0                               | 0                                 | 0  |
| Lac Qui Parle            | 8   | 3  | 2,213,776                       | 101,732                           | 2,315,508  |
| Lincoln                  | 18  | 2  | 1,334,188                       | 203,820                           | 1,538,008  |
| Lyon                     | 16  | 0  | 2,639,916                       | 380,344                           | 3,020,260  |
| Mc Leod                  | 10  | 0  | 1,141,531                       | 29,045                            | 1,170,576  |
| Meeker                   | 9   | 3  | 1,575,716                       | 182,965                           | 1,758,681  |
| Murray                   | 22  | 5  | 3,102,222                       | 218,648                           | 3,320,870  |
| Pipestone                | 19  | 6  | 2,073,236                       | 381,962                           | 2,455,198  |
| Redwood                  | 23  | 2  | 3,140,564                       | 413,490                           | 3,554,054  |
| Renville                 | 10  | 2  | 1,770,506                       | 42,698                            | 1,813,204  |
| Yellow Medicine          | 5   | 0  | 595,414                         | 79,890                            | 675,304  |
| <b>District 8 Totals</b> | <b>151</b>  | <b>23</b>  | <b>\$22,777,484</b>             | <b>\$2,181,717</b>                | <b>\$24,959,201</b>  |
| Chisago                  | 4   | 0  | \$1,314,482                     | \$517,930                         | \$1,832,412  |
| Dakota                   | 1   | 0  | 0                               | 27,238                            | 27,238   |
| Ramsey                   | 12  | 1  | 2,747,051                       | 0                                 | 2,747,051  |
| Washington               | 8   | 0  | 1,369,353                       | 582,517                           | 1,951,870  |
| <b>Metro Totals</b>      | <b>25</b>   | <b>1</b>   | <b>\$5,430,886</b>              | <b>\$1,127,685</b>                | <b>\$6,558,571</b>   |
| <b>STATE TOTALS</b>      | <b>1,110</b>  | <b>126</b>                                       | <b>\$262,117,716</b>            | <b>\$11,960,305</b>               | <b>\$274,078,021</b>   |

# "After The Fact" Bridge Deck Rehabilitation Needs

October, 2005

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the 2006 Money Needs Apportionment Form.

| <u>County</u> | <u>Letting Date Or Reporting Date</u> | <u># of Projects</u> | <u>Regular Eligible "After the Fact" Bridge Deck Rehab. Needs</u> | <u>Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs</u> | <u>Total Bridge Deck Rehab. Needs</u> | <u>Added to the Needs for these Apport. Years</u> |
|---------------|---------------------------------------|----------------------|---|---|---------------------------------------|---|
| Itasca        | 1999                                  | 2                    | \$256,076   | \$210,838   | \$466,914                             | 2001-2015   |
| Lake          | 1999                                  | 1                    | 113,025   | 0   | 113,025                               | 2001-2015   |
| District 1    |                                       | 3                    | 369,101   | 210,838   | 579,939                               |   |
| Beltrami      | 2002                                  | 1                    | 270,771   | 0   | 270,771                               | 2004-2018   |
| Polk          | 1988                                  | 1                    | 201,689   | 0   | 201,689                               | 1994-2008   |
| District 2    |                                       | 2                    | 472,460   | 0   | 472,460                               |   |
| Wright        | 1992                                  | 1                    | 54,677  | 0   | 54,677                                | 2005-2019   |
| District 3    |                                       | 1                    | 54,677  | 0   | 54,677                                |   |
| Anoka         | 2000                                  | 1                    | 179,005   | 0   | 179,005                               | 2001-2015   |
| Hennepin      | 1994                                  | 1                    | 45,520  | 0   | 45,520                                | 1996-2010   |
| Hennepin      | 2000                                  | 1                    | 88,131  | 0   | 88,131                                | 2002-2016   |
| Hennepin      | 2002                                  | 1                    | 1,687,062   | 0   | 1,687,062                             | 2004-2018   |
| Metro         |                                       | 4                    | 1,999,718   | 0   | 1,999,718                             |   |
| Goodhue       | 2005                                  | 2                    | 168,135   | 0   | 168,135                               | 2005-2020   |
| Houston       | 2002                                  | 1                    | 0   | 138,340   | 138,340                               | 2004-2018   |
| Olmsted       | 1993                                  | 1                    | 52,831  | 0   | 52,831                                | 1995-2009   |
| Olmsted       | 1999                                  | 2                    | 228,355   | 0   | 228,355                               | 2003-2017   |
| Olmsted       | 2000                                  | 3                    | 295,336   | 0   | 295,336                               | 2003-2017   |
| Rice          | 1999                                  | 1                    | 0   | 299,733   | 299,733                               | 2004-2018   |
| Wabasha       | 1998                                  | 1                    | 27,500  | 0   | 27,500                                | 1999-2013   |
| District 6    |                                       | 9                    | 772,157   | 438,073   | 1,210,230                             |   |
| Nicollet      | 1999                                  | 1                    | 0   | 114,468   | 114,468                               | 2000-2014   |
| Nicollet      | 2001                                  | 1                    | 37,813  | 0   | 37,813                                | 2003-2017   |
| District 7    |                                       | 2                    | 37,813  | 114,468   | 152,281                               |   |
| Kandiyohi     | 2001                                  | 1                    | 19,828  | 0   | 19,828                                | 2002-2016   |
| District 8    |                                       | 1                    | 19,828  | 0   | 19,828                                |   |
| Ramsey        | 1979                                  | 1                    | 79,075  | 0   | 79,075                                | 2003-2017   |
| Ramsey        | 1986                                  | 1                    | 555,051   | 0   | 555,051                               | 2003-2017   |
| Ramsey        | 1988                                  | 4                    | 344,783   | 0   | 344,783                               | 1993-2007   |
| Metro         |                                       | 6                    | 978,909   | 0   | 978,909                               |   |
| State Total   |                                       | 29                   | \$4,704,663   | \$763,379   | \$5,468,042                           | 2006 Apport.                                      |

# **"After The Fact" Mn/DOT Bridge Needs**

October, 2005

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

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

Pursuant to this resolution, the following counties have reported and justified county funds used on Mn/DOT bridges in the amounts and for the years indicated. These adjustments are shown on the 2005 Money Needs Apportionment Form.

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



## OTES and COMMENTS

[illegible]

## **"After the Fact" Right of Way Needs**

**October, 2005**

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

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

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

Pursuant to this resolution, the following R/W needs will be added to each county's '2005 25-year needs and are shown on the 2006 Money Needs Apportionment Chart.

| <b><u>County</u></b>     | <b><u>After the Fact<br/>R/W Needs</u></b> |
|--------------------------|--|
| Carlton                  | \$1,019,822                                |
| Cook                     | 290,821                                    |
| Itasca                   | 1,386,886                                  |
| Koochiching              | 1,150,454                                  |
| Lake                     | 1,192,926                                  |
| Pine                     | 1,380,567                                  |
| St. Louis                | 9,715,531                                  |
| <b>District 1 Totals</b> | <b>\$16,137,007</b>                        |
| Beltrami                 | \$1,205,509                                |
| Clearwater               | 718,110                                    |
| Hubbard                  | 2,008,843                                  |
| Kittson                  | 1,435,628                                  |
| Lake of the Woods        | 176,828                                    |
| Marshall                 | 2,197,007                                  |
| Norman                   | 687,304                                    |
| Pennington               | 531,560                                    |
| Polk                     | 4,072,229                                  |
| Red Lake                 | 341,906                                    |
| Roseau                   | 726,477                                    |
| <b>District 2 Totals</b> | <b>\$14,101,401</b>                        |

| <b><u>County</u></b>     | <b><u>After the Fact<br/>R/W Needs</u></b> |
|--------------------------|--|
| Aitkin                   | \$1,514,129                                |
| Benton                   | 1,295,344                                  |
| Cass                     | 1,231,687                                  |
| Crow Wing                | 1,300,809                                  |
| Isanti                   | 668,584                                    |
| Kanabec                  | 362,375                                    |
| Mille Lacs               | 831,634                                    |
| Morrison                 | 255,686                                    |
| Sherburne                | 1,140,196                                  |
| Stearns                  | 1,446,846                                  |
| Todd                     | 426,987                                    |
| Wadena                   | 384,615                                    |
| Wright                   | 3,068,662                                  |
| <b>District 3 Totals</b> | <b>\$13,927,554</b>                        |

# "After the Fact" Right of Way Needs

October, 2005

| <u>County</u>            | <u>After the Fact<br/>R/W Needs</u> |
|--------------------------|-------------------------------------|
| Becker                   | \$1,102,743                         |
| Big Stone                | 194,537                             |
| Clay                     | 1,722,189                           |
| Douglas                  | 1,356,861                           |
| Grant                    | 360,979                             |
| Mahnomen                 | 440,791                             |
| Otter Tail               | 1,136,906                           |
| Pope                     | 1,034,231                           |
| Stevens                  | 574,230                             |
| Swift                    | 512,851                             |
| Traverse                 | 160,653                             |
| Wilkin                   | 916,877                             |
| <b>District 4 Totals</b> | <b>\$9,513,847</b>                  |

|                     |                      |
|---------------------|----------------------|
| Anoka               | \$16,413,176         |
| Carver              | 2,097,278            |
| Hennepin            | 72,610,936           |
| Scott               | 13,102,333           |
| <b>Metro Totals</b> | <b>\$104,223,723</b> |

|                          |                     |
|--------------------------|---------------------|
| Dodge                    | \$904,635           |
| Fillmore                 | 1,660,519           |
| Freeborn                 | 496,889             |
| Goodhue                  | 3,105,666           |
| Houston                  | 790,634             |
| Mower                    | 558,309             |
| Olmsted                  | 5,622,431           |
| Rice                     | 498,752             |
| Steele                   | 257,441             |
| Wabasha                  | 1,746,199           |
| Winona                   | 837,013             |
| <b>District 6 Totals</b> | <b>\$16,478,488</b> |

| <u>County</u>            | <u>After the Fact<br/>R/W Needs</u> |
|--------------------------|-------------------------------------|
| Blue Earth               | \$5,064,552                         |
| Brown                    | 827,955                             |
| Cottonwood               | 935,910                             |
| Faribault                | 867,234                             |
| Jackson                  | 511,778                             |
| Le Sueur                 | 1,288,175                           |
| Martin                   | 619,348                             |
| Nicollet                 | 1,364,711                           |
| Nobles                   | 334,815                             |
| Rock                     | 611,529                             |
| Sibley                   | 594,808                             |
| Waseca                   | 323,108                             |
| Watonwan                 | 571,699                             |
| <b>District 7 Totals</b> | <b>\$13,915,623</b>                 |

|                          |                     |
|--------------------------|---------------------|
| Chippewa                 | \$721,249           |
| Kandiyohi                | 2,761,549           |
| Lac Qui Parle            | 674,173             |
| Lincoln                  | 968,939             |
| Lyon                     | 1,329,861           |
| Mc Leod                  | 2,487,550           |
| Meeker                   | 685,952             |
| Murray                   | 1,544,614           |
| Pipestone                | 558,879             |
| Redwood                  | 1,292,540           |
| Renville                 | 1,848,791           |
| Yellow Medicine          | 779,824             |
| <b>District 8 Totals</b> | <b>\$15,653,922</b> |

|                     |                     |
|---------------------|---------------------|
| Chisago             | \$2,630,373         |
| Dakota              | 37,736,111          |
| Ramsey              | 15,737,553          |
| Washington          | 4,631,533           |
| <b>Metro Totals</b> | <b>\$60,735,570</b> |

|                     |                      |
|---------------------|----------------------|
| <b>STATE TOTALS</b> | <b>\$264,687,133</b> |
|---------------------|----------------------|

# Miscellaneous "After the Fact" Needs

October, 2005

In 1984, the Screening Board adopted the following resolution dealing with miscellaneous "After the Fact" needs and last revised in June 2003.

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

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs have been added tp each county's 2005 25-year needs.

| County                   | Traffic<br>Signals | Lighting         | Retaining<br>Walls | Sidewalk         | Wetland<br>Mitigation | RR-xing<br>Surfacing | Concrete<br>Paving | Total              |
|--------------------------|--------------------|------------------|--------------------|------------------|-----------------------|----------------------|--------------------|--------------------|
| <b>Carlton</b>           | \$39,454           | \$0              | \$0                | \$0              | \$0                   | \$0                  | \$0                | <b>\$39,454</b>    |
| <b>Cook</b>              | 6,976              | 0                | 0                  | 16,161           | 0                     | 0                    | 0                  | <b>23,137</b>      |
| <b>Itasca</b>            | 80,395             | 143,725          | 0                  | 86,190           | 0                     | 0                    | 0                  | <b>310,310</b>     |
| <b>Koochiching</b>       | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Lake</b>              | 89,138             | 64,970           | 15,801             | 66,378           | 4,442                 | 0                    | 0                  | <b>240,729</b>     |
| <b>Pine</b>              | 58,386             | 9,112            | 0                  | 14,612           | 0                     | 0                    | 0                  | <b>82,110</b>      |
| <b>St. Louis</b>         | 648,475            | 180,188          | 26,280             | 203,919          | 92,123                | 0                    | 0                  | <b>1,150,985</b>   |
| <b>District 1</b>        | <b>\$922,824</b>   | <b>\$397,995</b> | <b>\$42,081</b>    | <b>\$387,260</b> | <b>\$96,565</b>       | <b>\$0</b>           | <b>\$0</b>         | <b>\$1,846,725</b> |
| <b>Beltrami</b>          | \$76,884           | \$0              | \$46,760           | \$48,748         | \$29,464              | \$94,350             | \$0                | <b>\$296,206</b>   |
| <b>Clearwater</b>        | 0                  | 0                | 0                  | 57,509           | 32,134                | 28,800               | 0                  | <b>118,443</b>     |
| <b>Hubbard</b>           | 0                  | 0                | 0                  | 0                | 18,213                | 0                    | 0                  | <b>18,213</b>      |
| <b>Kittson</b>           | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Lake of the Woods</b> | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Marshall</b>          | 0                  | 0                | 0                  | 80,678           | 18,732                | 0                    | 0                  | <b>99,410</b>      |
| <b>Norman</b>            | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Pennington</b>        | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Polk</b>              | 0                  | 0                | 0                  | 22,975           | 4,970                 | 88,883               | 0                  | <b>116,828</b>     |
| <b>Red Lake</b>          | 0                  | 193,218          | 0                  | 61,553           | 1,953                 | 0                    | 0                  | <b>256,724</b>     |
| <b>Roseau</b>            | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>District 2</b>        | <b>\$76,884</b>    | <b>\$193,218</b> | <b>\$46,760</b>    | <b>\$271,463</b> | <b>\$105,466</b>      | <b>\$212,033</b>     | <b>\$0</b>         | <b>\$905,824</b>   |
| <b>Aitkin</b>            | \$0                | \$0              | \$8,130            | \$0              | \$7,534               | \$0                  | \$0                | <b>\$15,664</b>    |
| <b>Benton</b>            | 150,409            | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>150,409</b>     |
| <b>Cass</b>              | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Crow Wing</b>         | 269,621            | 0                | 63,769             | 99,414           | 121,106               | 0                    | 0                  | <b>553,910</b>     |
| <b>Isanti</b>            | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Kanabec</b>           | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Mille Lacs</b>        | 81,866             | 172,816          | 34,694             | 173,755          | 44,417                | 0                    | 0                  | <b>507,548</b>     |
| <b>Morrison</b>          | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Sherburne</b>         | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Stearns</b>           | 615,840            | 0                | 46,500             | 33,697           | 0                     | 0                    | 0                  | <b>696,037</b>     |
| <b>Todd</b>              | 16,745             | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>16,745</b>      |
| <b>Wadena</b>            | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Wright</b>            | 1,332,475          | 11,724           | 200,851            | 329,286          | 58,970                | 100,319              | 0                  | <b>2,033,625</b>   |
| <b>District 3</b>        | <b>\$2,466,956</b> | <b>\$184,540</b> | <b>\$353,944</b>   | <b>\$636,152</b> | <b>\$232,027</b>      | <b>\$100,319</b>     | <b>\$0</b>         | <b>\$3,973,938</b> |
| <b>Becker</b>            | \$8,883            | \$0              | \$0                | \$115,520        | \$37,561              | \$19,576             | \$0                | <b>\$181,540</b>   |
| <b>Big Stone</b>         | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Clay</b>              | 56,589             | 0                | 0                  | 0                | 0                     | 86,031               | 0                  | <b>142,620</b>     |
| <b>Douglas</b>           | 183,684            | 17,016           | 25,081             | 131,002          | 0                     | 0                    | 0                  | <b>356,783</b>     |
| <b>Grant</b>             | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Mahnomen</b>          | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Otter Tail</b>        | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Pope</b>              | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Stevens</b>           | 0                  | 0                | 0                  | 0                | 14,000                | 0                    | 0                  | <b>14,000</b>      |
| <b>Swift</b>             | 0                  | 20,054           | 0                  | 35,904           | 0                     | 0                    | 0                  | <b>55,958</b>      |
| <b>Traverse</b>          | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>Wilkin</b>            | 0                  | 0                | 0                  | 0                | 0                     | 0                    | 0                  | <b>0</b>           |
| <b>District 4</b>        | <b>\$249,156</b>   | <b>\$37,070</b>  | <b>\$25,081</b>    | <b>\$282,426</b> | <b>\$51,561</b>       | <b>\$105,607</b>     | <b>\$0</b>         | <b>\$750,901</b>   |

| County            | Traffic<br>Signals  | Lighting           | Retaining<br>Walls  | Sidewalk            | Wetland<br>Mitigation | RR-xing<br>Surfacing | Concrete<br>Paving | Total               |
|-------------------|---------------------|--------------------|---------------------|---------------------|-----------------------|----------------------|--------------------|---------------------|
| Anoka             | \$6,132,226         | \$77,611           | \$611,331           | \$615,571           | \$1,357,226           | \$369,592            | \$0                | \$9,163,557         |
| Carver            | 37,029              | 204,557            | 0                   | 0                   | 17,279                | 50,581               | 0                  | 309,446             |
| Hennepin          | 11,465,134          | 2,141,846          | 3,587,539           | 2,821,711           | 39,636                | 0                    | 0                  | 20,055,866          |
| Scott             | 3,066,459           | 41,500             | 581,872             | 1,048,436           | 179,709               | 0                    | 0                  | 4,917,976           |
| <b>Metro</b>      | <b>\$20,700,848</b> | <b>\$2,465,514</b> | <b>\$4,780,742</b>  | <b>\$4,485,718</b>  | <b>\$1,593,850</b>    | <b>\$420,173</b>     | <b>\$0</b>         | <b>\$34,446,845</b> |
| Dodge             | \$0                 | \$0                | \$0                 | \$48,264            | \$22,268              | \$0                  | \$0                | \$70,532            |
| Fillmore          | 0                   | 338,637            | 66,528              | 209,584             | 0                     | 0                    | 0                  | 614,749             |
| Freeborn          | 144,736             | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 144,736             |
| Goodhue           | 326,840             | 87,328             | 271,798             | 107,281             | 0                     | 36,513               | 1,101,372          | 1,931,132           |
| Houston           | 0                   | 153,749            | 57,742              | 62,111              | 122,040               | 0                    | 0                  | 395,642             |
| Mower             | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Olmsted           | 1,727,807           | 0                  | 90,033              | 0                   | 0                     | 0                    | 0                  | 1,817,840           |
| Rice              | 0                   | 0                  | 63,815              | 272,181             | 0                     | 0                    | 0                  | 335,996             |
| Steele            | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Wabasha           | 0                   | 0                  | 57,971              | 440,763             | 5,100                 | 9,000                | 0                  | 512,834             |
| Winona            | 0                   | 0                  | 2,760               | 0                   | 0                     | 42,187               | 0                  | 44,947              |
| <b>District 6</b> | <b>\$2,199,383</b>  | <b>\$579,714</b>   | <b>\$610,647</b>    | <b>\$1,140,184</b>  | <b>\$149,408</b>      | <b>\$87,700</b>      | <b>\$1,101,372</b> | <b>\$5,868,408</b>  |
| Blue Earth        | \$0                 | \$218,091          | \$9,942             | \$172,205           | \$639,919             | \$54,132             | \$0                | \$1,094,289         |
| Brown             | 0                   | 0                  | 0                   | 0                   | 0                     | 144,745              | 0                  | 144,745             |
| Cottonwood        | 0                   | 0                  | 0                   | 29,474              | 0                     | 0                    | 0                  | 29,474              |
| Faribault         | 99,989              | 27,850             | 0                   | 141,052             | 0                     | 0                    | 0                  | 268,891             |
| Jackson           | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Le Sueur          | 0                   | 9,650              | 42,122              | 113,672             | 0                     | 0                    | 0                  | 165,444             |
| Martin            | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Nicollet          | 0                   | 0                  | 50,232              | 23,340              | 0                     | 0                    | 0                  | 73,572              |
| Nobles            | 37,255              | 0                  | 0                   | 6,039               | 0                     | 0                    | 0                  | 43,294              |
| Rock              | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Sibley            | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Waseca            | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Watsonwan         | 1,626               | 324,117            | 0                   | 312,004             | 0                     | 78,729               | 0                  | 716,476             |
| <b>District 7</b> | <b>\$138,870</b>    | <b>\$579,708</b>   | <b>\$102,296</b>    | <b>\$797,786</b>    | <b>\$639,919</b>      | <b>\$277,606</b>     | <b>\$0</b>         | <b>\$2,536,185</b>  |
| Chippewa          | \$0                 | \$0                | \$0                 | \$0                 | \$0                   | \$53,958             | \$0                | \$53,958            |
| Kandiyohi         | 94,281              | 0                  | 49,224              | 95,808              | 89,093                | 48,888               | 0                  | 377,294             |
| Lac Qui Parle     | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Lincoln           | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Lyon              | 0                   | 0                  | 0                   | 73,849              | 7,824                 | 0                    | 0                  | 81,673              |
| McLeod            | 0                   | 0                  | 40,294              | 0                   | 16,400                | 0                    | 0                  | 56,694              |
| Meeker            | 8,439               | 0                  | 0                   | 0                   | 0                     | 23,762               | 0                  | 32,201              |
| Murray            | 0                   | 0                  | 29,988              | 231,697             | 0                     | 0                    | 0                  | 261,685             |
| Pipestone         | 0                   | 216                | 3,150               | 92,989              | 0                     | 15,000               | 0                  | 111,355             |
| Redwood           | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Renville          | 0                   | 0                  | 0                   | 0                   | 0                     | 0                    | 0                  | 0                   |
| Yellow Medicine   | 0                   | 0                  | 0                   | 0                   | 0                     | 5,000                | 0                  | 5,000               |
| <b>District 8</b> | <b>\$102,720</b>    | <b>\$216</b>       | <b>\$122,656</b>    | <b>\$494,343</b>    | <b>\$113,317</b>      | <b>\$146,608</b>     | <b>\$0</b>         | <b>\$979,860</b>    |
| Chisago           | \$83,255            | \$0                | \$4,599             | \$110,419           | \$0                   | \$0                  | \$0                | \$198,273           |
| Dakota            | 5,455,165           | 0                  | 2,441,139           | 1,187,909           | 435,535               | 98,758               | 0                  | 9,618,506           |
| Ramsey            | 9,573,707           | 1,006,716          | 2,346,924           | 1,266,202           | 875,191               | 0                    | 267,880            | 15,336,620          |
| Washington        | 3,354,073           | 40,907             | 167,588             | 301,790             | 92,785                | 0                    | 0                  | 3,957,143           |
| <b>Metro</b>      | <b>\$18,466,200</b> | <b>\$1,047,623</b> | <b>\$4,960,250</b>  | <b>\$2,866,320</b>  | <b>\$1,403,511</b>    | <b>\$98,758</b>      | <b>\$267,880</b>   | <b>\$29,110,542</b> |
| <b>TOTAL</b>      | <b>\$45,323,841</b> | <b>\$5,485,598</b> | <b>\$11,044,457</b> | <b>\$11,361,652</b> | <b>\$4,385,624</b>    | <b>\$1,448,804</b>   | <b>\$1,369,252</b> | <b>\$80,419,228</b> |

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

## **Needs Adjustments for Variances Granted on CSAHs**

### **OCTOBER, 2005**

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

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 2005 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee and were approved at the June 1-2, 2005 Screening Board meeting.

| <b>County</b> | <b>Project</b> | <b>Variance From</b> | <b>Recommended<br/>2005 Needs<br/>Adjustments</b> | <b>Approx. 2006<br/>Apport. Loss*</b> |
|---------------|----------------|----------------------|---|---------------------------------------|
| Carlton       | 09-601-40      | Design Speed         | \$88,180  | \$1,734                               |
| Fillmore      | 23-620-22      | Design Speed         | \$606,390   | \$11,922                              |
| Fillmore      | 23-623-22      | Design Speed         | \$376,430   | \$7,401                               |
| Marshall      | 45-606-23      | Bridge Width         | \$28,310  | \$557                                 |
| Todd          | 77-611-29      | Design Speed         | \$145,880   | \$2,868                               |
| Winona        | 85-625-51      | Design Speed         | \$373,340   | \$7,340                               |
|               |                |                      |   |                                       |
| <b>Total</b>  |                |                      | <b>\$1,618,530</b>                                | <b>\$31,822</b>                       |

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

Based on \$19.66 earning factor for each \$1,000 of 25 year money needs.



## OTES and COMMENTS

[illegible]

# **NEEDS ADJUSTMENT FOR "CREDIT FOR LOCAL**

October, 2005

The resolution below dealing with "Credit for Local Effort" was adopted in October 1989 by the County Screening Board and revised in October, 1997.

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

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

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These amounts have been added to each County's 2004 money needs.

| <b><u>County</u></b> | <b><u>Regular<br/>Account<br/>Adjustment</u></b> | <b><u>Municipal<br/>Account<br/>Adjustment</u></b> | <b><u>Total<br/>Adjustment</u></b> |
|----------------------|--|--|------------------------------------|
| <b>Carlton</b>       | \$21,550   | \$0  | \$21,550                           |
| <b>District 1</b>    | \$21,550   | \$0  | \$21,550                           |
| <b>Clearwater</b>    | \$191,806  | \$92,057   | \$283,863                          |
| <b>Polk</b>          | 6,113,142  | \$0  | 6,113,142                          |
| <b>District 2</b>    | \$6,304,948                                      | \$92,057   | \$6,397,005                        |
| <b>Stearns</b>       | \$0  | \$11,584   | \$11,584                           |
| <b>Wright</b>        | 126,424  | 204,457  | 330,881                            |
| <b>District 3</b>    | \$126,424  | \$216,041  | \$342,465                          |
| <b>Clay</b>          | \$55,021   | \$0  | \$55,021                           |
| <b>Douglas</b>       | 868,400  | 0  | 868,400                            |
| <b>District 4</b>    | \$923,421  | \$0  | \$923,421                          |

| <b><u>County</u></b> | <b><u>Regular<br/>Account<br/>Adjustment</u></b> | <b><u>Municipal<br/>Account<br/>Adjustment</u></b> | <b><u>Total<br/>Adjustment</u></b> |
|----------------------|--|--|------------------------------------|
| Anoka                | \$8,033,729                                      | \$0  | \$8,033,729                        |
| Carver               | 10,890,756                                       | 379,751  | 11,270,507                         |
| Hennepin             | 2,322,171  | 268,125  | 2,590,296                          |
| Scott                | 8,718,096  | 0  | 8,718,096                          |
| <b>District 5</b>    | <b>\$29,964,752</b>                              | <b>\$647,876</b>                                   | <b>\$30,612,628</b>                |
| Dodge                | \$238,653  | \$87,897   | \$326,550                          |
| Fillmore             | 2,191,747  | 95,238   | 2,286,985                          |
| Freeborn             | 168,744  | 0  | 168,744                            |
| Goodhue              | 6,157,622  | 599  | 6,158,221                          |
| Olmsted              | 4,375,140  | 0  | 4,375,140                          |
| Winona               | 334,953  | 0  | 334,953                            |
| <b>District 6</b>    | <b>\$13,466,859</b>                              | <b>\$183,734</b>                                   | <b>\$13,650,593</b>                |
| Blue Earth           | \$2,375,882                                      | \$0  | \$2,375,882                        |
| Brown                | 533,246  | 355,015  | 888,261                            |
| Faribault            | 606,206  | 34,377   | 640,583                            |
| Le Sueur             | 0  | 600,544  | 600,544                            |
| Martin               | 280,303  | 0  | 280,303                            |
| Nicollet             | 1,197,304  | 0  | 1,197,304                          |
| Nobles               | 0  | 62,245   | 62,245                             |
| Waseca               | 491,421  | 0  | 491,421                            |
| Watonwan             | 211,289  | 0  | 211,289                            |
| <b>District 7</b>    | <b>\$5,695,651</b>                               | <b>\$1,052,181</b>                                 | <b>\$6,747,832</b>                 |
| Chippewa             | \$0  | \$28,964   | \$28,964                           |
| Kandiyohi            | 1,742,508  | 0  | 1,742,508                          |
| Lyon                 | 49,545   | 0  | 49,545                             |
| McLeod               | 461,794  | \$214,710  | 676,504                            |
| Redwood              | 7,599  | 0  | 7,599                              |
| Renville             | 0  | 311,633  | 311,633                            |
| Yellow Medicine      | 940,553  | 14,416   | 954,969                            |
| <b>District 8</b>    | <b>\$3,201,999</b>                               | <b>\$569,723</b>                                   | <b>\$3,771,722</b>                 |
| Dakota               | \$7,993,679                                      | \$0  | \$7,993,679                        |
| Ramsey               | 455,138  | 0  | 455,138                            |
| Washington           | 1,986,309  | 0  | 1,986,309                          |
| <b>District 9</b>    | <b>\$10,435,126</b>                              | <b>\$0</b>   | <b>\$10,435,126</b>                |
| <b>TOTAL</b>         | <b>\$70,140,730</b>                              | <b>\$2,761,612</b>                                 | <b>\$72,902,342</b>                |

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## **Non Existing CSAH Needs Adjustment**

October, 2005

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

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

The following segments are covered by this resolution and the corresponding needs will be subtracted from the 2005 25 year needs, as shown on the 2006 Money Needs Apportionment Form.

## Non Existing CSAH Needs Adjustment

October, 2005

| County             | CSAH | Miles       | Termini                                  | Year<br>Designation | Needs<br>Deduction  |
|--------------------|------|-------------|--|---------------------|---------------------|
| ITASCA             | 83   | 0.70        | 1.5 M E of TH 169 to TH 65               | 1976                | \$720,583           |
| <b>DISTRICT 1</b>  |      | <b>0.70</b> |  |                     | <b>720,583</b>      |
| CARVER             | 14   | 1.05        | CSAH 15 to 0.12 M West of CSAH 17        | 1992                | 1,526,762           |
| CARVER             | 18   | 0.50        | McKnight Road to 0.30 mile west of TH 41 | 1994                | 671,870             |
| HENNEPIN           | 17   | 0.57        | CSAH 16 to FAI 394 in Golden Valley      | 1958                | 2,492,386           |
| SCOTT              | 27   | 0.92        | CSAH 16 to TH 13                         | 1979                | 2,232,877           |
| <b>METRO</b>       |      | <b>3.04</b> |  |                     | <b>6,923,895</b>    |
| BLUE EARTH         | 12   | 2.00        | CSAH 17 to 2.0 miles north               | 1994                | 1,969,534           |
| <b>DISTRICT 7</b>  |      | <b>2.00</b> |  |                     | <b>1,969,534</b>    |
| DAKOTA             | 5    | 1.35        | TH 13 to FAI 35W                         | 1975                | 2,498,453           |
| <b>METRO</b>       |      | <b>1.35</b> |  |                     | <b>2,498,453</b>    |
| <b>STATE TOTAL</b> |      | <b>7.09</b> |  |                     | <b>\$12,112,465</b> |

# **Mill Levy Deductions**

October, 2005

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.

| <b>County</b>            | <b>County Total Real &amp;<br/>Personal Market Value<br/>(Taxes Payable 2004)</b> | <b>Mill Levy<br/>Deduction</b> |
|--------------------------|---|--------------------------------|
| Carlton                  | \$1,721,585,100   | \$274,765                      |
| Cook                     | 975,397,540   | 155,673                        |
| Itasca                   | 3,357,073,111   | 535,789                        |
| Koochiching              | 653,280,300   | 104,264                        |
| Lake                     | 941,077,000   | 150,196                        |
| Pine                     | 1,940,588,100   | 309,718                        |
| St. Louis*               | 10,797,377,000  | 1,044,106                      |
| <b>District 1 Totals</b> | <b>20,386,378,151</b>   | <b>2,574,511</b>               |
| Beltrami                 | 1,768,786,100   | 282,298                        |
| Clearwater               | 481,136,000   | 76,789                         |
| Hubbard                  | 2,030,663,900   | 324,094                        |
| Kittson                  | 469,239,900   | 74,891                         |
| Lake of the Woods        | 278,618,300   | 44,467                         |
| Marshall                 | 681,112,900   | 108,706                        |
| Norman                   | 485,171,500   | 77,433                         |
| Pennington               | 509,775,600   | 81,360                         |
| Polk                     | 1,719,696,600   | 274,464                        |
| Red Lake                 | 203,604,000   | 32,495                         |
| Roseau                   | 692,457,400   | 110,516                        |
| <b>District 2 Totals</b> | <b>9,320,262,200</b>  | <b>1,487,513</b>               |
| Aitkin                   | 1,682,816,360   | 268,577                        |
| Benton                   | 2,117,186,500   | 337,903                        |
| Cass                     | 3,812,692,000   | 608,506                        |
| Crow Wing                | 6,754,573,830   | 1,078,030                      |
| Isanti                   | 2,374,987,300   | 379,048                        |
| Kanabec                  | 962,381,800   | 153,596                        |
| Mille Lacs               | 1,522,533,200   | 242,996                        |
| Morrison                 | 2,120,221,800   | 338,387                        |
| Sherburne                | 6,127,591,864   | 977,964                        |
| Stearns                  | 8,765,749,200   | 1,399,014                      |
| Todd                     | 1,333,107,700   | 212,764                        |
| Wadena                   | 637,375,300   | 101,725                        |
| Wright                   | 8,544,832,500   | 1,363,755                      |
| <b>District 3 Totals</b> | <b>46,756,049,354</b>   | <b>7,462,265</b>               |
| Becker                   | 2,449,317,100   | 390,911                        |
| Big Stone                | 427,486,300   | 68,227                         |
| Clay                     | 2,500,290,100   | 399,046                        |
| Douglas                  | 3,142,354,800   | 501,520                        |
| Grant                    | 598,937,300   | 95,590                         |
| Mahnomen                 | 265,531,000   | 42,379                         |
| Otter Tail               | 4,794,105,300   | 765,139                        |
| Pope                     | 940,077,100   | 150,036                        |
| Stevens                  | 735,380,300   | 117,367                        |
| Swift                    | 895,637,600   | 142,944                        |
| Traverse                 | 542,454,400   | 86,576                         |
| Wilkin                   | 682,575,200   | 108,939                        |
| <b>District 4 Totals</b> | <b>17,974,146,500</b>   | <b>2,868,674</b>               |

| <u>County</u>            | <u>County Total Real &amp;<br/>Personal Market Value<br/>(Taxes Payable 2004)</u> | <u>Mill Levy<br/>Deduction</u> |
|--------------------------|---|--------------------------------|
| Anoka*                   | \$23,568,243,200  | \$2,279,049                    |
| Carver                   | 7,674,945,000   | 1,224,921                      |
| Hennepin*                | 109,248,223,475   | 10,564,303                     |
| Scott                    | 10,247,055,800  | 1,635,430                      |
| <b>Metro Totals</b>      | <b>150,738,467,475</b>  | <b>15,703,703</b>              |
| Dodge                    | 1,478,886,400   | 236,030                        |
| Fillmore                 | 1,623,058,900   | 259,040                        |
| Freeborn                 | 2,134,400,200   | 340,650                        |
| Goodhue                  | 4,064,734,600   | 648,732                        |
| Houston                  | 1,186,421,700   | 189,353                        |
| Mower                    | 2,360,884,700   | 376,797                        |
| Olmsted                  | 9,592,709,400   | 1,530,996                      |
| Rice                     | 4,208,446,000   | 671,668                        |
| Steele                   | 2,393,902,500   | 382,067                        |
| Wabasha                  | 1,609,215,100   | 256,831                        |
| Winona                   | 2,927,457,400   | 467,222                        |
| <b>District 6 Totals</b> | <b>33,580,116,900</b>   | <b>5,359,386</b>               |
| Blue Earth               | 4,136,086,848   | 660,119                        |
| Brown                    | 1,753,324,200   | 279,831                        |
| Cottonwood               | 1,069,348,100   | 170,668                        |
| Faribault                | 1,364,166,700   | 217,721                        |
| Jackson                  | 1,173,633,200   | 187,312                        |
| Le Sueur                 | 2,177,111,200   | 347,467                        |
| Martin                   | 1,760,330,100   | 280,949                        |
| Nicollet                 | 2,250,583,200   | 359,193                        |
| Nobles                   | 1,394,568,400   | 222,573                        |
| Rock                     | 866,373,900   | 138,273                        |
| Sibley                   | 1,377,051,500   | 219,777                        |
| Waseca                   | 1,435,204,800   | 229,059                        |
| Watonwan                 | 838,070,800   | 133,756                        |
| <b>District 7 Totals</b> | <b>21,595,852,948</b>   | <b>3,446,698</b>               |
| Chippewa                 | 970,736,600   | 154,930                        |
| Kandiyohi                | 2,845,141,200   | 454,085                        |
| Lac Qui Parle            | 685,810,200   | 109,455                        |
| Lincoln                  | 468,506,200   | 74,774                         |
| Lyon                     | 1,710,219,100   | 272,951                        |
| Mc Leod                  | 2,317,326,300   | 369,845                        |
| Meeker                   | 1,685,011,400   | 268,928                        |
| Murray                   | 959,767,900   | 153,179                        |
| Pipestone                | 656,919,100   | 104,844                        |
| Redwood                  | 1,410,416,600   | 225,102                        |
| Renville                 | 1,657,499,200   | 264,537                        |
| Yellow Medicine          | 921,266,600   | 147,034                        |
| <b>District 8 Totals</b> | <b>16,288,620,400</b>   | <b>2,599,664</b>               |
| Chisago                  | 3,777,197,000   | 602,841                        |
| Dakota*                  | 33,573,146,100  | 3,246,523                      |
| Ramsey*                  | 36,744,902,000  | 3,553,232                      |
| Washington*              | 21,091,044,200  | 2,039,504                      |
| <b>Metro Totals</b>      | <b>95,186,289,300</b>   | <b>9,442,100</b>               |
| <b>STATE TOTALS</b>      | <b>\$411,826,183,228</b>  | <b>\$50,944,514</b>            |

\* Denotes Urban County.

\* \* \* \* \*

**TENTATIVE**  
**APPORTIONMENT**  
**DATA**

\* \* \* \* \*

## **Development of the Tentative 2006 C.S.A.H. Money Needs Apportionment**

October, 2005

This chart was prepared in order to determine an annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for her use in apportioning the 2006 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2006 money needs apportionment figure for each county based on an estimated apportionment sum.

The trunk highway turnback adjustment column is the same as was used for the 2005 money needs apportionment determination because more current data was not available at the time the chart was printed. Current data will be used for the final 2006 apportionment.

Adjustments must be made for any turnback activity in 2005, construction fund balances as of 12/31/05, and possibly for any action taken by this Board.

October 20, 2005

Carol Molnau  
Minnesota Department of Transportation  
MS 100, Transportation Building  
St. Paul, Minnesota 55155

Dear Lieutenant Governor/Commissioner Molnau:

We, the undersigned, as members of the 2005 County Screening Board, have reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System. Do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, traffic and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2005; construction fund balances as of December 31, 2005; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2006

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 2006 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary  
County Screening Board

APPROVED

\_\_\_\_\_  
Chuck Schmit, District 1

\_\_\_\_\_  
Roger Gustafson, Metro

\_\_\_\_\_  
Mark Krebsbach, Urban

\_\_\_\_\_  
Kelly Bengtson, District 2

\_\_\_\_\_  
Dennis Luebbe, District 6

\_\_\_\_\_  
Jim Grube, Urban

\_\_\_\_\_  
Mitch Anderson, District 3

\_\_\_\_\_  
Wayne Stevens, District 7

\_\_\_\_\_  
Ken Haider, Urban

\_\_\_\_\_  
Larry Haukos, District 4

\_\_\_\_\_  
Steve Kubista, District 8

\_\_\_\_\_  
Marcus Hall, Urban

\_\_\_\_\_  
Bill Malin, Metro

\_\_\_\_\_  
Doug Fischer, Urban

\_\_\_\_\_  
Don Theisen, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

## Annual County State Aid Highway Money Needs

October, 2005

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 APPORTIONING THE 2006 C.S.A.H. FUND.

| <u>County</u>            | <u>County State<br/>Aid Highway<br/>Mileage</u> | <u>County State<br/>Aid Highway<br/>Lane Miles</u> | <u>Annual County<br/>State Aid Highway<br/>Money Needs</u> |
|--------------------------|---|--|--|
| Carlton                  | 292.21  | 595.34   | \$3,125,841  |
| Cook                     | 178.89  | 359.88   | 2,156,845  |
| Itasca                   | 647.29  | 1,293.18   | 7,103,740  |
| Koochiching              | 246.55  | 492.80   | 4,711,723  |
| Lake                     | 224.04  | 441.08   | 3,645,540  |
| Pine                     | 479.36  | 958.63   | 5,976,663  |
| St. Louis                | 1,378.47  | 2,771.49   | 24,361,460   |
| <b>District 1 Totals</b> | <b>3,446.81</b>                                 | <b>6,912.40</b>                                    | <b>\$51,081,812</b>  |
| Beltrami                 | 464.06  | 928.12   | \$4,120,987  |
| Clearwater               | 325.68  | 651.36   | 1,988,463  |
| Hubbard                  | 324.12  | 648.24   | 2,129,759  |
| Kittson                  | 373.20  | 746.40   | 2,120,867  |
| Lake of the Woods        | 194.81  | 389.62   | 2,881,164  |
| Marshall                 | 639.15  | 1,278.30   | 3,133,167  |
| Norman                   | 392.24  | 785.18   | 2,129,933  |
| Pennington               | 260.04  | 520.08   | 1,282,147  |
| Polk                     | 807.14  | 1,614.28   | 5,520,781  |
| Red Lake                 | 185.66  | 371.32   | 1,867,276  |
| Roseau                   | 481.92  | 963.84   | 2,430,118  |
| <b>District 2 Totals</b> | <b>4,448.02</b>                                 | <b>8,896.74</b>                                    | <b>\$29,604,662</b>  |
| Aitkin                   | 373.78  | 748.16   | \$3,020,333  |
| Benton                   | 225.43  | 452.98   | 1,560,598  |
| Cass                     | 531.70  | 1,064.02   | 3,316,772  |
| Crow Wing                | 376.79  | 755.67   | 2,995,914  |
| Isanti                   | 227.24  | 455.38   | 1,898,912  |
| Kanabec                  | 211.68  | 423.36   | 1,525,966  |
| Mille Lacs               | 256.73  | 513.46   | 3,242,231  |
| Morrison                 | 442.70  | 888.60   | 3,548,537  |
| Sherburne                | 242.22  | 490.92   | 1,234,497  |
| Stearns                  | 633.61  | 1,309.02   | 6,266,392  |
| Todd                     | 412.08  | 821.16   | 1,974,940  |
| Wadena                   | 227.32  | 454.64   | 1,462,192  |
| Wright                   | 403.00  | 814.34   | 6,510,991  |
| <b>District 3 Totals</b> | <b>4,564.28</b>                                 | <b>9,191.71</b>                                    | <b>\$38,558,275</b>  |
| Becker                   | 466.11  | 932.22   | \$2,856,409  |
| Big Stone                | 210.86  | 421.72   | 1,688,674  |
| Clay                     | 400.46  | 801.04   | 3,154,465  |
| Douglas                  | 383.47  | 766.94   | 2,436,620  |
| Grant                    | 228.65  | 457.30   | 1,556,757  |
| Mahnomen                 | 194.81  | 389.62   | 1,819,397  |
| Otter Tail               | 916.78  | 1,833.56   | 7,992,485  |
| Pope                     | 298.31  | 596.62   | 2,351,842  |
| Stevens                  | 243.29  | 486.58   | 1,425,570  |
| Swift                    | 329.41  | 658.82   | 1,767,129  |
| Traverse                 | 245.42  | 490.84   | 1,485,769  |
| Wilkin                   | 312.26  | 625.68   | 2,240,599  |
| <b>District 4 Totals</b> | <b>4,229.83</b>                                 | <b>8,460.94</b>                                    | <b>\$30,775,716</b>  |

| <b>County</b>            | <b>County State<br/>Aid Highway<br/>Mileage</b> | <b>County State<br/>Aid Highway<br/>Lane Miles</b> | <b>Annual County<br/>State Aid Highway<br/>Money Needs</b> |
|--------------------------|---|--|--|
| Anoka                    | 287.21  | 747.71   | \$8,058,256  |
| Carver                   | 215.40  | 439.78   | 3,966,273  |
| Hennepin                 | 522.38  | 1,535.15   | 23,309,449   |
| Scott                    | 231.56  | 542.18   | 6,200,228  |
| <b>Metro Totals</b>      | <b>1,256.55</b>                                 | <b>3,264.82</b>                                    | <b>\$41,534,206</b>  |
| Dodge                    | 256.72  | 513.94   | \$2,403,900  |
| Fillmore                 | 411.80  | 823.60   | 5,779,386  |
| Freeborn                 | 446.55  | 894.74   | 3,567,573  |
| Goodhue                  | 324.81  | 651.62   | 4,623,952  |
| Houston                  | 249.62  | 499.24   | 3,515,929  |
| Mower                    | 373.79  | 750.34   | 3,913,698  |
| Olmsted                  | 315.37  | 682.36   | 4,357,524  |
| Rice                     | 281.78  | 565.84   | 3,009,799  |
| Steele                   | 292.06  | 590.80   | 3,265,667  |
| Wabasha                  | 272.44  | 544.88   | 3,627,040  |
| Winona                   | 315.38  | 630.82   | 4,029,142  |
| <b>District 6 Totals</b> | <b>3,540.32</b>                                 | <b>7,148.18</b>                                    | <b>\$42,093,610</b>  |
| Blue Earth               | 427.70  | 865.54   | \$5,181,321  |
| Brown                    | 317.46  | 635.92   | 2,346,226  |
| Cottonwood               | 317.97  | 635.94   | 2,219,361  |
| Faribault                | 346.98  | 694.60   | 3,333,644  |
| Jackson                  | 370.64  | 741.28   | 2,973,652  |
| Le Sueur                 | 266.39  | 532.78   | 3,063,298  |
| Martin                   | 378.15  | 757.54   | 2,672,669  |
| Nicollet                 | 245.75  | 490.64   | 2,484,451  |
| Nobles                   | 359.02  | 720.10   | 3,965,790  |
| Rock                     | 261.80  | 523.60   | 2,078,115  |
| Sibley                   | 289.34  | 580.98   | 2,047,982  |
| Waseca                   | 249.99  | 499.98   | 2,094,565  |
| Watonwan                 | 234.98  | 469.96   | 1,683,695  |
| <b>District 7 Totals</b> | <b>4,066.17</b>                                 | <b>8,148.86</b>                                    | <b>\$36,144,769</b>  |
| Chippewa                 | 243.56  | 487.12   | \$1,627,227  |
| Kandiyohi                | 420.46  | 844.31   | 4,234,029  |
| Lac Qui Parle            | 362.91  | 725.82   | 1,890,297  |
| Lincoln                  | 252.50  | 505.00   | 1,650,903  |
| Lyon                     | 318.93  | 637.46   | 2,310,415  |
| Mc Leod                  | 255.19  | 509.66   | 2,811,036  |
| Meeker                   | 272.75  | 545.50   | 1,804,101  |
| Murray                   | 354.20  | 708.40   | 2,351,587  |
| Pipestone                | 235.02  | 470.20   | 1,630,823  |
| Redwood                  | 390.54  | 781.56   | 3,520,084  |
| Renville                 | 445.87  | 891.74   | 3,796,258  |
| Yellow Medicine          | 345.25  | 690.50   | 2,318,717  |
| <b>District 8 Totals</b> | <b>3,897.18</b>                                 | <b>7,797.27</b>                                    | <b>\$29,945,477</b>  |
| Chisago                  | 233.96  | 468.12   | \$3,750,066  |
| Dakota                   | 320.60  | 857.28   | 8,282,242  |
| Ramsey                   | 261.68  | 754.45   | 12,201,412   |
| Washington               | 216.45  | 476.88   | 7,140,870  |
| <b>Metro Totals</b>      | <b>1,032.69</b>                                 | <b>2,556.73</b>                                    | <b>\$31,374,590</b>  |
| <b>STATE TOTALS</b>      | <b>30,481.85</b>                                | <b>62,377.65</b>                                   | <b>\$331,113,117</b>                                       |

Does not include 2005 T.H. Turnback Mileage

## **Total Tentative 2006 C.S.A.H. Apportionment**

October, 2005

The following tabulation lists a TENTATIVE 2006 Apportionment based on an estimate of \$358 million (same as 2005 apportionment).

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

Each county's tentative 2006 lane mile apportionment has been computed using the 2005 CSAH needs study lane miles. The limitation by the 1997 legislation which states that no county shall ever receive less in lane mile apportionment than they received in mileage apportionment in 1998 was not necessary this year. Also, 2005 trunk highway turnback mileage is not included, but will be when the final 2006 apportionment is determined.

The money needs apportionment is based on the actual 2005 25-year construction needs, however, these needs will be adjusted by 2005 turnback activity, construction fund balances as of 12/31/05, and by any other action taken at this meeting.

We wish to emphasize that the apportionment as shown is TENTATIVE and the final apportionment will be determined in January, 2006, by the Commissioner with the assistance of recommendations by your Screening Board.

# Components of the Tentative 2006 Apportionment

October, 2005

| <u>County</u>            | <u>Equalization<br/>Apportionment</u> | <u>Motor Vehicle<br/>Registration<br/>Apportionment</u> | <u>Lane Mile<br/>(Mileage)<br/>Apportionment</u> | <u>Money Needs<br/>Apportionment</u> | <u>Tentative<br/>2006 CSAH<br/>Apportionment</u> |
|--------------------------|---------------------------------------|---|--|--------------------------------------|--|
| Carlton                  | \$412,186                             | \$266,047   | \$1,026,749                                      | \$1,692,673                          | \$3,397,655                                      |
| Cook                     | 412,186                               | 48,196  | 620,632  | 1,167,952                            | 2,248,966  |
| Itasca                   | 412,186                               | 415,691   | 2,230,252  | 3,846,743                            | 6,904,872  |
| Koochiching              | 412,186                               | 130,388   | 849,886  | 2,551,443                            | 3,943,903  |
| Lake                     | 412,186                               | 95,137  | 760,702  | 1,974,095                            | 3,242,120  |
| Pine                     | 412,186                               | 239,295   | 1,653,298  | 3,236,420                            | 5,541,199  |
| St. Louis                | 412,186                               | 1,480,595   | 4,779,912  | 13,191,964                           | 19,864,657                                       |
| <b>District 1 Totals</b> | <b>2,885,302</b>                      | <b>2,675,349</b>  | <b>11,921,431</b>                                | <b>27,661,290</b>                    | <b>45,143,372</b>                                |
| Beltrami                 | 412,186                               | 290,288   | 1,600,691  | 2,231,554                            | 4,534,719  |
| Clearwater               | 412,186                               | 76,131  | 1,123,356  | 1,076,772                            | 2,688,445  |
| Hubbard                  | 412,186                               | 173,420   | 1,117,977  | 1,153,285                            | 2,856,868  |
| Kittson                  | 412,186                               | 45,686  | 1,287,309  | 1,148,470                            | 2,893,651  |
| Lake of the Woods        | 412,186                               | 43,140  | 671,948  | 1,560,178                            | 2,687,452  |
| Marshall                 | 412,186                               | 95,209  | 2,204,648  | 1,696,640                            | 4,408,683  |
| Norman                   | 412,186                               | 64,190  | 1,354,224  | 1,153,379                            | 2,983,979  |
| Pennington               | 412,186                               | 111,848   | 897,007  | 694,295                              | 2,115,336  |
| Polk                     | 412,186                               | 246,252   | 2,784,077  | 2,989,556                            | 6,432,071  |
| Red Lake                 | 412,186                               | 40,450  | 640,427  | 1,011,148                            | 2,104,211  |
| Roseau                   | 412,186                               | 146,632   | 1,662,335  | 1,315,932                            | 3,537,085  |
| <b>District 2 Totals</b> | <b>4,534,046</b>                      | <b>1,333,246</b>  | <b>15,343,999</b>                                | <b>16,031,209</b>                    | <b>37,242,500</b>                                |
| Aitkin                   | 412,186                               | 163,666   | 1,290,321  | 1,635,539                            | 3,501,712  |
| Benton                   | 412,186                               | 269,704   | 781,250  | 845,079                              | 2,308,219  |
| Cass                     | 412,186                               | 255,217   | 1,835,109  | 1,796,064                            | 4,298,576  |
| Crow Wing                | 412,186                               | 523,881   | 1,303,231  | 1,622,316                            | 3,861,614  |
| Isanti                   | 412,186                               | 289,177   | 785,338  | 1,028,279                            | 2,514,980  |
| Kanabec                  | 412,186                               | 135,551   | 730,149  | 826,325                              | 2,104,211  |
| Mille Lacs               | 412,186                               | 217,815   | 885,496  | 1,755,699                            | 3,271,196  |
| Morrison                 | 412,186                               | 285,591   | 1,532,485  | 1,921,567                            | 4,151,829  |
| Sherburne                | 412,186                               | 588,358   | 846,659  | 668,492                              | 2,515,695  |
| Stearns                  | 412,186                               | 1,102,270   | 2,257,578  | 3,393,311                            | 7,165,345  |
| Todd                     | 412,186                               | 211,468   | 1,416,190  | 1,069,449                            | 3,109,293  |
| Wadena                   | 412,186                               | 116,079   | 784,155  | 791,791                              | 2,104,211  |
| Wright                   | 412,186                               | 842,750   | 1,404,464  | 3,525,764                            | 6,185,164  |
| <b>District 3 Totals</b> | <b>5,358,418</b>                      | <b>5,001,527</b>  | <b>15,852,425</b>                                | <b>20,879,675</b>                    | <b>47,092,045</b>                                |
| Becker                   | 412,186                               | 269,848   | 1,607,791  | 1,546,773                            | 3,836,598  |
| Big Stone                | 412,186                               | 50,240  | 727,352  | 914,433                              | 2,104,211  |
| Clay                     | 412,186                               | 342,034   | 1,381,549  | 1,708,173                            | 3,843,942  |
| Douglas                  | 412,186                               | 315,677   | 1,322,703  | 1,319,453                            | 3,370,019  |
| Grant                    | 412,186                               | 60,353  | 788,673  | 842,999                              | 2,104,211  |
| Mahnomen                 | 412,186                               | 34,856  | 671,948  | 985,221                              | 2,104,211  |
| Otter Tail               | 412,186                               | 524,204   | 3,162,330  | 4,328,007                            | 8,426,727  |
| Pope                     | 412,186                               | 100,982   | 1,029,008  | 1,273,545                            | 2,815,721  |
| Stevens                  | 412,186                               | 80,829  | 839,236  | 771,960                              | 2,104,211  |
| Swift                    | 412,186                               | 92,770  | 1,136,266  | 956,917                              | 2,598,139  |
| Traverse                 | 412,186                               | 40,916  | 846,551  | 804,558                              | 2,104,211  |
| Wilkin                   | 412,186                               | 62,110  | 1,079,141  | 1,213,306                            | 2,766,743  |
| <b>District 4 Totals</b> | <b>4,946,232</b>                      | <b>1,974,819</b>  | <b>14,592,548</b>                                | <b>16,665,345</b>                    | <b>38,178,944</b>                                |

# Components of the Tentative 2006 Apportionment

October, 2005

| <u>County</u>            | <u>Equalization<br/>Apportionment</u> | <u>Motor Vehicle<br/>Registration<br/>Apportionment</u> | <u>Lane Mile<br/>(Mileage)<br/>Apportionment</u> | <u>Money Needs<br/>Apportionment</u> | <u>Tentative<br/>2006 CSAH<br/>Apportionment</u> |
|--------------------------|---------------------------------------|---|--|--------------------------------------|--|
| Anoka                    | \$412,186                             | \$2,160,289   | \$1,289,568                                      | \$4,363,623                          | \$8,225,666                                      |
| Carver                   | 412,186                               | 521,120   | 758,443  | 2,147,775                            | 3,839,524  |
| Hennepin                 | 412,186                               | 6,512,030   | 2,647,665  | 12,622,290                           | 22,194,171                                       |
| Scott                    | 412,186                               | 768,591   | 935,090  | 3,357,483                            | 5,473,350  |
| <b>Metro Totals</b>      | <b>1,648,744</b>                      | <b>9,962,030</b>  | <b>5,630,766</b>                                 | <b>22,491,171</b>                    | <b>39,732,711</b>                                |
| Dodge                    | 412,186                               | 153,266   | 886,356  | 1,301,735                            | 2,753,543  |
| Fillmore                 | 412,186                               | 177,723   | 1,420,386  | 3,129,593                            | 5,139,888  |
| Freeborn                 | 412,186                               | 263,752   | 1,543,135  | 1,931,875                            | 4,150,948  |
| Goodhue                  | 412,186                               | 374,022   | 1,123,786  | 2,503,914                            | 4,413,908  |
| Houston                  | 412,186                               | 153,984   | 861,075  | 1,903,909                            | 3,331,154  |
| Mower                    | 412,186                               | 292,798   | 1,294,086  | 2,119,305                            | 4,118,375  |
| Olmsted                  | 412,186                               | 894,927   | 1,176,824  | 2,359,641                            | 4,843,578  |
| Rice                     | 412,186                               | 422,325   | 975,863  | 1,629,835                            | 3,440,209  |
| Steele                   | 412,186                               | 268,019   | 1,018,895  | 1,768,390                            | 3,467,490  |
| Wabasha                  | 412,186                               | 190,202   | 939,716  | 1,964,077                            | 3,506,181  |
| Winona                   | 412,186                               | 329,627   | 1,087,962  | 2,181,819                            | 4,011,594  |
| <b>District 6 Totals</b> | <b>4,534,046</b>                      | <b>3,520,645</b>  | <b>12,328,084</b>                                | <b>22,794,093</b>                    | <b>43,176,868</b>                                |
| Blue Earth               | 412,186                               | 407,013   | 1,492,788  | 2,805,735                            | 5,117,722  |
| Brown                    | 412,186                               | 238,363   | 1,096,784  | 1,270,504                            | 3,017,837  |
| Cottonwood               | 412,186                               | 103,385   | 1,096,784  | 1,201,805                            | 2,814,160  |
| Faribault                | 412,186                               | 140,034   | 1,197,909  | 1,805,200                            | 3,555,329  |
| Jackson                  | 412,186                               | 99,046  | 1,278,487  | 1,610,261                            | 3,399,980  |
| Le Sueur                 | 412,186                               | 233,773   | 918,846  | 1,658,805                            | 3,223,610  |
| Martin                   | 412,186                               | 184,142   | 1,306,458  | 1,447,276                            | 3,350,062  |
| Nicollet                 | 412,186                               | 216,165   | 846,229  | 1,345,354                            | 2,819,934  |
| Nobles                   | 412,186                               | 164,491   | 1,241,910  | 2,147,513                            | 3,966,100  |
| Rock                     | 412,186                               | 80,721  | 903,031  | 1,125,319                            | 2,521,257  |
| Sibley                   | 412,186                               | 134,189   | 1,002,005  | 1,109,002                            | 2,657,382  |
| Waseca                   | 412,186                               | 151,760   | 862,258  | 1,134,227                            | 2,560,431  |
| Watonwan                 | 412,186                               | 97,432  | 810,512  | 911,737                              | 2,231,867  |
| <b>District 7 Totals</b> | <b>5,358,418</b>                      | <b>2,250,514</b>  | <b>14,054,001</b>                                | <b>19,572,738</b>                    | <b>41,235,671</b>                                |
| Chippewa                 | 412,186                               | 113,677   | 840,097  | 881,159                              | 2,247,119  |
| Kandiyohi                | 412,186                               | 352,075   | 1,456,103  | 2,292,767                            | 4,513,131  |
| Lac Qui Parle            | 412,186                               | 74,876  | 1,251,807  | 1,023,614                            | 2,762,483  |
| Lincoln                  | 412,186                               | 56,336  | 870,972  | 893,980                              | 2,233,474  |
| Lyon                     | 412,186                               | 201,247   | 1,099,366  | 1,251,112                            | 2,963,911  |
| Mc Leod                  | 412,186                               | 307,788   | 879,041  | 1,522,203                            | 3,121,218  |
| Meeker                   | 412,186                               | 205,049   | 940,792  | 976,938                              | 2,534,965  |
| Murray                   | 412,186                               | 84,056  | 1,221,792  | 1,273,407                            | 2,991,441  |
| Pipestone                | 412,186                               | 80,470  | 810,942  | 883,106                              | 2,186,704  |
| Redwood                  | 412,186                               | 155,992   | 1,347,877  | 1,906,159                            | 3,822,214  |
| Renville                 | 412,186                               | 157,677   | 1,537,972  | 2,055,710                            | 4,163,545  |
| Yellow Medicine          | 412,186                               | 98,867  | 1,190,917  | 1,255,607                            | 2,957,577  |
| <b>District 8 Totals</b> | <b>4,946,232</b>                      | <b>1,888,110</b>  | <b>13,447,678</b>                                | <b>16,215,762</b>                    | <b>36,497,782</b>                                |
| Chisago                  | 412,186                               | 431,147   | 807,392  | 2,030,696                            | 3,681,421  |
| Dakota                   | 412,186                               | 2,379,216   | 1,478,480  | 4,484,913                            | 8,754,795  |
| Ramsey                   | 412,187                               | 2,969,977   | 1,301,188  | 6,607,181                            | 11,290,533                                       |
| Washington               | 412,187                               | 1,473,604   | 822,562  | 3,866,849                            | 6,575,202  |
| <b>Metro Totals</b>      | <b>1,648,746</b>                      | <b>7,253,944</b>  | <b>4,409,622</b>                                 | <b>16,989,639</b>                    | <b>30,301,951</b>                                |
| <b>STATE TOTALS</b>      | <b>\$35,860,184</b>                   | <b>\$35,860,184</b>                                     | <b>\$107,580,554</b>                             | <b>\$179,300,922</b>                 | <b>\$358,601,844</b>                             |

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## OTES and COMMENTS

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## **Comparison of the Actual 2005 to the TENTATIVE 2006 C.S.A.H. Apportionment**

October, 2005

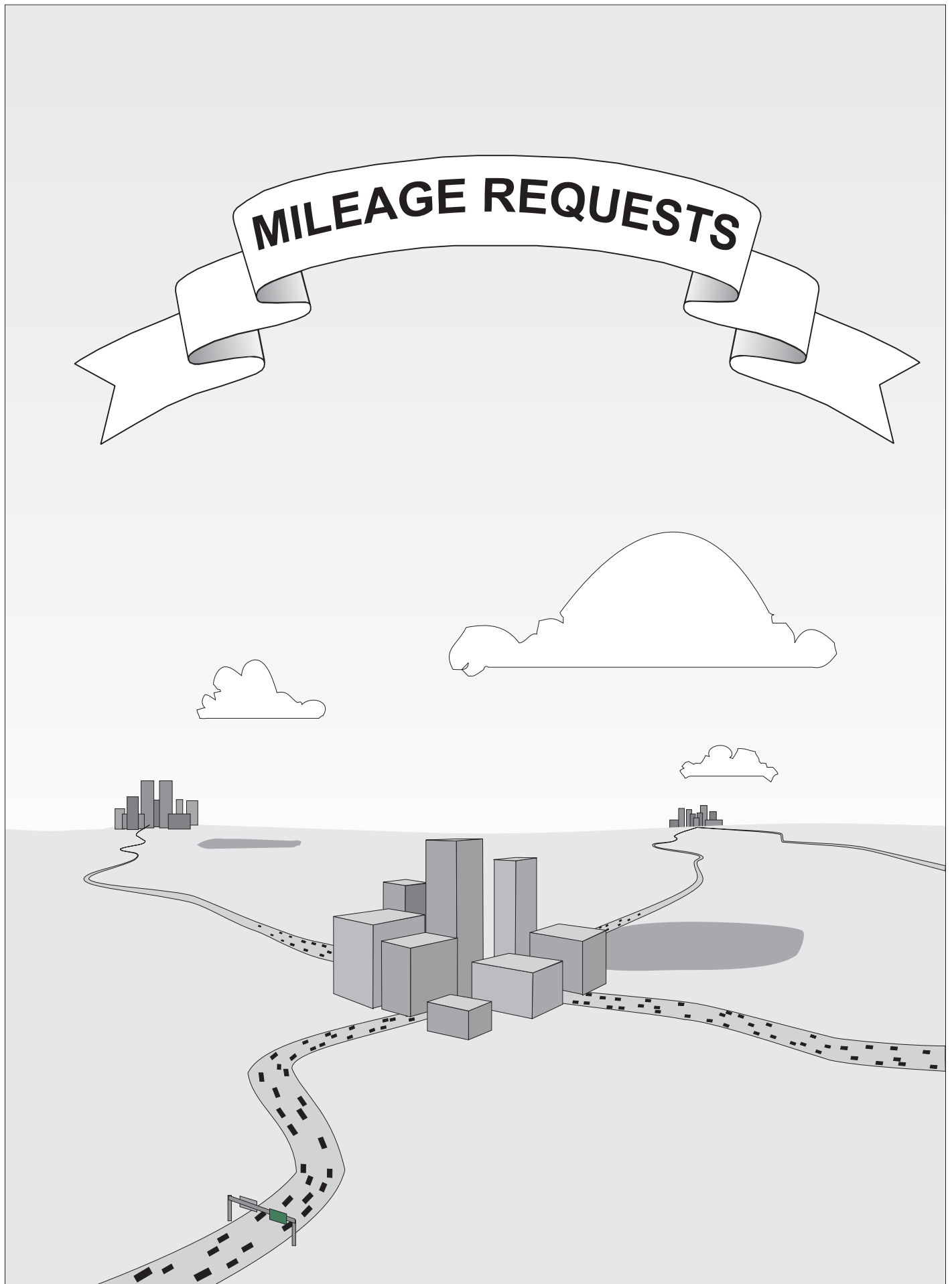
The following two pages indicate a comparison between the actual 2005 C.S.A.H. apportionment and what each county's 2006 county state aid apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2006 C.S.A.H. road user fund would remain the same as 2005. However, as we stated in the previous pages, some revised figures will be used to determine the final 2006 apportionment. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

**Comparison of the Actual 2005 to the TENTATIVE 2006 CSAH Apportionment**  
**October, 2005**

| County                   | Actual<br>2005 CSAH<br>Apportionment | TENTATIVE<br>2006 CSAH<br>Apportionment | Increase<br>or<br>Decrease | %<br>+ or -  |
|--------------------------|--------------------------------------|---|----------------------------|--------------|
| Carlton                  | \$3,376,553                          | \$3,397,655                             | \$21,102                   | 0.6%         |
| Cook                     | 2,181,280                            | 2,248,966                               | 67,686                     | 3.1%         |
| Itasca                   | 6,898,641                            | 6,904,872                               | 6,231                      | 0.1%         |
| Koochiching              | 3,943,903                            | 3,943,903                               | 0                          | 0.0%         |
| Lake                     | 3,259,633                            | 3,242,120                               | (17,513)                   | -0.5%        |
| Pine                     | 5,541,606                            | 5,541,199                               | (407)                      | 0.0%         |
| St. Louis                | 20,162,406                           | 19,864,657                              | (297,749)                  | -1.5%        |
| <b>District 1 Totals</b> | <b>\$45,364,022</b>                  | <b>\$45,143,372</b>                     | <b>(\$220,650)</b>         | <b>-0.5%</b> |
| Beltrami                 | \$4,502,437                          | \$4,534,719                             | \$32,282                   | 0.7%         |
| Clearwater               | 2,693,258                            | 2,688,445                               | (4,813)                    | -0.2%        |
| Hubbard                  | 2,938,057                            | 2,856,868                               | (81,189)                   | -2.8%        |
| Kittson                  | 2,928,760                            | 2,893,651                               | (35,109)                   | -1.2%        |
| Lake of the Woods        | 2,687,452                            | 2,687,452                               | 0                          | 0.0%         |
| Marshall                 | 4,407,618                            | 4,408,683                               | 1,065                      | 0.0%         |
| Norman                   | 3,018,227                            | 2,983,979                               | (34,248)                   | -1.1%        |
| Pennington               | 2,131,125                            | 2,115,336                               | (15,789)                   | -0.7%        |
| Polk                     | 6,509,484                            | 6,432,071                               | (77,413)                   | -1.2%        |
| Red Lake                 | 2,104,211                            | 2,104,211                               | 0                          | 0.0%         |
| Roseau                   | 3,536,914                            | 3,537,085                               | 171                        | 0.0%         |
| <b>District 2 Totals</b> | <b>\$37,457,543</b>                  | <b>\$37,242,500</b>                     | <b>(\$215,043)</b>         | <b>-0.6%</b> |
| Aitkin                   | \$3,446,913                          | \$3,501,712                             | \$54,799                   | 1.6%         |
| Benton                   | 2,329,814                            | 2,308,219                               | (21,595)                   | -0.9%        |
| Cass                     | 4,459,524                            | 4,298,576                               | (160,948)                  | -3.6%        |
| Crow Wing                | 3,957,674                            | 3,861,614                               | (96,060)                   | -2.4%        |
| Isanti                   | 2,546,983                            | 2,514,980                               | (32,003)                   | -1.3%        |
| Kanabec                  | 2,104,211                            | 2,104,211                               | 0                          | 0.0%         |
| Mille Lacs               | 3,287,382                            | 3,271,196                               | (16,186)                   | -0.5%        |
| Morrison                 | 4,122,813                            | 4,151,829                               | 29,016                     | 0.7%         |
| Sherburne                | 2,364,563                            | 2,515,695                               | 151,132                    | 6.4%         |
| Stearns                  | 7,035,183                            | 7,165,345                               | 130,162                    | 1.9%         |
| Todd                     | 3,165,847                            | 3,109,293                               | (56,554)                   | -1.8%        |
| Wadena                   | 2,104,211                            | 2,104,211                               | 0                          | 0.0%         |
| Wright                   | 6,277,991                            | 6,185,164                               | (92,827)                   | -1.5%        |
| <b>District 3 Totals</b> | <b>\$47,203,109</b>                  | <b>\$47,092,045</b>                     | <b>(\$111,064)</b>         | <b>-0.2%</b> |
| Becker                   | \$3,790,289                          | \$3,836,598                             | \$46,309                   | 1.2%         |
| Big Stone                | 2,104,211                            | 2,104,211                               | 0                          | 0.0%         |
| Clay                     | 3,837,783                            | 3,843,942                               | 6,159                      | 0.2%         |
| Douglas                  | 3,460,264                            | 3,370,019                               | (90,245)                   | -2.6%        |
| Grant                    | 2,104,211                            | 2,104,211                               | 0                          | 0.0%         |
| Mahnomen                 | 2,104,211                            | 2,104,211                               | 0                          | 0.0%         |
| Otter Tail               | 8,566,994                            | 8,426,727                               | (140,267)                  | -1.6%        |
| Pope                     | 2,853,175                            | 2,815,721                               | (37,454)                   | -1.3%        |
| Stevens                  | 2,104,211                            | 2,104,211                               | 0                          | 0.0%         |
| Swift                    | 2,646,497                            | 2,598,139                               | (48,358)                   | -1.8%        |
| Traverse                 | 2,104,211                            | 2,104,211                               | 0                          | 0.0%         |
| Wilkin                   | 2,745,072                            | 2,766,743                               | 21,671                     | 0.8%         |
| <b>District 4 Totals</b> | <b>\$38,421,129</b>                  | <b>\$38,178,944</b>                     | <b>(\$242,185)</b>         | <b>-0.6%</b> |

| County                   | Actual<br>2005 CSAH<br>Apportionment | TENTATIVE<br>2006 CSAH<br>Apportionment | Increase<br>or<br>Decrease | %<br>+ or -  |
|--------------------------|--------------------------------------|---|----------------------------|--------------|
| Anoka                    | \$8,424,421                          | \$8,225,666                             | (\$198,755)                | -2.4%        |
| Carver                   | 3,598,729                            | 3,839,524                               | 240,795                    | 6.7%         |
| Hennepin                 | 21,482,280                           | 22,194,171                              | 711,891                    | 3.3%         |
| Scott                    | 5,703,834                            | 5,473,350                               | (230,484)                  | -4.0%        |
| <b>Metro Totals</b>      | <b>\$39,209,264</b>                  | <b>\$39,732,711</b>                     | <b>\$523,447</b>           | <b>1.3%</b>  |
| Dodge                    | \$2,802,703                          | \$2,753,543                             | (\$49,160)                 | -1.8%        |
| Fillmore                 | 5,169,876                            | 5,139,888                               | (29,988)                   | -0.6%        |
| Freeborn                 | 4,219,116                            | 4,150,948                               | (68,168)                   | -1.6%        |
| Goodhue                  | 4,394,655                            | 4,413,908                               | 19,253                     | 0.4%         |
| Houston                  | 3,363,352                            | 3,331,154                               | (32,198)                   | -1.0%        |
| Mower                    | 4,100,753                            | 4,118,375                               | 17,622                     | 0.4%         |
| Olmsted                  | 4,962,694                            | 4,843,578                               | (119,116)                  | -2.4%        |
| Rice                     | 3,473,874                            | 3,440,209                               | (33,665)                   | -1.0%        |
| Steele                   | 3,360,730                            | 3,467,490                               | 106,760                    | 3.2%         |
| Wabasha                  | 3,514,453                            | 3,506,181                               | (8,272)                    | -0.2%        |
| Winona                   | 3,939,794                            | 4,011,594                               | 71,800                     | 1.8%         |
| <b>District 6 Totals</b> | <b>\$43,302,000</b>                  | <b>\$43,176,868</b>                     | <b>(\$125,132)</b>         | <b>-0.3%</b> |
| Blue Earth               | \$5,277,882                          | \$5,117,722                             | (\$160,160)                | -3.0%        |
| Brown                    | 3,011,877                            | 3,017,837                               | 5,960                      | 0.2%         |
| Cottonwood               | 2,879,492                            | 2,814,160                               | (65,332)                   | -2.3%        |
| Faribault                | 3,622,350                            | 3,555,329                               | (67,021)                   | -1.9%        |
| Jackson                  | 3,485,441                            | 3,399,980                               | (85,461)                   | -2.5%        |
| Le Sueur                 | 3,176,974                            | 3,223,610                               | 46,636                     | 1.5%         |
| Martin                   | 3,446,202                            | 3,350,062                               | (96,140)                   | -2.8%        |
| Nicollet                 | 2,791,366                            | 2,819,934                               | 28,568                     | 1.0%         |
| Nobles                   | 4,008,767                            | 3,966,100                               | (42,667)                   | -1.1%        |
| Rock                     | 2,454,030                            | 2,521,257                               | 67,227                     | 2.7%         |
| Sibley                   | 2,721,395                            | 2,657,382                               | (64,013)                   | -2.4%        |
| Waseca                   | 2,583,286                            | 2,560,431                               | (22,855)                   | -0.9%        |
| Watsonwan                | 2,206,339                            | 2,231,867                               | 25,528                     | 1.2%         |
| <b>District 7 Totals</b> | <b>\$41,665,401</b>                  | <b>\$41,235,671</b>                     | <b>(\$429,730)</b>         | <b>-1.0%</b> |
| Chippewa                 | \$2,290,995                          | \$2,247,119                             | (\$43,876)                 | -1.9%        |
| Kandiyohi                | 4,398,519                            | 4,513,131                               | 114,612                    | 2.6%         |
| Lac Qui Parle            | 2,798,892                            | 2,762,483                               | (36,409)                   | -1.3%        |
| Lincoln                  | 2,204,876                            | 2,233,474                               | 28,598                     | 1.3%         |
| Lyon                     | 2,977,769                            | 2,963,911                               | (13,858)                   | -0.5%        |
| Mc Leod                  | 3,135,648                            | 3,121,218                               | (14,430)                   | -0.5%        |
| Meeker                   | 2,604,654                            | 2,534,965                               | (69,689)                   | -2.7%        |
| Murray                   | 2,946,853                            | 2,991,441                               | 44,588                     | 1.5%         |
| Pipestone                | 2,148,764                            | 2,186,704                               | 37,940                     | 1.8%         |
| Redwood                  | 3,752,042                            | 3,822,214                               | 70,172                     | 1.9%         |
| Renville                 | 4,248,844                            | 4,163,545                               | (85,299)                   | -2.0%        |
| Yellow Medicine          | 2,979,851                            | 2,957,577                               | (22,274)                   | -0.8%        |
| <b>District 8 Totals</b> | <b>\$36,487,707</b>                  | <b>\$36,497,782</b>                     | <b>\$10,075</b>            | <b>0.0%</b>  |
| Chisago                  | \$3,740,674                          | \$3,681,421                             | (\$59,253)                 | -1.6%        |
| Dakota                   | 8,587,241                            | 8,754,795                               | 167,554                    | 2.0%         |
| Ramsey                   | 10,843,710                           | 11,290,533                              | 446,823                    | 4.1%         |
| Washington               | 6,320,044                            | 6,575,202                               | 255,158                    | 4.0%         |
| <b>Metro Totals</b>      | <b>\$29,491,669</b>                  | <b>\$30,301,951</b>                     | <b>\$810,282</b>           | <b>2.8%</b>  |
| <b>STATE TOTALS</b>      | <b>\$358,601,844</b>                 | <b>\$358,601,844</b>                    | <b>\$0</b>                 | <b>0.0%</b>  |

# MILEAGE REQUESTS



# **Criteria Necessary For County State Aid Highway Designation**

October, 2005

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

## **Portion of Minnesota Rules For State Aid Operations**

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

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

- (A) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;*
- (B) connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and*
- (C) provides an integrated and coordinated highway system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.*

# History of C.S.A.H. Additional Mileage Requests

October, 2005

Approved by the County Engineers' Screening Board

| County            | 1958-<br>1970 | 1971-<br>1976 | 1977-<br>1982 | 1983-<br>1987 | 1988-<br>1992 | 1993  | 1994    | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001  | 2002  | 2003 | 2004 | 2005 | Total Miles<br>To Date | County            |
|-------------------|---------------|---------------|---------------|---------------|---------------|-------|---------|------|------|------|------|------|------|-------|-------|------|------|------|------------------------|-------------------|
| Carlton           | 3.62          |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 3.62                   | Carlton           |
| Cook              | 3.60          |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 3.60                   | Cook              |
| Itasca            |               |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 0.00                   | Itasca            |
| Koochiching       | 9.27 *        |               |               | 0.12          |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 9.39                   | Koochiching       |
| Lake              | 4.82 *        | 0.56          |               |               |               | 10.31 |         |      |      |      |      |      |      | 7.30  |       |      |      |      | 22.99                  | Lake              |
| Pine              | 9.25          |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 9.25                   | Pine              |
| St. Louis         | 19.14 *       |               |               |               |               |       |         |      |      |      |      |      |      | 7.60  |       |      |      |      | 26.74                  | St. Louis         |
| District 1 Totals | 49.70         | 0.56          | 0.00          | 0.12          | 0.00          | 10.31 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.90 | 0.00  | 0.00 | 0.00 | 0.00 | 75.59                  | District 1 Totals |
| Beltrami          | 7.53 *        | 0.16          |               |               |               |       | 2.10 ** |      |      |      |      |      |      |       |       |      |      |      | 9.79                   | Beltrami          |
| Clearwater        | 0.30 *        | 1.00          |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 1.30                   | Clearwater        |
| Hubbard           | 1.85          | 0.26          | 0.06          |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 2.17                   | Hubbard           |
| Kittson           | 6.60 *        |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 6.60                   | Kittson           |
| Lake of 'Woods    | 0.89          |               |               |               |               | 7.65  |         |      |      |      |      |      |      |       |       |      |      |      | 8.54                   | Lake of 'Woods    |
| Marshall          | 15.00 *       | 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          | 7.65  | 2.10    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 60.07                  | District 2 Totals |
| Aitkin            | 6.10          |               | 0.60          |               |               |       | 7.12 ** |      |      |      |      |      |      |       |       |      |      |      | 13.82                  | Aitkin            |
| Benton            | 3.18 *        |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 3.18                   | Benton            |
| Cass              | 7.90          |               |               |               |               |       | 2.80 ** |      |      |      |      |      |      |       |       |      |      |      | 10.70                  | Cass              |
| Crow Wing         | 13.00 *       |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 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          |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 5.42                   | Sherburne         |
| Stearns           | 0.78          |               | 3.90          |               | 0.25          |       |         |      |      |      |      |      |      |       | 29.24 |      |      |      | 34.17                  | Stearns           |
| Todd              | 1.90 *        |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 1.90                   | Todd              |
| Wadena            |               |               |               |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 0.00                   | Wadena            |
| Wright            | 0.45          |               | 1.38          |               |               |       |         |      |      |      |      |      |      |       |       |      |      |      | 1.83                   | Wright            |
| District 3 Totals | 40.53         | 0.74          | 5.88          | 0.00          | 0.25          | 0.00  | 19.62   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 29.24 | 0.00 | 0.00 | 0.00 | 96.26                  | District 3 Totals |

# History of C.S.A.H. Additional Mileage Requests

October, 2005

Approved by the County Engineers' Screening Board

| County            | 1958-<br>1970 | 1971-<br>1976 | 1977-<br>1982 | 1983-<br>1987 | 1988-<br>1992 | 1993 | 1994 | 1995  | 1996  | 1997 | 1998 | 1999 | 2000 | 2001  | 2002 | 2003 | 2004 | 2005 | Total Miles<br>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*        |               |               |               |               |      |      |       |       |      |      |      |      |       |      |      |      |      | 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          | 0.00 | 0.11 | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 40.90                  | District 4 Totals |
| Anoka             | 2.04          |               |               |               |               |      |      | 16.74 |       | 8.25 |      |      |      | 11.70 |      |      |      |      | 37.45                  | Anoka             |
| Carver            | 2.49          | 0.48          |               | 0.08          |               |      |      |       |       |      |      |      |      |       |      |      |      |      | 14.75                  | Carver            |
| Hennepin          | 4.50          | 0.24          | 0.85          |               |               |      |      |       |       |      |      |      |      |       |      |      |      |      | 5.59                   | Hennepin          |
| Scott             | 12.09*        | 5.15          | 0.12          |               | 3.50          |      |      |       | 38.12 |      |      |      |      |       |      |      |      |      | 58.98                  | Scott             |
| Metro Totals      | 21.12         | 5.87          | 0.97          | 0.08          | 13.92         | 0.00 | 0.00 | 16.74 | 38.12 | 8.25 | 0.00 | 0.00 | 0.00 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 116.77                 | Metro 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*        |               | 0.09          |               |               |      |      |       |       |      |      |      |      |       |      |      |      |      | 13.20                  | Mower             |
| Olmsted           | 15.32*        |               |               |               |               |      |      |       |       |      |      |      |      |       |      |      |      |      | 15.32                  | Olmsted           |
| Rice              | 1.70          |               |               |               |               |      |      |       |       |      |      |      |      |       |      |      |      |      | 1.70                   | Rice              |
| Steele            | 1.55          |               |               |               |               |      |      |       |       |      |      |      |      |       |      |      |      |      | 1.55                   | Steele            |
| Wabasha           | 0.43*         | 0.30          |               |               |               |      |      |       |       |      |      |      |      |       |      |      |      |      | 0.73                   | Wabasha           |
| Winona            | 7.40*         |               |               |               |               |      |      |       |       |      |      |      |      |       |      |      |      |      | 7.40                   | Winona            |
| District 6 Totals | 41.58         | 1.15          | 1.19          | 0.11          | 0.00          | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 44.03                  | District 6 Totals |

# History of C.S.A.H. Additional Mileage Requests

October, 2005

Approved by the County Engineers' Screening Board

| County            | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988-1992 | 1993  | 1994  | 1995  | 1996  | 1997 | 1998  | 1999 | 2000 | 2001  | 2002  | 2003 | 2004 | 2005 | Total Miles To Date | County            |
|-------------------|-----------|-----------|-----------|-----------|-----------|-------|-------|-------|-------|------|-------|------|------|-------|-------|------|------|------|---------------------|-------------------|
| Blue Earth        | 15.29*    |           | 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      |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 0.60                | Nicollet          |
| Nobles            | 13.71     | 0.23      |           |           | 0.12      |       |       |       |       |      |       |      |      |       |       |      |      |      | 14.06               | Nobles            |
| Rock              | 0.50      |           | 0.54      |           |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 1.04                | Rock              |
| Sibley            | 1.50      |           |           |           |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 1.50                | Sibley            |
| Waseca            | 4.53      | 0.14      |           | 0.05      |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 4.72                | Waseca            |
| Watonwan          |           | 0.04      | 0.68      | 0.19      |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 0.91                | Watonwan          |
| District 7 Totals | 52.83     | 3.87      | 1.56      | 0.86      | 0.12      | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 | 3.46  | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 62.70               | 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*     |           |           |           |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 6.55                | Lincoln           |
| Lyon              | 2.00      |           |           |           | 1.50      |       |       |       |       |      |       |      |      |       |       |      |      |      | 3.50                | Lyon              |
| Mc Leod           | 0.09      | 0.50      |           | 0.32      |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 0.91                | Mc Leod           |
| Meeker            | 0.80      | 0.50      |           |           |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 1.30                | Meeker            |
| Murray            | 3.52      | 1.10      |           |           |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 4.62                | Murray            |
| Pipestone         | 0.50      |           |           |           |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 0.50                | Pipestone         |
| Redwood           | 3.41      |           | 0.13      |           |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 3.54                | Redwood           |
| Renville          |           |           |           |           |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 0.00                | Renville          |
| Yellow Medicine   |           | 1.39      |           |           |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 1.39                | Yellow Medicine   |
| District 8 Totals | 34.24     | 3.49      | 0.13      | 0.00      | 1.87      | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 39.73               | District 8 Totals |
| Chisago           | 3.24      |           |           |           | 2.20      |       |       |       |       |      |       |      |      |       |       |      |      |      | 5.44                | Chisago           |
| Dakota            | 1.65*     | 2.47      |           | 2.26      |           |       |       |       |       |      | 35.63 |      |      |       |       |      |      |      | 42.01               | Dakota            |
| Ramsey            | 10.12*    | 0.61      |           | 1.13      |           |       |       |       |       |      |       |      |      |       |       |      |      |      | 11.86               | Ramsey            |
| Washington        | 2.33*     | 0.40      | 0.33      | 1.33      | 8.05      |       |       |       | 18.52 |      |       |      |      |       |       |      |      |      | 30.96               | Washington        |
| Metro Totals      | 17.34     | 3.48      | 0.33      | 4.72      | 10.25     | 0.00  | 0.00  | 0.00  | 18.52 | 0.00 | 35.63 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 90.27               | Metro Totals      |
| Totals            | 339.03    | 25.65     | 11.39     | 7.49      | 26.41     | 17.96 | 21.83 | 16.74 | 56.64 | 8.25 | 39.09 | 0.00 | 0.00 | 26.60 | 29.24 | 0.00 | 0.00 | 0.00 | 626.32              | Totals            |

\* Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

\*\* Great River Road Mileage Added to system by Administrative Decision of the State Aid Division Director.

# **Banked CSAH Mileage**

**October, 2005**

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

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

**The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before May 1, 2005 is included.**

| <b>County</b> | <b>Banked Mileage</b> | <b>Year Made Available</b> |
|---------------|-----------------------|----------------------------|
| Anoka         | 0.54                  | 2000                       |
| Beltrami      | 1.61                  | 2004                       |
| Blue Earth    | 0.55                  | 2000 & 2003                |
| Brown         | 0.56                  | 1999                       |
| Carlton       | 0.88                  | 92, 94 & 2001              |
| Carver        | 0.95                  | 2001 & 2005                |
| Cass          | 0.55                  | 2002                       |
| Chippewa      | 0.71                  | 1999                       |
| Clay          | 3.60                  | 1993 & 1997                |
| Clearwater    | 0.60                  | 1997                       |
| Cottonwood    | 0.60                  | 2004                       |
| Crow Wing     | 0.50                  | 2003                       |
| Dakota        | 2.17                  | 2000, 2004, 2005           |
| Dodge         | 1.56                  | 1994, 2000, 2005           |
| Douglas       | 3.06                  | 1992 & 2002                |
| Faribault     | 2.54                  | 1993                       |
| Goodhue       | 1.78                  | 2003                       |
| Hennepin      | 3.72                  | 99, 02 & 04                |
| Hubbard       | 0.40                  | 2002                       |
| Isanti        | 0.22                  | 1992                       |
| Itasca        | 0.15                  | 1997                       |
| Kanabec       | 0.98                  | 2005                       |
| Kandiyohi     | 1.20                  | 1993, 2003 & 2004          |
| Kittson       | 0.26                  | 1999                       |
| Koochiching   | 1.13                  | 1994, 95, 98 & 03          |
| Le Sueur      | 0.80                  | 2003 & 2004                |
| Lincoln       | 1.70                  | 1996, 2002 & 2003          |
| Marshall      | 0.61                  | 2004                       |
| McLeod        | 1.19                  | 97, 03, 04, 05             |
| Meeker        | 0.81                  | 2001 & 2003                |

| <b>County</b>               | <b>Banked Mileage</b> | <b>Year Made Available</b> |
|-----------------------------|-----------------------|----------------------------|
| Morrison                    | 1.90                  | 2001                       |
| Nicollet                    | 0.02                  | 1999                       |
| Nobles                      | 0.07                  | 1997                       |
| Norman                      | 0.91                  | 1997 & 2002                |
| Olmsted                     | 0.92                  | 1997, 1998 & 2004          |
| Otter Tail                  | 0.06                  | 1998                       |
| Pennington                  | 0.35                  | 1995                       |
| Pine                        | 1.00                  | 2001                       |
| Pipestone                   | 0.10                  | 1996                       |
| Pope                        | 0.42                  | 2002                       |
| Ramsey                      | 1.41                  | 2004                       |
| Red Lake                    | 0.50                  | 1994                       |
| Redwood                     | 0.20                  | 1995                       |
| Renville                    | 2.47                  | 1992, 96, 97 & 99          |
| Rice                        | 0.65                  | 2000                       |
| Rock                        | 1.10                  | 1993                       |
| Roseau                      | 0.30                  | 1991                       |
| St. Louis                   | 0.76                  | 1996                       |
| Scott                       | 0.82                  | 2001                       |
| Sibley                      | 0.01                  | 1995                       |
| Stearns                     | 0.52                  | 1997 & 2001                |
| Steele                      | 6.60                  | 1999 & 2005                |
| Stevens                     | 1.78                  | 1998 & 2001                |
| Todd                        | 0.48                  | 2000                       |
| Wabasha                     | 1.51                  | 93,98,2002 & 2003          |
| Wadena                      | 0.67                  | 1991, 94 & 98              |
| Waseca                      | 0.01                  | 1995                       |
| Watsonwan                   | 0.20                  | 2003                       |
| Wright                      | 0.30                  | 1997, 2001 & 2002          |
| Yellow Medicine             | 0.78                  | 1993, 1995 & 2001          |
| <b>Total Banked Mileage</b> | <b>62.75</b>          |                            |

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

N:\CSAH\Books\Fall 2005\BANKED 05.xls

July 15, 1998

# STATE AID MANUAL

Fig. E 5-892.101

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

## MINNESOTA DEPARTMENT OF TRANSPORTATION

DATE: 8/2/05

TO: Manager, State Aid Needs Unit

FROM: Michelle Moser for District State Aid Engineer

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

|                    |   |   |   |   |   |   |   |
|--------------------|---|---|---|---|---|---|---|
| R                  | E | C | E | I | V | E | D |
| AUG - 5 2005       |   |   |   |   |   |   |   |
| STATE AID DIVISION |   |   |   |   |   |   |   |

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

### C.S.A.H. CRITERIA

|  |                                     |   |
|--|-------------------------------------|---|
| <i>Multiple routes meet a variety of these</i> | <input checked="" type="checkbox"/> | Projected to carry a relatively heavier traffic volume,<br>or is functionally classified as collector or arterial   |
|  | <input checked="" type="checkbox"/> | Connects towns, communities, shipping points, and markets within a county or in adjacent counties,  |
|  | <input checked="" type="checkbox"/> | or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,                            |
|  | <input checked="" type="checkbox"/> | or serves as a principal rural mail route and school bus route.   |
|  | <input checked="" type="checkbox"/> | Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands |

### M.S.A.S. CRITERIA

|                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Projected to carry a relatively heavier traffic volume,<br>or is functionally classified as collector or arterial                              |
| <input type="checkbox"/> | Connects the points of major traffic interest within an urban municipality.  |
| <input type="checkbox"/> | Provides an integrated street system affording, within practical limits, a State Aid street network consistent with projected traffic demands. |

M.S.A.S. Miles  
Available \_\_\_\_\_  
+ Revoked \_\_\_\_\_  
- Requested 50.21  
= Balance \_\_\_\_\_

Comments:

*County is requesting addition of 50.21 miles to its system. All routes meet some combination of criteria. Some routes are dependent on approval of others to meet minimum criteria.*

RECOMMENDED APPROVAL OR DENIAL:

Michelle Moser  
for District State Aid Engineer

8/2/05  
Date

RECOMMENDED APPROVAL OR DENIAL:

Manager, State Aid Needs Unit

Date

APPROVAL OR DENIAL:

State Aid Engineer

Date

# COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304-4005

(763) 862-4200 FAX (763) 862-4201

JUL 25 2005

July 21<sup>st</sup>, 2005

Mr. Mark Gieseke, State Aid Engineer  
Minnesota Department of Transportation  
1500 W Co Rd B2  
Roseville, MN 55113

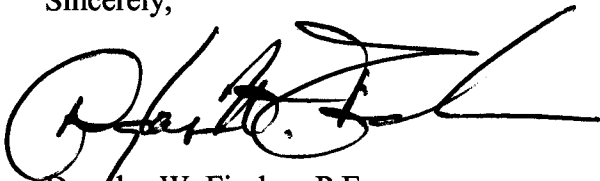
**RE: COUNTY STATE AID HIGHWAY MILEAGE REQUEST**

Dear Mr. Gieseke:

Anoka County is submitting a request to add 50.21 miles of County State Aid Highway to our current system. With the growth occurring in the area we are experiencing higher volumes of traffic, including increase in heavy truck traffic on our roadway system. It is important to align our highway system in a consistent manner and we feel this request meets those objectives.

We feel the proposed routes are excellent candidates to be added to the County State Aid Highway System. Attached you will find an application for these routes and how they meet the criteria listed in the State Aid Rules Chapter 8820.07. If you have any questions in regards to our application please feel free to contact me at 763-862-4213 or via e-mail at, [Doug.Fischer@co.anoka.mn.us](mailto:Doug.Fischer@co.anoka.mn.us).

Sincerely,



Douglas W. Fischer, P.E.  
County Engineer

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

## **Report of the CSAH Mileage Subcommittee September 7, 2005**

**Committee Members:** Rick West, Chair, Otter Tail County  
John Brunkhorst, McLeod County  
Jim Grube, Hennepin County

**Others Attending:** Doug Fischer, Anoka County  
Lyndon Robjent, Anoka County  
Kate Garwood, Anoka County  
Lance Bernard, Anoka County  
Mark Gieseke, Metro DSAE  
Diane Gould, CSAH Needs Manager  
Mark Channer, CSAH Needs

**Request review:** Addition of 50.21 miles in Anoka County

The CSAH Mileage Subcommittee and others in attendance met at the Anoka County Highway Department Office on September 7<sup>th</sup> at 8:30 to tour the mileage request submitted by Anoka County with the meeting concluding at 5:45 pm. The meeting began with a detailed review of the request by Doug Fischer followed by a tour of all of highway segments included in the mileage request. Following the tour, the Mileage Subcommittee discussed the request at length and prepared our draft recommendations for the Screening Board consideration.

### **General Discussion:**

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

Concern that the Anoka County grid may be becoming too dense.

Concern that routes generally remain at least one mile apart.

The lakes and the Carlos Avery Wildlife Area in the county make it difficult to sustain a continuance of routes, particularly east-west routes.

It is significant that the 14% of Anoka County's roads were classified as CSAH and that the state average is 22%.

| Anoka County mileage percentages |       | Statewide Mileage Percentages |       |
|----------------------------------|-------|-------------------------------|-------|
| Co. Rd                           | 6.3%  | Co Rd                         | 11.1% |
| CSAH                             | 14.0% | CSAH                          | 22.0% |
| TH                               | 4.9%  | TH                            | 8.8%  |

The population of Anoka County grew from 243,688 in 1990 to 297,300 in 2000 which is a 22 percent increase. The population of the county is projected to grow another 40 percent by 2030.

Traffic projection factor is 1.4 and with traffic modeling, some routes are estimated to see increases of two to three times their current volumes.

Anoka County has a detailed 5 Year Transportation Improvement Program and also a detailed 20 Year Transportation Capital Program. Anoka County has invested considerable resources in a long term Comprehensive Plan which included transportation to manage their future growth.

**Detailed Recommendations:**

- A. CR 116 – CSAH 83 to CSAH 57** A Minor Reliever 2.39 Miles  
Continues across the county from the existing CSAH 116. Reliever to TH 10  
**Recommend Approval**
- B. CR 56 – HWY 10 to CSAH 5** A Minor Expander 3.00 Miles  
Will serve the Ramsey Town Center, Train Center, etc, Funded for 2005 construction, interchange to be constructed at Hwy 10.  
**Recommend Approval**
- C. CR 57 – CR 116 to CSAH 5** A Minor Expander 2.02 Miles  
Dense grid only one mile east of CR 56. Route has less traffic and is more residential.  
**Recommend Denial**
- D. CR 64 – CSAH 22 to CSAH 5** A Minor Expander 2.61 Miles  
There is an overabundance of CR's in the vicinity. Too many working pieces. How do County Roads 163, 64 and 63 interact as routes to Elk River. Need to turnback county road 63 & 163, and then this would make more sense as a CSAH route later.  
**Recommend Denial**
- E. CR 18 – CSAH 116 to CSAH 78** A Minor Expander 2.40 Miles  
Portion is existing MSAS from Andover Road north to Hanson Blvd. Very urban and would perhaps be better as an MSAS route.  
**Recommend Denial**
- F. CR 54 – I35E to CSAH 14** A Minor Reliever 2.89 Miles  
Commercial reliever for I35E, continuity with existing CSAH 21. Will construct ½ diamond ramp at I35E  
**Recommend Approval**
- G. CR 62 – CSAH 23 to CSAH 18** A Minor Expander 3.47 Miles  
Will approve CR 62 with the trade (revocation) on CSAH 19 from CSAH 23 north to CSAH 18 (3.30 miles). CR 62 has higher traffic and will still provide continuity.  
**Recommend Conditional Approval 0.17 miles**

- H. CR 102 – CSAH 2 to TH 47** B Minor 2.08 Miles  
This is a truck route providing access to major facilities of Murphy Freight and General Mills. Also is located adjacent to large rail yard.  
**Recommend Approval**
- I. CR 104 – CR 102 to TH 47** B Minor 0.24 Miles  
CR 102 will be able to carry the truck route traffic. Residential area. Makes more sense as a CR (rather than a CSAH) to protect the truck route.  
**Recommend Denial**
- J. CR 132 – CSAH 1 to TH 47** Major Collector 0.75 Miles  
A Minor Reliever was denied. Although this route serves more than a local function, if the Functional Classification is denied, then there should be no CSAH designation either.  
**Recommend Denial**
- K. CR 3 – CSAH 1 to TH 44** A Minor Reliever/Expander 1.58 Miles  
This route provides system connection with TH 610 & 47. This route is currently MSAS and would need to be revoked before designating the CSAH route.  
**Recommend Approval**
- L. CR 154 – CSAH 21 to CR 54** Major Collector 0.75 Miles  
This route is currently MSAS and would need to be revoked before designating the CSAH route.  
**Recommend Approval**
- M. CR 10 – CSAH 17 to CSAH 19** Major Collector 1.22 Miles  
This route is more residential route and serves the local area. Could be a future MSAS route.  
**Recommend Denial**
- N. CR. 52/60/61–CSAH 116 to TH 65** B Minor/Major Coll. 5.19 Miles  
Potential future. At this time, it does not appear to be a viable reliever to TH 65.  
**Recommend Denial**
- O. CR 60 – CSAH 18 to TH 65** Major Collector 4.06 Miles  
Potential future  
**Recommend Denial**
- P. CR 58 – CSAH 7 to CSAH 18** Major Collector 8.94 Miles  
Only the portion from CSAH 9 to CSAH 18 is approved. This makes the east/west connection. The portion from CSAH 7 to CSAH 9 would create an overabundance of CSAHs.  
**Recommend Partial Approval - 5.12 miles**

- Q. CR 76/85 - CSAH 26 to CSAH 36** Major Coll./B Minor 4.69 Miles  
Makes the connection within the county  
**Recommend Approval**
- R. CSAH 116 Extension** 1.00 Miles  
Premature. Project development is in the very early stages. Committee felt we needed more information.  
**Recommend Denial**
- S. Northern Bypass** 2.00 Miles  
Premature. Project development is in the very early stages. Committee felt we needed more information.  
**Recommend Denial**

**COMMITTEE RECOMMENDATION:**

The Mileage Subcommittee does recommend approval of **22.67** miles of the Anoka County request. However, Anoka County must first use their **0.54** mile of banked mileage. We are hereby recommending **22.13** miles.

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

## **Historical Documentation for the Carver County C.S.A.H. Mileage Request**

October, 2005

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

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

These designation are left to be completed:

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

# **Historical Documentation for the Dakota County C.S.A.H. Mileage Request**

**October, 2005**

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

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

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

AND

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

# **Historical Documentation for the Lake County C.S.A.H. Mileage Request**

**October, 2005**

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

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

This designation is left to be completed:

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

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

**October, 2005**

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

| <b>Date</b> | <b>Type of Transaction</b> | <b>Mileage<br/>Change</b> | <b>Starting<br/>Mileage</b> | <b>Ending<br/>Mileage</b> |
|-------------|----------------------------|---------------------------|-----------------------------|---------------------------|
| Jan-02      | Beginning Balance          | 0.00                      | 1,378.88                    | 1,378.88                  |
|             |                            |                           |                             |                           |
|             |                            |                           |                             |                           |
|             |                            |                           |                             |                           |

These designations are left to be completed:

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

## **Historical Documentation for the Washington County CSAH Mileage Request**

**October, 2005**

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

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

The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0..20), CSAH 22 (-4.41), CSAH 23 (-1.04), CSAH 28 (-0.62), and CSAH 34 (-1.23).

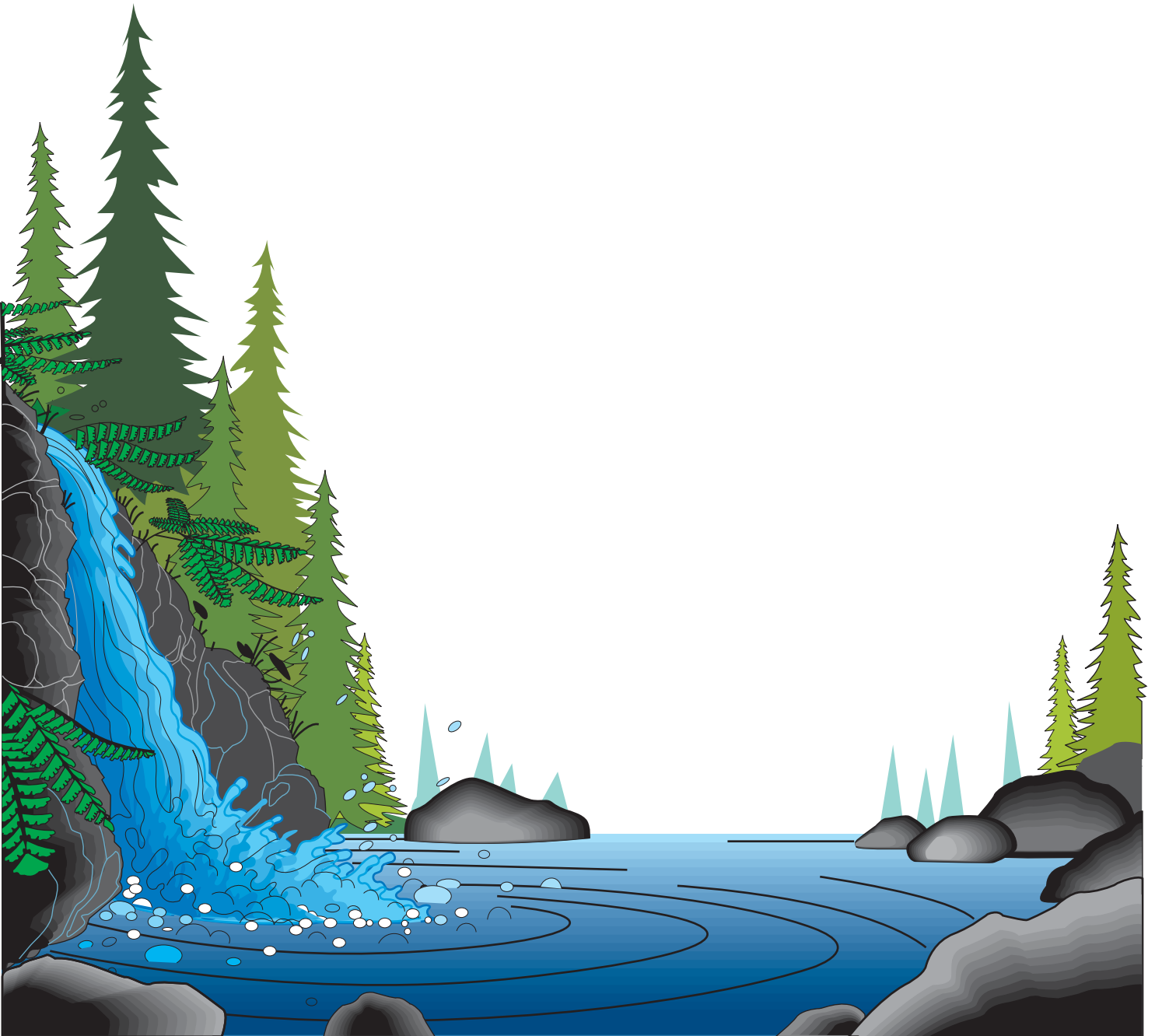
AND

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



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# STATE PARK ROAD ACCOUNT



# **State Park Road Account**

October, 2005

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

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

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

N:\CSAH\BOOK\FALL 2005\Parkroad05



OWATONNA, MN 55060

(507) 444-7670  
Fax: (507) 444-7684

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

August 25, 2005

John Strohkirch  
Management Resources Box 16  
Department of Natural Resources  
500 Lafayette Road  
St. Paul, MN 55155

CO=74  
state park  
\$100,000  
approved 01-31-05  
2006 money

AUG 26 2005

RE: Rice Lake State Park/CSAH 40 Reclamation and Paving Project.

Dear John:

As we have discussed, Steele County is planning on reclaiming and paving CSAH 19 in 2006. This highway is the connection to CSAH 40, which is in Rice Lake State Park.

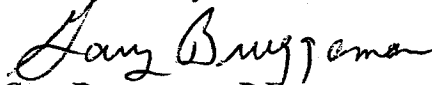
The age and condition of CSAH 40 indicates that it too should be reclaimed and paved at the same time. The estimated cost of this project is \$100,000 for the 0.5 miles of CSAH 40, which is wholly inside Rice Lake State Park. I don't know if the Park Account covers engineering costs, Steele County's engineering costs are generally around 8 % of the project construction costs.

The Rice Lake State Park Manager, Joel Groebner supports the project, as evidenced by the attached letter of support.

This letter is a letter requesting State Park Road Account funds for the reclamation and paving of 0.5 miles of CSAH 40, wholly within Rice Lake State Park, in the estimated amount of \$100,000 for construction and \$8,000 for engineering costs (design and construction) of the project. If this project is approved by MnDNR, I will next take the request to the Screening Board, which meets in October.

Please feel free to address any questions to me at (507) 444-7671, cell: (507) 456-7472, or email me.

Thank you for your consideration and support,

  
Gary Bruggeman, P.E.  
Steele County Engineer

Cc: Joel Groebner, Manager Rice Lake State Park  
Steve Kirsch, District 6 State Aid Engineer  
Rick Kjonnes, Assistant State Aid Engineer



## Minnesota Department of Natural Resources

500 Lafayette Road  
St. Paul, Minnesota 55155-40\_\_

Gary Bruggeman  
County Engineer  
Steele County Highway Department  
635 Florence Ave.  
Owatonna, MN 55060

8/24/05

Dear Gary,

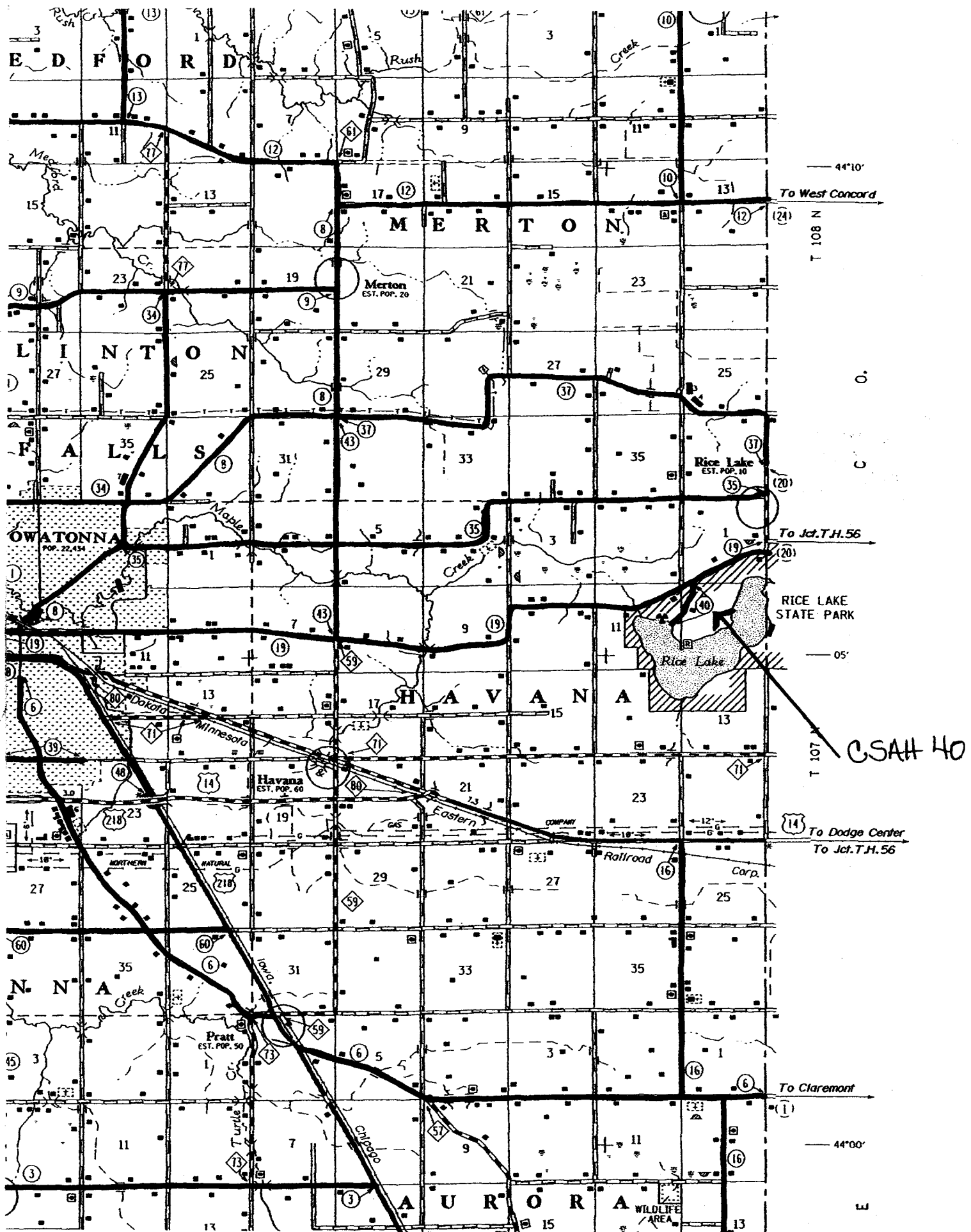
Thank you for taking interest in the portion of Steele County Road 40 that is contained within Rice Lake State Park. This letter is to offer my support for your efforts in obtaining State Park Road Account funds for the resurfacing of the road in 2006. I look forward to working with you on this project and would appreciate being able to provide input and being involved with the timeframe of the work to be done in order to alert our customers and staff of any potential conflicts.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joel Groebner', is written over a horizontal line.

Joel Groebner  
Park Manager  
Rice Lake State Park  
8485 Rose St.  
Owatonna, MN 55060  
507/455-5871  
Joel.Groebner@dnr.state.mn.us





**From:** "John Strohkirch" <john.strohkirch@dnr.state.mn.us>  
**To:** <Gary.Bruggeman@co.steele.mn.us>  
**Date:** 8/31/05 11:05AM  
**Subject:** Rice Lake State Park/CSAH 40 reclamation and paving project

I have recieved your letter of August 25, 2005 regarding the above referenced project. I have talked with Larry Peterson, parks development manager, and he supports the project. I will consider your letter an application for funding and I will attach a map to complete the file.

State Parks has indicated they will pay the \$8,000 for Engineering costs when the project is funded. This will require a joint powers agreement between Steele County and the Division of Parks and Recreation. Larry Peterson or Grant Scholen from parks will work with you on this when it is needed.

We will plan on funding this project out of the 2006 Road Account allocation which should be available in February of 2006. Should we have the \$100,000 availble in year end funds we may be able to fund it in December of 2005.

You should take the project to the State Aid Screening Board in October to be approved. I will need a copy of the minutes from that meeting approving the project before I can send MnDot the letter asking for funding.

If you need any additional information please let me know.

**CC:** "Grant Scholen" <grant.scholen@dnr.state.mn.us>, "Joel Groebner" <joel.groebner@dnr.state.mn.us>, "Larry-PRK Peterson" <larry.peterson@dnr.state.mn.us>, "Steve Kirch" <Steve.Kirch@dnr.state.mn.us>, <Farideh.Amiri@dot.state.mn.us>

## Historical Review of 2003 State Park Road Account

October, 2005

**2003 Allotment \$2,536,372**

### 2003 Projects

| County                                       | Appr  | Project # | Jurisdiction | Location  | Type of Work               | SPR \$ Allocated   |
|--|-------|-----------|--------------|---|----------------------------|--------------------|
| Becker                                       | 06/03 | 03-646-05 | CSAH         | CSAH 46; access to Boot Lake  | road improvements          | \$225,000          |
| Isanti                                       |       | 30-600-04 | City         | 277th Ave; access to Blue Lake  | street improvements        | 28,000 *           |
| Koochiching                                  | 06/02 | 36-685-02 | CSAH         | CSAH 85; access to Franz Jevne State Park & Rainy River   | road improvements          | 118,811            |
| St Louis                                     | 06/02 | 69-661-14 | CSAH         | CSAH 61 & 33; construction of McQuade Road Small Craft Harbor                                     | road improvements          | 1,000,000          |
| St Louis                                     | 06/03 | 69-728-09 | CSAH         | CSAH 128; access to Bear Head Lake State Park   | road improvements          | 345,428 *          |
| <b>June Total =</b>                          |       |           |              |   |                            | <b>\$1,717,239</b> |
| <b><u>PROJECTS ADDED AFTER JUNE 2003</u></b> |       |           |              |   |                            |                    |
| Aitkin                                       |       | 01-600-12 | City         | 435th Ave, 230th Lane, & 441st Pl in Hazelton Twp, access to Big Pine Lake                        | street improvements        | 28,500 *           |
| Big Stone                                    |       | 06-600-02 | Twp          | Mallard Point Township Road; access to Big Stone Lake   | road improvements          | 180,000            |
| Crow Wing                                    |       | 18-600-24 | Co Rd        | Co Rd 114, Fairfield twp Rd, City of Cross Lake Street; access to Greer Lake Forestry Campground. | road & street improvements | 250,000 *          |
| Crow Wing                                    |       | 18-600-25 | City         | Mill Road in the City of Emily; access to Ruth Lake   | road improvements          | 60,000             |
| Douglas                                      |       | 21-600-11 | Twp          | South Park Drive; access to Lake Carlos State Park  | road improvements          | 50,000             |
| Douglas                                      |       | 21-600-12 | Co Rd        | Co Rd 86; access to Lake Union  | road improvements          | 60,000             |
| Douglas                                      |       | 21-600-13 | Twp          | Sunset Strip Road; access to Lake Ida   | road improvements          | 23,000             |
| Douglas                                      |       | 21-600-14 | Twp          | Sandy Beach Road; access to Lake Miltona  | road improvements          | 30,000             |
| Douglas                                      |       | 21-600-15 | Twp          | South Park Drive; access to Lake Carlos State Park  | road improvements          | 50,000             |
| Hubbard                                      | 06/03 | 29-626-03 | CSAH         | CSAH 26; access to the Heartland and Paul Bunyan State Trails                                     | road improvements          | 200,000 *          |
| St Louis                                     |       | 69-600-30 | Co Rd        | Cedar Island Dr, Co Rd 629; access to Ely Lake  | road improvements          | 45,000             |
| St Louis                                     |       | 69-600-31 | City         | Cedar Island Dr in City of Gilbert; access to Lake Ore-Be-Gone                                    | street improvements        | 109,562            |
| St Louis                                     |       | 69-600-33 | City         | Clyde Ave in City of Duluth; access to the St Louis River at the Willard Munger Landing           | street improvements        | 46,885             |
| <b>TOTAL:</b>                                |       |           |              |   |                            | <b>\$2,850,186</b> |

\* Supplement to a previous allocation

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## Historical Review of 2004 State Park Road Account

October, 2005

**2004 Allotment \$2,708,776**

### 2004 Projects

| County                                       | Appr  | Project #              | Jurisdiction | Location  | Type of Work        | SPR \$<br>Allocated |
|--|-------|------------------------|--------------|---|---------------------|---------------------|
| Beltrami                                     | 10/03 | 04-619-05              | CSAH         | CSAH 19; access to Lake Bemidji State Park                              | road improvements   | \$305,500           |
| Douglas                                      |       | 21-600-15              | Twp          | South Park Drive; access to Lake Carlos State Park                      | road improvements   | 150,000 *           |
| Houston                                      | 06/02 | 28-601-09              | CSAH         | CSAH 1; access to Beaver Creek Valley State Park                        | road improvements   | 50,000 *            |
| Koochiching                                  |       | 36-600-08              | Twp          | Unorganized Twp Rd 392 (Vidas Access); access to Rainey River           | road improvements   | 23,915 *            |
| Meeker                                       |       | 47-600-05              | Twp          | Kingston Twp Road 0.5 mi. access to Lake Francis Landing                | bit surface         | 14,144 *            |
| Meeker                                       |       | 47-600-06              | City         | 746th Ave in Collinwood; access to Collinwood Lake                      | street improvements | 1,460 *             |
| Otter Tail                                   |       | 56-600-21              | Twp          | Maplewood Township Roads; access to Maplewood State Park                | road improvements   | 520,000             |
| Otter Tail                                   |       | 56-600-22              | Twp          | Little McDonald Drive; access to Little McDonald Lake                   | road Improvements   | 77,230              |
| Pine   |       | 58-600-08              | Twp          | Dago Lake Road; access to General Andrews State Forest                  | road improvements   | 450,000             |
| St Louis                                     |       | 69-600-29              | Co Rd        | Co Rd 238 (Abbott Rd); access to Island Lake                            | road improvements   | 28,000              |
| St Louis                                     |       | 69-600-34              | City         | St Louis Ave in Duluth; access to the St. Louis River                   | street improvements | 33,530              |
| St Louis                                     | 06/02 | 69-661-14              | CSAH         | CSAH 61; construct bridge over McQuade Rd, access to Lake Superior      | road improvements   | 281,751 *           |
| Scott  |       | 70-600-07              | Twp          | St Lawrence Twp Rd 57; access to Minnesota Valley State Recreation Area | road improvements   | 200,000 *           |
| Watsonwan                                    |       | 83-600-01              | City         | Kansas Lake Park Access Road in St James; access to St. James Lake      | road improvements   | 30,892              |
| <b>June Total =</b>                          |       |                        |              |   |                     | <b>\$2,166,422</b>  |
| <b><u>PROJECTS ADDED AFTER JUNE 2004</u></b> |       |                        |              |   |                     |                     |
| Anoka  |       | 02-600-13              | Twp          | Hornsby St in Columbus Township; access to Clear Lake                   | road improvements   | 15,900              |
| Waseca                                       | 10/04 | 81-604-21<br>81-613-05 | CSAH         | CSAH 4 & 13; access to Clear Lake                                       | road improvements   | 2,413,214           |
| <b>TOTAL:</b>                                |       |                        |              |   |                     | <b>\$4,595,536</b>  |

\* Supplement to a previous allocation

NICSAH\BOOKS\FALL 2005\2005 History State Park Rd Acct

## Historical Review of 2005 State Park Road Account

October, 2005

**2005 Allotment \$2,709,838**

### 2005 Projects

| County     | Appr  | Project # | Jurisdiction | Location   | Type of Work      | SPR \$ Allocated |
|------------|-------|-----------|--------------|--|-------------------|------------------|
| Anoka      |       | 02-600-14 | Co. Rd.      | Twin Lakes County Park access road to East Twin Lake               | road improvements | \$50,000         |
| Beltrami   | 10/03 | 04-619-06 | CSAH         | CSAH 19; access to Lake Bemidji State Park                         | road improvements | \$1,200,000 *    |
| Crow Wing  |       | 18-600-27 | Twp          | Cullen Channel Lane: access to Middle Cullen Lake                  | road improvements | \$65,000         |
| Goodhue    |       | 25-600-04 | Twp          | Sunset Trail; access to Doer Memorial Hardwood Forest & Cannon Riv | road improvements | \$180,000        |
| Goodhue    | 06/02 | 25-628-03 | CSAH         | CSAH 28; Access to Frontenac State Park                            | road Improvements | \$17,683 *       |
| Itasca     |       | 31-600-08 | Co.Rd.       | Co.Rd 527; access to South Sturgeon Lake                           | road improvements | \$150,000        |
| McLeod     |       | 43-600-02 | Co. Rd.      | CO. Rd; Pipenburg Co. Park, access to Belle Lake                   | road improvements | \$55,000         |
| Otter Tail |       | 56-600-23 | Twp          | Beaver Dam Twp Rd; access to Star Lake                             | road improvements | \$101,000        |
| Scott      |       | 70-600-09 | Twp          | Twp 57; access to Mn Valley State Recreation Area                  | road improvements | \$225,000 *      |
| Sherburne  |       | 71-600-03 | Twp          | 233rd Ave Orrock Twp: access to Sand Dunes State Forest            | road improvements | \$300,000        |
| Wright     |       | 86-600-05 | Twp          | Armitage Ave Silver Ck Twp; access to Eagle Lake                   | road improvements | \$100,000        |

**TOTAL: \$2,443,683**

### PROJECTS ADDED AFTER JUNE 2005

|           |       |           |      |   |                   |             |
|-----------|-------|-----------|------|---|-------------------|-------------|
| Becker    |       | 03-600-09 |      | Wolf Lake Twp Road 0.7 mi access to Wolf Lake         | road Improvements | \$46,118    |
| Big Stone |       | 06-600-02 |      | Mallard Point Township Road; access to Big Stone Lake | road Improvements | \$130,378 * |
| Douglas   |       | 21-600-10 | Twp  | CR 108; Access To Little Cchippewa Lake               | road Improvements | \$256,883   |
| Douglas   |       | 21-600-14 | Twp  | Sandy Beach Road;access to Lake Miltna                | road Improvements | \$30,000 *  |
| Goodhue   | 06/02 | 25-628-03 | CSAH | CSAH 28; Access to Frontenac State Park               | road Improvements | \$780 *     |
| Isanti    |       | 30-600-04 | Twp  | 277th Ave; access to Blue Lake                        | road Improvements | \$78,000 *  |
| Steele    |       | 74-640-   | CSAH | CSAH 40; Rice Lake State Park                         | road Improvements | \$100,000   |

**TOTAL: \$3,085,842**

\* Supplement to a previous allocation

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## OTES and COMMENTS

[illegible]



# **C.S.A.H. 20-Year Traffic Projection Factors**

**(For Use in the 2005 C.S.A.H. Needs Study)**

**October, 2005**

The map on the following page indicates the 20-year traffic projection factors used for the 2005 Needs Study.

For those counties whose traffic was counted in 2004 and for which we received traffic maps in 2005, two factors are shown. The first factor is the one used in the 2004 Needs Study and the second one was computed using 2004 traffic and has been used for the 2005 Needs Study.

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

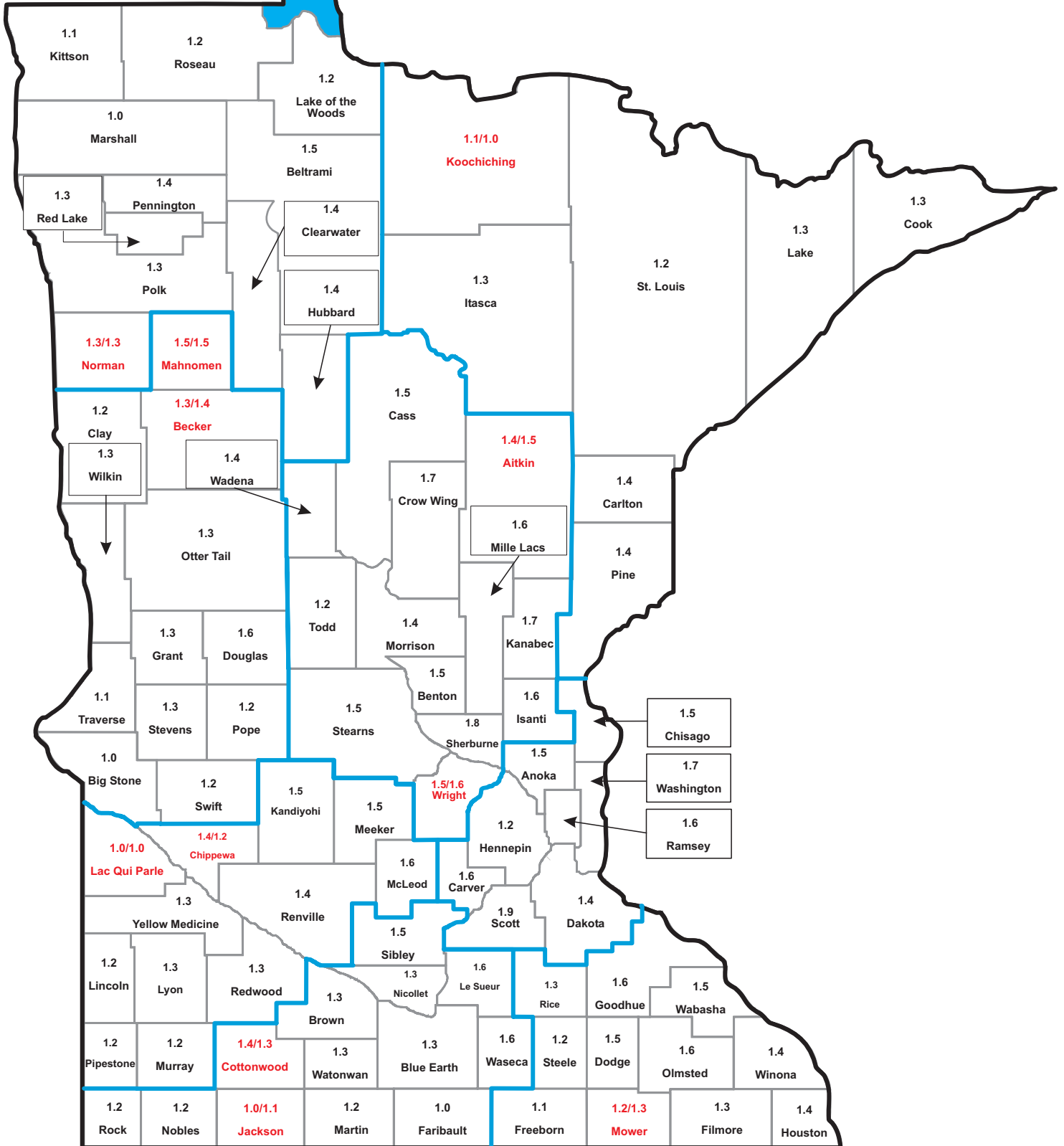
The following counties were counted in 2004 and we received new traffic maps in 2005.

|                 |                    |                      |               |
|-----------------|--------------------|----------------------|---------------|
| <b>Aitkin</b>   | <b>Cottonwood</b>  | <b>Lac Qui Parle</b> | <b>Norman</b> |
| <b>Becker</b>   | <b>Jackson</b>     | <b>Mahnomen</b>      | <b>Wright</b> |
| <b>Chippewa</b> | <b>Koochiching</b> | <b>Mower</b>         |               |



# CSAH 20-Year Traffic Projection Factors (For use in the 2005 Needs Study)

October, 2005



Old and new factors are shown for those counties whose traffic was counted in 2004 and for which the Needs Unit has received updated traffic maps.

# Advance of CSAH Construction Funds from the State Aid Construction Account

October, 2005

Resolutions adopted at the October, 1995 County Screening Board meeting indicate the guidelines to be used to advance CSAH construction funds to individual counties.

| Actual Expenditures as of 9/08/2005 |              |
|-------------------------------------|--------------|
| Maximim \$'s Allowable to Advance:  | \$16,268,127 |
| Less \$'s Actual Advances:          | \$12,860,259 |
| Less Outstanding Reserve \$ Amount: | \$3,407,868  |
| Remaining Available to Advance:     | \$0          |

The following listings for "Request Made by Resolution" includes multiple year repayments and outstanding previous year advances.

| County       | Request Made<br>by Resolution | \$'s Actually<br>Advanced |
|--------------|-------------------------------|---------------------------|
| Anoka        | \$3,824,165                   | \$545,584                 |
| Becker       | 1,365,137                     | 1,024,470                 |
| Blue Earth   | 214,860                       | 0                         |
| Brown        | 473,422                       | 108,422                   |
| Cass         | 2,641,633                     | 2,572,202                 |
| Chippewa     | 175,000                       | 0                         |
| Clay         | 1,400,000                     | 456,387                   |
| Clearwater   | 800,000                       | 800,000                   |
| Crow Wing    | 400,000                       | 0                         |
| Dodge        | 1,441,486                     | 1,271,884                 |
| Faribault    | 150,000                       | 0                         |
| Hubbard      | 1,650,301                     | 1,508,477                 |
| LeSueur      | 1,869,832                     | 1,615,284                 |
| Lyon         | 740,000                       | 0                         |
| Mille Lacs   | 126,838                       | 1,838                     |
| Mower        | 500,000                       | 0                         |
| Murray       | 75,000                        | 0                         |
| Olmsted      | 2,480,000                     | 36,586                    |
| Otter Tail   | 100,000                       | 0                         |
| Pine         | 110,000                       | 0                         |
| Pipestone    | 100,000                       | 100,000                   |
| Pope         | 600,000                       | 600,000                   |
| Polk         | 580,000                       | 0                         |
| Ramsey       | 5,956,340                     | 0                         |
| Rice         | 835,000                       | 796,441                   |
| Rock         | 222,000                       | 0                         |
| St. Louis    | 6,613,116                     | 0                         |
| Sibley       | 632,292                       | 632,292                   |
| Stearns      | 1,500,000                     |                           |
| Watonwan     | 300,000                       | 0                         |
| Wilkin       | 886,212                       | 729,848                   |
| Wright       | 1,506,773                     | 60,544                    |
| <b>TOTAL</b> | <b>\$40,269,407</b>           | <b>\$12,860,259</b>       |

# Hardship Transfers

OCTOBER, 2005

**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    |                    |                                 |
|-----------------------|--------------------|---------------------------------|
| <u><b>CY 1997</b></u> |                    |                                 |
| 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              | <u>\$420,000</u>   | Spring 1997 flood damage        |
|                       | <b>\$3,250,000</b> |                                 |
| <u><b>CY 2001</b></u> |                    |                                 |
| Pennington            | <u>\$296,000</u>   | #24 & #27 County Road System    |
|                       | <b>\$296,000</b>   |                                 |
| <u><b>CY 2003</b></u> |                    |                                 |
| Traverse              | <u>\$268,915</u>   | Disastrous fire destroying      |
|                       | <b>\$268,915</b>   | Wheaton Hwy shop                |
| <u><b>CY 2004</b></u> |                    |                                 |
| Kittson               | <u>\$100,000</u>   | wet weather, poor drying &      |
|                       | <b>\$100,000</b>   | heavy comm truck damage         |
| <b>Total</b>          | <b>\$3,914,915</b> |                                 |

# Maintenance Facilities

October, 2005

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

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

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

| <b>Maintenance Facilities</b> |                     |                                  |
|-------------------------------|---------------------|----------------------------------|
| <b>CY 2000</b>                |                     |                                  |
| Carver                        | \$343,632.04        | Public Work Bldg                 |
| Mahnomen                      | 422,867.00          | Maintenance Facility             |
| Pine                          | <u>363,848.03</u>   | Sandstone Bldg Addition          |
|                               | \$1,130,347.07      |                                  |
| <b>CY 2001</b>                |                     |                                  |
| Carver                        | \$500,000.00        | Public Work Bldg                 |
| Nobles                        | <u>500,000.00</u>   | Maintenance Facility             |
|                               | \$1,000,000.00      |                                  |
| <b>CY 2002</b>                |                     |                                  |
| Carver                        | \$168,398.26        | Public Work Bldg                 |
| Dodge                         | 115,216.86          | Access to maintenance facility   |
| Hennepin                      | <u>260,000.00</u>   | Salt/Sand storage facility-Orono |
|                               | \$543,615.12        |                                  |
| <b>CY 2003</b>                |                     |                                  |
| Cottonwood                    | <u>\$90,458.55</u>  | Salt shed                        |
|                               | \$90,458.55         |                                  |
| <b>CY 2004</b>                |                     |                                  |
| Carlton                       | <u>\$550,000.00</u> | Maintenance Facility             |
|                               | \$550,000.00        |                                  |
| <b>CY 2005</b>                |                     |                                  |
| Dodge                         | \$160,000.00        | Maintenance Facility             |
| Morrison                      | 1,134,368.89        | Public Works Bldg                |
| Swift                         | <u>417,102.00</u>   | Admin office & Outshops          |
|                               | \$1,134,368.89      |                                  |
| <b>Total to Date</b>          | <b>8,083,033.94</b> |                                  |

**Approved projects without payment requests**

|            |              |                      |
|------------|--------------|----------------------|
| Cottonwood | \$200,000.00 | Windom addition      |
| Hubbard    | \$280,000.00 | Maintenance Facility |

\* - Projects funded with bonds

## **MAINTENANCE FACILITIES – CURRENT PROCESS**

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

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

### **Approval Process**

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

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

2. DSAE reviews request, makes recommendation for reimbursement and forwards to SALT Engineer for review and final approval.
3. SALT Engineer notifies county of the approved percent or lump sum and forwards copy of county request and approval letter to State Aid Finance (SAF).

### **Partial Payment Process**

1. County obtains State Aid Project number from SALT.
2. County submits State Aid Payment Request identifying the costs as Maintenance Facility in the "Other Costs" section of the form, for up to 95% of the estimated cost of the facility.
  - The amount requested should use the same percentage of total cost or lump sum amount as approved by SALT.
  - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities. Payment request may be sent directly to SALT.
3. If the facility is being funded with State Aid Bonds
  - The county must submit a bond schedule to SAF.
  - A State Aid Payment Request is required to be applied against the bond.
  - If the final cost is less than bond principal, excess funds must be repaid to the county or municipalities state aid account or bond principal payments reduced to total cost and remaining principal paid from local funds.

### **Final Payment Process**

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

9/23/2005

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING  
JUNE 1 & 2, 2005  
BREEZY POINT RESORT

Chairman, Steve Kubista, Chippewa County Engineer called the meeting to order at 1:05 p.m., June 1, 2005.

**ATTENDANCE**

Roll call of members:

|                                       |                        |
|---------------------------------------|------------------------|
| Dave Christy, Itasca                  | District 1 (alternate) |
| Kelly Bengtson, Kittson               | District 2             |
| Mitch Anderson, Stearns               | District 3             |
| Larry Haukos, Traverse                | District 4             |
| Bill Malin, Chisago                   | Metro East             |
| Roger Gustafson, Carver               | Metro West             |
| Allen Henke, Houston                  | District 6             |
| Wayne Stevens, Brown                  | District 7             |
| Steve Kubista, Chippewa/Lac Qui Parle | District 8             |
| Don Theisen, Washington               | Urban                  |
| Doug Fisher, Anoka                    | Urban                  |
| Mark Krebsbach, Dakota                | Urban                  |
| Jim Grube, Hennepin                   | Urban                  |
| Ken Haider, Ramsey                    | Urban                  |
| Jim Foldesi, St. Louis                | Urban (alternate)      |

Chairman, Steve Kubista asked for a motion to approve the October 20 & 21, 2004 Screening Board Minutes held at Arrowwood Conference Center. Motion by Jim Grube and seconded by Bill Malin, motion passed unanimously.

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

|                          |            |
|--------------------------|------------|
| Dan Sauve, Clearwater    | District 2 |
| John Welle, Aitkin       | District 3 |
| Brad Wentz, Becker       | District 4 |
| Mitch Rasmussen, Scott   | Metro      |
| Dennis Luebbe, Rice      | District 6 |
| John McDonald, Faribault | District 7 |
| Randy Groves, Murray     | District 8 |

Chairman Steve Kubista recognized the General Subcommittee: Chairman, Rich Heilman, Isanti County, Dave Rholl, Winona County and Doug Fischer, Anoka County. This will be Rich's last meeting and will be replaced by Brian Giese, Stevens County.

Roll call of MnDOT personnel:

|                   |   |
|-------------------|---|
| Julie Skallman    | State Aid Engineer Division Director    |
| Rick Kjonaas      | Deputy State Aid Engineer               |
| Patti Simmons     | State Aid Programs Engineer             |
| Diane Gould       | Manager, County State Aid Needs Unit    |
| Kim DeLaRosa      | State Aid Financial Specialist          |
| Mark Channer      | CSAH Needs Effective June 1             |
| Marshall Johnston | Manager, Municipal State Aid Needs Unit |
| Walter Leu        | District 1 State Aid Engineer           |
| Lou Tasa          | District 2 State Aid Engineer           |
| Terry Nichols     | Assistant District 3 State Aid Engineer |
| Merle Earley      | District 4 State Aid Engineer           |
| Steven Kirsch     | District 6 State Aid Engineer           |
| Doug Haeder       | District 7 State Aid Engineer           |
| Tom Behm          | District 8 State Aid Engineer           |
| Mark Gieseke      | Metro District State Aid Engineer       |
| Mike Kowski       | Metro State Aid                         |
| Jim Koivisto      | Project Delivery Engineer               |

Others in attendance were:

Corky Kleven, Red Lake  
Dave Robley, Douglas  
Dave Halbersma, Pipestone  
John Brunkhorst, McLeod  
Nick Anderson, Big Stone  
Doug Grindall, Koochiching  
Mic Alm, Norman  
Nathan Richman, Waseca  
Rick West, Otter Tail  
Mike Wagner, Nicollet  
Mike Sheehan, Olmsted  
Greg Isakson, Goodhue  
Darin Mielke, Sibley  
Lyndon Robjent, Anoka

**ELECTION OF VICE-CHAIRMAN**

Chairman Steve Kubista informed the group that a vice chairman must be elected. Don Theisen nominated Mitch Anderson, seconded by Doug Fischer, motion passed unanimously, congratulations Mitch.

**REVIEW OF SCREENING BOARD REPORT**

Chairman Steve Kubista asked Diane Gould to review the Screening Board book. Diane reviewed the report which she has previously done out in all the Districts. Chairman Steve Kubista

suggested that any action taken on the report should wait until Thursday, June 2, 2005. Since Diane has been out to the Districts the County Engineer changes have been: Marshall County hired Lon Aune, Clay County did not reappoint Jack Cousins and Dave Overbo is acting County Engineer, Sherburne County appointed Rhonda Lewis as County Engineer, Lincoln County hired Lee Amundson, he starts June 6<sup>th</sup>, Swift County is vacant with Tallack Johnson acting and Yellow Medicine is vacant.

A) General Information - pages 2-5, Trend of CSAH Unit Prices  
No comments or questions.

B) Unit Price Recommendations - Pages 6-15

Diane informed the Board that on page 6 is where they explain the procedure to arrive at the inflated gravel base prices and the recommendation from the General Subcommittee, so for those counties that do not have 50,000 tons or more they will use the surrounding counties. The Figure A recommended gravel price handout shows in the top figure what you had for your gravel base price in the 2004 needs study, the second row gives you the number of projects in your five year average, the number of miles, the tonnage used and your five year unit price and the bottom figure is the inflated unit price for 2005. There were 5 counties that had less than 50,000 tons as shown on the Figure A chart, there were 21 counties that decreased, 64 counties that increased and 2 counties stayed the same. Anoka County had the largest decrease of \$ 1.94. She stressed that our review of projects listed should be looked over to make sure some projects do not get missed.

The unit price inflation factor on page 7 is applied to each of the previous four years, where they divide the annual average by the current year's average to come up with the inflation factor. Then the factor is applied on page 8 and 9 to come up with your inflated gravel base price. Page 10 and 11 show those counties with less than 50,000 tons of gravel base and using surrounding counties that do have 50,000 tons and what their recommended price would be. For Chippewa County the price should be \$6.43.

C.S.A.H. roadway unit prices on pages 12 were figured using the increment method to determine each county's unit prices. Note the change on page 12 where the Combined Bit. Base & Surface prices are shown for both the outstate and metro counties. This was agreed to previously to reflect the difference in cost. Pages 13 and 14 shows the break down of the gravel base and bituminous surface cost and quantity for Outstate and Metro unit prices used for this year's calculations.

C.S.A.H. miscellaneous unit prices on pages 15 were figured using the recommended Mn/DOT prices. Storm Sewer prices were taken from Mn/DOT's hydraulic estimating section, which increased a small amount. Curb and Gutter was taken from the MSAS needs study, which increased to \$ 9.31, which was recommended by the General Subcommittee. Page 19 shows the bridge prices recommended from the State Aid Bridge Office that were constructed in 2004. Railroad crossing protection comes from the rail office, those costs are shown on page 17 with the General Subcommittee's recommendation.

Pages 20 and 21 Minor Structures, Diane commented they have been working with the Bridge Office and the General Subcommittee, currently in the Needs study if you had a single box you did not receive end section costs. With the information shown on page 20

they will be incorporating the cost for 2 end sections for a single, 4 end sections for a double and 6 end sections for a triple box installation. They have also been looking at removing concrete arch pipe span from the needs study and just use the box culverts because their prices are somewhat similar, see attached handout. If this is done then a revised new formula would be looked at and would account for the recovery area, variable slope and skew. The General Subcommittee feels if all this can be accomplished then we would only have Box culverts in the Needs Study.

Page 22 shows the Needs Adjustments for Variances Granted on CSAHs, which lets you build something different than the rules allow and has a 10 year adjustment applied accumulatively into a one year adjustment.

C) No Mileage Requests

The criteria necessary for CSAH designation is on page 24.

The History of Additional Mileage request can be found on pages 25-27. Sherburne County was the last mileage request approved by the Screening Board and all miles will go on their system this year. Diane has heard there may be 2 to 3 mileage requests for the Fall meeting.

On page 28 is a list of Banked mileage, this mileage is banked due to a change in their system and does not earn mileage apportionment or money needs.

Reports of Historical documentation is shown on pages 29-33 only as information, for Carver County, Dakota County, Lake County, St. Louis County and Washington County CSAH mileage requests

D) State Park Road Account - Pages 36-39

Diane Gould explained page 36 covers the Minnesota Statute on State Park Road Account and pages 37-39 are the history of SPR Account Projects from 2003 to 2005. Goodhue County should be listed showing an approved additional \$ 17,683 on CSAH 28. Hubbard County mentioned that their total is \$ 375,000 but was shown in a previous year's allocation.

E) Reference Material - Pages 42-70

Diane Gould explained page 42 the advancing of CSAH Construction funds from the State Aid Construction Account. Rick Kjonaas has been working with counties as the need arises and as projects are being let, he's hoping that everyone will be able to advance the needed dollars.

Page 43 shows the sum of the previous Hardship Transfers, just informational.

Pages 44 and 45 shows which counties have funded Maintenance facilities with CSAH funds. These project funds do not reduce your needs but are reviewed on a one by one bases and Rick Kjonaas does work with finance as funding is requested.

Pages 46-47 is the report received from the Local Road Research Board showing projects from the 2004 to 2006. The rest of the book has the minutes from the 2004 Fall Screening Board meeting, the CSAH General Subcommittee meetings, the Current Resolutions of the Screening Board and a list of County Engineers addresses and phone numbers.

Diane and Rich Heilman explained the General Subcommittee's thoughts on how Traffic Projection Factors may be handled in the future based on the minutes from page 54 and 55.

Chairman Steve Kubista asked the board if they had any questions, comments or concerns about the book that should be discussed or looked at.

Allen Henke, Houston County, District 6 was concerned about the Hardship Transfers and Bonding for Maintenance Facilities which are items that do not reduce your needs. They felt there was a loop hole; if you use local dollars to work on your CSAH system then ask for credit for local effort, would not be fair. Diane commented that they have not done a cross check to see if some county was doing this. Don Theisen commented that if a county has a true hardship and are trying to build a facility he did feel they would have a lot of local funds available. Steve Kubista, Chippewa and Lac Qui Parle County, District 8 felt concern as we go to our legislators and ask for money and this is in the book showing us using our money on building facilities. Don Theisen commented that building facilities are just as important as our roads without them we don't have facilities to work out of and house our equipment. Wayne Stevens, Brown County, District 7 wanted consideration for pedestrian bridges and underpass projects for "After the fact needs".

Julie Skallman commented on the Task Force Report dealing with Trunk Highway Turnbacks. (see attachment) Rick Kjonaas commented that through the back log of projects that were agreed on before 1998 as far as everyone concerned those projects are complete, although there still is about 50 million dollars left undone and the money is set aside and available for those projects. The projects have not been done due to scheduling or readiness by the counties.

Chairman Steve Kubista asked for a motion to recess until tomorrow morning at 8:30, Doug Fischer made the motion with a second from Ken Haider, motion carried.

The meeting reconvened at 8:30 a.m. June 2, 2005 with all members present.

Chairman Steve Kubista thanked Rich Heilman, Isanti County for serving on the General Subcommittee and will be replaced by Brian Giese, Stevens County.

Chairman Steve Kubista started the meeting with action on the Screening Book, identifying the items from the index.

### **ACTION ON SCREENING BOOK**

#### **A) Unit Prices Recommendations, Pages 10-16**

Chairman Steve Kubista asked if their questions on Figure A and approval of the 2000-2004 CSAH Gravel Base Unit Prices. Motion by Roger Gustafson to approve the General Subcommittee's recommendation to accept the unit prices as shown on Figure A, seconded by

Kelly Bengtson, motion carried.

Chairman Steve Kubista asked for a motion to approve the CSAH Miscellaneous Unit Prices. Motion by Doug Fischer to approve the 2005 CSAH Miscellaneous Unit Price Report, seconded by Jim Foldesi, motion carried.

Chairman Steve Kubista commented that the discussion on arch pipe verses box culverts in the needs should be considered so the new formula can be determined and the arch pipes be replaced with box culverts, which are similar in price. Rick Kjonaas commented that the existing formula was not calculating items correctly so they would like to see a change. Motion by Larry Haukos to replace the steel arch pipe with concrete box culverts, seconded by Jim Grube, motion carried.

Chairman Steve Kubista suggested that Rick Kjonaas comment on the Advance of CSAH Construction Funds. Rick felt they will and try honor everyone's request for advanced money, so far so good. Rick commented on the Maintenance Facilities information in the book, they felt that everyone should be aware where the money is being spent and what the law allows as far as what money can be used to build these facilities.

Chairman Steve Kubista asked the group to go to page 55 where the General Subcommittee is suggesting a change to how Traffic Projection Factors are determined because of variation across the state on how they are determined. Motion by Doug Fischer to approve the General Subcommittee's recommendation found on page 55: "where (conditions warrant) **a traffic count or a traffic study warrant a change**, with", seconded by Ken Haider, motion carried.

Diane informed the group the Fall book will not have updates for the "Comparison of Rural and Urban Grading Construction Costs to the Needs Study Cost" due to personal changes in the office, but it will hopefully be done by the end of the year to be used for the 2006 allocation.

Chairman Steve Kubista brought up for discussion the topic from Allen Henke, District 6 about their concerns about the Hardship Transfers and Bonding for Maintenance Facilities which are items that do not reduce your needs. They felt there was a loop hole; if you use local dollars to work on your CSAH system then ask for credit for local effort, it would not be fair. Comments from the group stated that the system has these tools to operate under and the counties and their DSAE should be able to determine if things are done according to the rules. The item died for lack of a motion.

Chairman Steve Kubista brought up for discussion the topic from Wayne Stevens, District 7 wanted consideration for pedestrian bridges and underpass projects for "After the fact needs". After a few comments for the group, Wayne Stevens made a motion to accept pedestrian bridges and underpass projects for "After the fact needs", motion died for lack of a second to the motion. Don Theisen made a motion to have this item studied by the General Subcommittee, seconded by Jim Grube, motion passed.

Chairman Steve Kubista asked if we should be considering mileage requests being the Functional Class review is now being studied. Julie felt that the study could take some time and if you hold up mileage requests then there probably shouldn't be changes made to the system either. Comments heard from the group, any county doing a mileage request probably has already made their

changes. So the group felt we should continue on with business whether there was a study going on or not.

Rick Kjonaas informed the group about all the truck studies going on. One is the 10 Ton committee is trying to develop the criteria to support the 10 Ton map to have some consistence and develop a cost estimate. One of the items they are relying on is the Freight generator information being collected. The 10 Ton committee and the Truck Weight Implementation committee have decided to join in a legislative call to talk over issues.

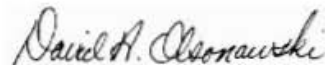
The next meeting will be October 19 & 20 near Deerwood at Ruttgers Bay Lake Resort.

The group discussed whether we should continue a two day meeting or consider a one day meeting.

The group discussed the items coming up like the study on the Mission Study and Functional Class, travel time for most is 4 5 hours which requires an over night stay and Julie will visit with President Rick West on specific topics to be discussed or different meeting times.

Motion by Kelly Bengtson, seconded by Bill Malin to adjourn the Screening Board meeting, motion passed.

Respectively Submitted,

A handwritten signature in dark ink, appearing to read "David A. Olsonawski". The signature is written in a cursive, flowing style.

David A. Olsonawski  
Screening Board Secretary  
Hubbard County Engineer

# **CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD**

BE IT RESOLVED:

## **ADMINISTRATIVE**

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

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

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

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

### **Appearance at Screening Board - Oct. 1962**

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

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

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

### **Screening Board Vice-chairman - June 1968**

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

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

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

### **Screening Board Secretary - Oct. 1961**

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

### **Research Account - Oct. 1961**

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

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

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

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

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

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

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

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

- 1) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year plus any repayment due from the previous years advancing and \$40 million. Advanced funding will be granted on a first come-first served basis.
- 1a) In order to allow for some flexibility in the advancement limits previously stated, the \$40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.
- 2) Total advances to the Regular Account shall be limited to the counties last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.
- 3) Total advances to the Municipal Account shall be limited to the counties last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.

- 4) In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.
- 5) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that Counties construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come - first served is established by payment requests and/or by the process describe in (5).
- 6) Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:
  - a) the amount requested is within the amount authorized by the County Board Resolution,
  - b) the amount requested is consistent with the other provisions of this guideline, and
  - c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.

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

## **NEEDS ADJUSTMENTS**

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

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

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

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

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

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

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

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

#### **County State Aid Construction Fund Balances - May 1975 (Latest Rev. October 1996)**

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

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

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

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

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

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

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

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

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

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

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

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

#### Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

#### Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

### **MILEAGE**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **TRAFFIC**

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

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

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

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

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

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

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

## **ROAD NEEDS**

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

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

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

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

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

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

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

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

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

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

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

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

#### **Rural Design Grade Widening - June 1980**

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

##### **Feet of Widening**

##### **Needs Cost/Mile**

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

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

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

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

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

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

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

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

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

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

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

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

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

That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules Chapter 8820.0100 Subp. 13b shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.

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

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

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

#### **Loops and Ramps - May 1966**

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

## **BRIDGE NEEDS**

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

That the minimum bridge widening be 4 feet.

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

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

## **AFTER THE FACT NEEDS**

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

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

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

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

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

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

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

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

## **VARIANCES**

### **Variance Subcommittee - June 1984**

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

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

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

- 1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.
- 2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.

Examples:     a)     Segments whose needs are limited to the center 24 feet.

                  b)     Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).

- 3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.
  - a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.
  - b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.
  - c) In the event a variance is granted for resurfacing an existing roadway involving substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.

- 4) Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.
- 5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical need calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.

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

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

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

- 7) There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.
- 8) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.
- 9) Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.

NCSAH\BOOK\SPRING 2005\RESOLUTION 2005



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[illegible]

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85 Dave Rholi  
D 6 Winona County Engineer  
5300 Highway 61 West  
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86 Wayne A Fingalson  
D 3 Wright County Engineer  
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87 Andy Sander  
D 8 Yellow Medicine Co. Engineer  
County Highway Dept  
1320 13Th Street  
Granite Falls, MN 56241-1286  
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FIGURE A

26-Sep-05

2005 COUNTY SCREENING BOARD DATA  
OCTOBER, 2005  
DEVELOPMENT OF THE TENTATIVE 2006 MONEY NEEDA APPORTIONMENT

| COUNTY            | BASIC 2005<br>25 YEAR<br>CONST.<br>NEEDS | SCREENING<br>BOARD<br>RESTRICT. | RESTRICTED<br>2005<br>25-YEAR<br>CONST.<br>NEEDS | RURAL<br>COMPLETE<br>GRADING<br>ADJUST. | URBAN<br>COMPLETE<br>GRADING<br>ADJUST. | (MINUS)<br>STATE AID<br>CONST.<br>FUND<br>BALANCE<br>DEDUCT. | BOND<br>ACCOUNT<br>ADJUST. | (MINUS)<br>SPECIAL<br>RESURFACING<br>ADJUST. | (PLUS)<br>BR. DECK<br>REHAB.<br>"AFTER<br>"THE FACT"<br>NEEDS | (PLUS)<br>Mn/DOT<br>BRIDGE NEEDS<br>"AFTER<br>"THE FACT"<br>NEEDS | (PLUS)<br>RIGHT OF<br>WAY<br>"AFTER<br>THE FACT"<br>NEEDS | (PLUS)<br>MISC.<br>"AFTER<br>THE FACT"<br>NEEDS | VARIANCE<br>ADJUST. | CREDIT FOR<br>LOCAL<br>EFFORT | (MINUS)<br>NON<br>EXISTING<br>CSAH NEEDS<br>ADJUST. | ADJUSTED<br>25 YEAR<br>CONST.<br>NEEDS | ANNUAL<br>CONST.<br>NEEDS | MILL<br>LEVY<br>DEDUCT. | ANNUAL<br>MONEY<br>NEEDS | MONEY<br>NEEDS<br>FACTORS | MONEY<br>NEEDS<br>APPORT.<br>(LESS THTB<br>ADJUST.) | 2004<br>THTB<br>ADJUST. | TENTATIVE<br>MONEY<br>NEEDS<br>APPORT. | ADJUST.<br>TO<br>MINIMUM<br>COUNTIES | MAXIMUM<br>FACTOR<br>FOR OTHER<br>77.000000<br>COUNTIES | MINIMUM<br>COUNTY<br>ADJUST.<br>FOR OTHER<br>COUNTIES | TENTATIVE<br>2006<br>MONEY<br>NEEDS<br>APPORT. | MONEY<br>NEEDS<br>FACTORS | ANNUAL<br>RECOMMENDATION<br>TO THE<br>COMMISSIONER | COUNTY            |             |         |
|-------------------|--|---------------------------------|--|---|---|--|----------------------------|--|---|---|---|---|---------------------|-------------------------------|---|--|---------------------------|-------------------------|--------------------------|---------------------------|---|-------------------------|--|--------------------------------------|---|---|--|---------------------------|--|-------------------|-------------|---------|
| Carlton           | \$78,388,571                             |                                 | \$78,388,571                                     | \$12,005,129                            | (\$256,476)                             | (\$178,095)  | \$0                        |  | (\$3,421,794)   |   | \$1,019,822   | \$39,454  | (\$88,180)          | \$21,550                      |   | \$87,529,981                           | \$1,203,199               | (\$274,765)             | \$3,226,434              | 0.974420                  | \$1,735,841   |                         | \$1,735,841                            |                                      | 1.006101  | (\$43,168)  | \$1,692,673                                    | 0.9440                    | \$3,125,841  | Carlton           |             |         |
| Cook              | 51,287,470                               |                                 | 51,287,470                                       | 11,328,472                              | (133,499)                               | (1,300,513)  | 0                          |  | (1,947,733)   |   | 290,821   | 23,137  |                     |                               |   | 59,548,155                             | 2,381,926                 | (155,673)               | 2,226,253                | 0.672354                  | 1,197,738   |                         | 1,197,738                              |                                      | 0.694214  | (29,786)  | 1,167,952                                      | 0.6514                    | 2,156,845  | Cook              |             |         |
| Itasca            | 147,301,913                              |                                 | 147,301,913                                      | 51,835,158                              | 1,120,539                               | (17,017)   | 0                          |  | (4,980,887)   | \$466,914   | 1,386,886   | 310,310   |                     |                               | (\$720,583)   | 196,703,233                            | 7,868,129                 | (535,789)               | 7,332,340                | 2.214452                  | 3,944,845   |                         | 3,944,845                              |                                      | 2.286450  | (98,102)  | 3,846,743                                      | 2.1454                    | 7,103,740  | Itasca            |             |         |
| Koochiching       | 39,101,686                               | \$967,807                       | 40,069,493                                       | 6,088,494                               | 417,480                                 | (1,346)  | 0                          |  | (4,172,620)   |   | 1,150,454   | 0   |                     |                               |   | 43,551,955                             | 1,742,078                 | (104,264)               | 1,637,814                | 0.494639                  | 881,154   |                         | 881,154                                | \$1,670,289                          |   | 1.713374  | (50,345)                                       | 2,551,443                 | 1.4230   | 4,711,723         | Koochiching |         |
| Lake              | 68,772,108                               |                                 | 68,772,108                                       | 29,162,835                              | 2,640,707                               | 0  | 0                          |  | (4,296,046)   | 113,025   | 1,192,926   | 240,729   |                     |                               |   | 97,826,284                             | 3,913,051                 | (150,196)               | 3,762,855                | 1.136426                  | 2,024,440   |                         | 2,024,440                              |                                      |   | 1.974095  | 1.1010   | 3,645,540                 | Lake   |                   |             |         |
| Pine              | 136,453,780                              |                                 | 136,453,780                                      | 21,425,744                              | 6,733,707                               | 0  | 0                          |  | (6,347,049)   |   | 1,380,567   | 82,110  |                     |                               |   | 159,728,859                            | 6,389,154                 | (309,718)               | 6,079,436                | 1.836060                  | 3,270,774   |                         | 3,318,957                              |                                      |   | 1.923682  | (82,537)                                       | 3,236,420                 | 1.8050   | 5,976,663         | Pine        |         |
| St. Louis         | 510,997,959                              |                                 | 510,997,959                                      | 107,521,652                             | 39,409,991                              | 0  | 0                          |  | (14,057,922)  |   | 9,715,531   | 1,150,985                                       |                     |                               |   | 654,738,196                            | 26,189,528                | (1,044,106)             | 25,145,422               | 7.594209                  | 13,528,394  | 48,183                  | 13,528,394                             |                                      |   | 7.841118  | (336,430)                                      | 13,191,964                | 7.3574   | 24,361,460        | St. Louis   |         |
| District 1 Totals | \$1,032,303,487                          |                                 | \$1,033,271,294                                  | \$239,367,484                           | \$49,932,449                            | (\$1,496,971)  | \$0                        |  | (\$39,224,051)  | \$579,939   | \$16,137,007  | \$1,846,725                                     | (\$88,180)          | \$21,550                      | (\$720,583)   | \$1,299,626,663                        | \$51,985,065              | (\$2,574,511)           | \$49,410,554             | 14,922560                 | \$26,583,186  | \$48,183                | \$26,631,369                           | \$1,670,289                          | 14,924939   | (\$640,368)   | \$27,661,290                                   | 15,4272                   | \$51,081,812                                       | District 1 Totals |             |         |
| Beltrami          | \$106,424,369                            |                                 | \$106,424,369                                    | \$8,667,231                             | \$659,491                               | (\$1,108,240)  | \$0                        |  | (\$3,017,835)   | \$270,771   | \$1,205,509   | \$296,206                                       |                     |                               |   | \$113,397,502                          | \$4,535,900               | (\$282,298)             | \$4,253,602              | 1.284637                  | \$2,288,464   |                         | \$2,288,464                            |                                      |   | 1.326404  | \$2,231,554                                    | 1.2446                    | \$4,120,987  | Beltrami          |             |         |
| Clearwater        | 50,549,802                               | 1,453,535                       | 52,003,337                                       | 2,114,274                               | 90,481                                  | 0  | 0                          |  | (2,097,419)   |   | 718,110   | 118,443   |                     | \$283,863                     |   | 53,231,089                             | 2,129,244                 | (76,789)                | 2,052,455                | 0.619865                  | 1,104,233   |                         | 1,104,233                              |                                      |   | 0.640018  | (27,461)                                       | 1,076,772                 | 0.6005   | 1,988,463         | Clearwater  |         |
| Hubbard           | 58,576,922                               |                                 | 58,576,922                                       | 6,174,508                               | 483,216                                 | 0  | 0                          |  | (4,201,918)   |   | 2,008,843   | 18,213  |                     |                               |   | 63,059,784                             | 2,522,391                 | (324,094)               | 2,198,297                | 0.663911                  | 1,182,697   |                         | 1,182,697                              |                                      |   | 1.153285  | 0.6432   | 2,129,759                 | Hubbard  |                   |             |         |
| Kitson            | 56,401,655                               |                                 | 56,401,655                                       | 789,413                                 | (172,493)                               | 0  | 0                          |  | (1,853,962)   |   | 1,435,628   | 0   |                     |                               |   | 56,600,241                             | 2,264,010                 | (74,891)                | 2,189,119                | 0.661139                  | 1,177,759   |                         | 1,177,759                              |                                      |   | 0.682634  | (29,289)                                       | 1,148,470                 | 0.6405   | 2,120,867         | Kitson      |         |
| Lake of 'Woods    | 24,652,805                               | 1,965,698                       | 26,618,503                                       | 1,085,131                               | 297,581                                 | 0  | 0                          |  | (3,091,580)   |   | 176,828   | 0   |                     |                               |   | 25,086,463                             | 1,003,459                 | (44,467)                | 958,992                  | 0.289627                  | 515,944   |                         | 515,944                                | 1,044,234                            |   |   | 1.560,178                                      | 0.8701                    | 2,881,164  | Lake of 'Woods    |             |         |
| Marshall          | 80,809,315                               |                                 | 80,809,315                                       | 389,747                                 | 272,106                                 | (52,010)   | 615,000                    |  | (734,763)   |   | 2,197,007   | 99,410  | (28,310)            |                               |   | 83,567,502                             | 3,342,700                 | (108,706)               | 3,233,994                | 0.976704                  | 1,739,909   |                         | 1,739,909                              |                                      |   | 1.008459  | (43,269)                                       | 1,696,640                 | 0.9463   | 3,133,167         | Marshall    |         |
| Norman            | 55,838,936                               | 2,059,600                       | 57,898,536                                       | 1,246,691                               | 33,763                                  | (418,311)  | 0                          |  | (2,550,249)   |   | 687,304   | 0   |                     |                               |   | 56,897,734                             | 2,275,909                 | (77,433)                | 2,198,476                | 0.663965                  | 1,182,793   |                         | 1,182,793                              |                                      |   | 0.685552  | (29,414)                                       | 1,153,379                 | 0.6433   | 2,129,933         | Norman      |         |
| Pennington        | 33,864,412                               |                                 | 33,864,412                                       | 2,983,878                               | (60,987)                                | 0  | 0                          |  | (2,199,725)   |   | 531,560   | 0   |                     |                               |   | 35,119,138                             | 1,404,766                 | (81,360)                | 1,323,406                | 0.399684                  | 712,001   |                         | 712,001                                |                                      |   | 0.412679  | (17,706)                                       | 694,295                   | 0.3872   | 1,282,147         | Pennington  |         |
| Polk              | 135,904,986                              |                                 | 135,904,986                                      | 298,555                                 | 306,835                                 | 0  | 3,177,206                  |  | (868,832)   | 201,689   | 4,072,229   | 116,828   |                     | 6,113,142                     |   | 149,322,638                            | 5,972,906                 | (274,464)               | 5,698,442                | 1.720996                  | 3,065,798   |                         | 3,065,798                              |                                      |   | 2.989,556   | 1.6673   | 5,520,781                 | Polk   |                   |             |         |
| Red Lake          | 27,758,059                               | 992,919                         | 27,758,059                                       | 977,153                                 | 90,373                                  | 0  | 0                          |  | (4,318,829)   |   | 341,906   | 256,724   |                     |                               |   | 26,098,305                             | 1,043,932                 | (32,495)                | 1,011,437                | 0.305466                  | 544,160   |                         | 544,160                                | 466,988                              |   |   | 1.011,148                                      | 0.5639                    | 1,867,276  | Red Lake          |             |         |
| Roseau            | 69,293,569                               |                                 | 69,293,569                                       | (2,197,370)                             | 823,279                                 | 0  | 0                          |  | (3,175,015)   |   | 726,477   | 0   |                     |                               |   | 65,470,940                             | 2,618,838                 | (110,516)               | 2,508,322                | 0.757542                  | 1,349,492   |                         | 1,349,492                              |                                      |   | 0.782172  | (33,560)                                       | 1,315,932                 | 0.7339   | 2,430,118         | Roseau      |         |
| District 2 Totals | \$700,074,830                            |                                 | \$706,546,582                                    | \$22,529,211                            | \$2,823,645                             | (\$1,578,561)  | \$3,792,206                |  | (\$28,110,127)  | \$472,460   | \$14,101,401  | \$905,824                                       | (\$28,310)          | \$6,397,005                   | \$0   | \$727,851,336                          | \$29,114,055              | (\$1,487,513)           | \$27,626,542             | 8,343536                  | \$14,863,250  | \$0                     | \$14,863,250                           | \$1,511,222                          | 8,000364  | (\$343,263)   | \$16,031,209                                   | 8,9408                    | \$29,604,662                                       | District 2 Totals |             |         |
| Aitkin            | \$68,976,940                             |                                 | \$68,976,940                                     | \$15,727,863                            | (\$8,341)                               | \$0  | \$0                        |  | (\$1,573,627)   |   | \$1,514,129   | \$15,664  |                     |                               |   | \$84,652,628                           | \$3,386,105               | (\$268,577)             | \$3,117,528              | 0.941530                  | \$1,677,250   |                         | \$1,677,250                            |                                      |   | 0.972142  | (\$41,711)                                     | \$1,635,539               | 0.9122   | \$3,020,333       | Aitkin      |         |
| Benton            | 39,329,179                               |                                 | 39,329,179                                       | 9,530,340                               | 313,984                                 | (268,835)  | 0                          |  | (1,991,863)   |   | 1,295,344   | 150,409   |                     |                               |   | 48,358,558                             | 1,934,342                 | (337,930)               | 1,596,439                | 0.482143                  | 858,894   | \$7,737                 | 858,894                                |                                      |   | 0.502303  | (21,552)                                       | 836,631                   | 0.4713   | 1,560,598         | Benton      |         |
| Cass              | 90,747,597                               |                                 | 90,747,597                                       | 10,162,918                              | (218,595)                               | 0  | 0                          |  | (1,123,277)   |   | 1,231,687   | 0   |                     |                               |   | 100,800,330                            | 4,032,013                 | (608,506)               | 3,423,507                | 1.033939                  | 1,841,868   |                         | 1,841,868                              |                                      |   | 1.067555  | (45,804)                                       | 1,796,064                 | 1.0017   | 3,316,772         | Cass        |         |
| Crow Wing         | 99,729,556                               |                                 | 99,729,556                                       | 4,687,769                               | 115,983                                 | 0  | 0                          |  | (2,890,005)   |   | 1,300,809   | 553,910   |                     |                               |   | 103,498,022                            | 4,139,921                 | (1,078,030)             | 3,061,891                | 0.924727                  | 1,647,317   | 16,372                  | 1,663,689                              |                                      |   | 0.964282  | (41,373)                                       | 1,622,316                 | 0.9048   | 2,995,914         | Crow Wing   |         |
| Isanti            | 49,502,396                               |                                 | 49,502,396                                       | 11,265,289                              | (335,080)                               | (328,905)  | 0                          |  | (2,295,524)   |   | 668,584   | 0   |                     |                               |   | 58,476,760                             | 2,339,070                 | (379,048)               | 1,960,022                | 0.591949                  | 1,054,503   |                         | 1,054,503                              |                                      |   | 0.811195  | (26,224)                                       | 1,028,279                 | 0.5735   | 1,898,912         | Isanti      |         |
| Kanabec           | 36,502,121                               |                                 | 36,502,121                                       | 4,250,520                               | (294,695)                               | 0  | 0                          |  | (26,464)  |   | 40,793,857  | 362,375   |                     |                               |   | 40,793,857                             | 1,631,754                 | (153,596)               | 1,478,158                | 0.446421                  | 795,258   |                         | 795,258                                | 31,067                               |   |   | 1.043563                                       | (44,775)                  | 1,755,699  | 0.9792            | 3,242,231   | Kanabec |
| Millie Lacs       | 74,712,693                               |                                 | 74,712,693                                       | 15,845,368                              | 3,596,815                               | (37,173)   | 0                          |  | (5,717,821)   |   | 831,634   | 507,548   |                     |                               |   | 89,739,064                             | 3,589,563                 | (242,996)               | 3,346,567                | 1.010702                  | 1,800,474   |                         | 1,800,474                              |                                      |   | 1.142152  | (49,005)                                       | 1,751,469                 | 0.9792   | 3,242,231         | Millie Lacs |         |
| Morrison          | 91,669,850                               |                                 | 91,669,850                                       | 1,815,685                               | 1,002,182                               | (250,100)  | 0                          |  | (6,567,015)   |   | 1,255,686   | 0   |                     |                               |   | 100,027,918                            | 4,001,117                 | (338,387)               | 3,662,730                | 1.106187                  | 1,970,572   |                         | 1,970,572                              |                                      |   | 1.921567  | (44,005)                                       | 1,927,567                 | 0.9792   | 3,242,231         | Morrison    |         |
| Sherburne         | 33,759,259                               |                                 | 33,759,259                                       | 3,504,277                               | 288,169                                 | (1,044,279)  | 0                          |  | (842,933)   |   | 1,140,196   | 0   |                     |                               |   | 36,304,687                             | 2,274,187                 | (975,964)               | 1,274,223                | 0.384830                  | 685,540   |                         | 685,540                                |                                      |   | 0.397342  | (17,048)                                       | 668,492                   | 0.2728   | 1,234,487         | Sherburne   |         |
| Stearns           | 182,312,944                              |                                 | 182,312,944                                      | 20,168,894                              | 2,249,322                               | 0  | 0                          |  | (10,257,326)  |   | 1,446,846   | 696,037   |                     | 11,584                        |   | 196,628,301                            | 7,865,132                 | (1,399,014)             | 6,466,118                | 1.952843                  | 3,478,812   | 1,037                   | 3,479,849                              |                                      |   | 2.016936  | (86,538)                                       | 3,393,311                 | 1.8925   | 6,266,392         | Stearns     |         |
| Todd              | 51,426,342                               | 1,922,652                       | 53,348,994                                       | 2,235,883                               | 2,102,086                               | 0  | 0                          |  | (1,203,324)   |   | 4,426,987   | 16,745  | (145,880)           |                               |   | 56,281,491                             | 2,251,280                 | (212,764)               | 2,038,496                | 0.615649                  | 1,096,723   |                         | 1,096,723                              |                                      |   | 0.635666  | (27,274)                                       | 1,069,449                 | 0.5985   | 1,974,940         | Todd        |         |
| Wadena            | 34,614,316                               |                                 | 34,614,316                                       | 5,422,677                               | 631,070                                 | (12,097)   | 0                          |  | (1,785,430)   |   | 384,615   | 0   |                     |                               |   | 39,255,151                             | 1,570,206                 | (101,725)               | 1,468,481                | 0.443498                  | 790,051   |                         | 790,051                                | 1,740                                |   |   | 1.011,148                                      | 0.5639                    | 1,867,276  | Red Lake          |             |         |
| Wright            | 163,112,287                              |                                 | 163,112,287                                      | 38,261,924                              | 2,939,636                               | 0  | 0                          |  | (7,694,926)   | 54,677  | 3,068,662   | 2,033,625                                       |                     | 330,881                       |   | 202,106,766                            | 8,084,271                 | (1,363,755)             | 6,720,516                | 2.029674                  | 3,615,680   |                         | 3,615,680                              |                                      |   | 2.095664  | (89,916)                                       | 3,525,764                 | 1.9664   | 6,152,991         | Wright      |         |
| District 3 Totals | \$1,035,995,480                          |                                 | \$1,037,918,132                                  | \$154,368,055                           | \$12,995,516                            | (\$1,941,389)  | \$0                        |  | (\$44,569,535)  | \$54,677  | \$13,927,554  | \$3,973,938                                     | (\$145,880)         | \$342,465                     | \$0   | \$1,176,923,533                        | \$47,076,941              | (\$7,462,265)           | \$39,614,676             | 11,964092                 | \$21,312,942  | \$25,146                | \$21,338,088                           | \$32,807                             | 11,448800   | (\$491,220)   | \$20,879,675                                   | 11,6451                   | \$38,558,275                                       | District 3 Totals |             |         |
| Becker            | \$81,950,556                             |                                 | \$81,950,556                                     | \$6,891,493                             | (\$70,318)                              | \$0  | \$0                        |  | (\$6,575,001)   |   | \$1,102,743   | \$181,540                                       |                     |                               |   | \$83,481,013                           | \$3,339,241               | (\$390,911)             | \$2,948,330              | 0.890430                  | \$1,586,220   |                         | \$1,586,220                            |                                      |   | 0.919380  | (\$39,447)                                     | \$1,54                    |  |                   |             |         |