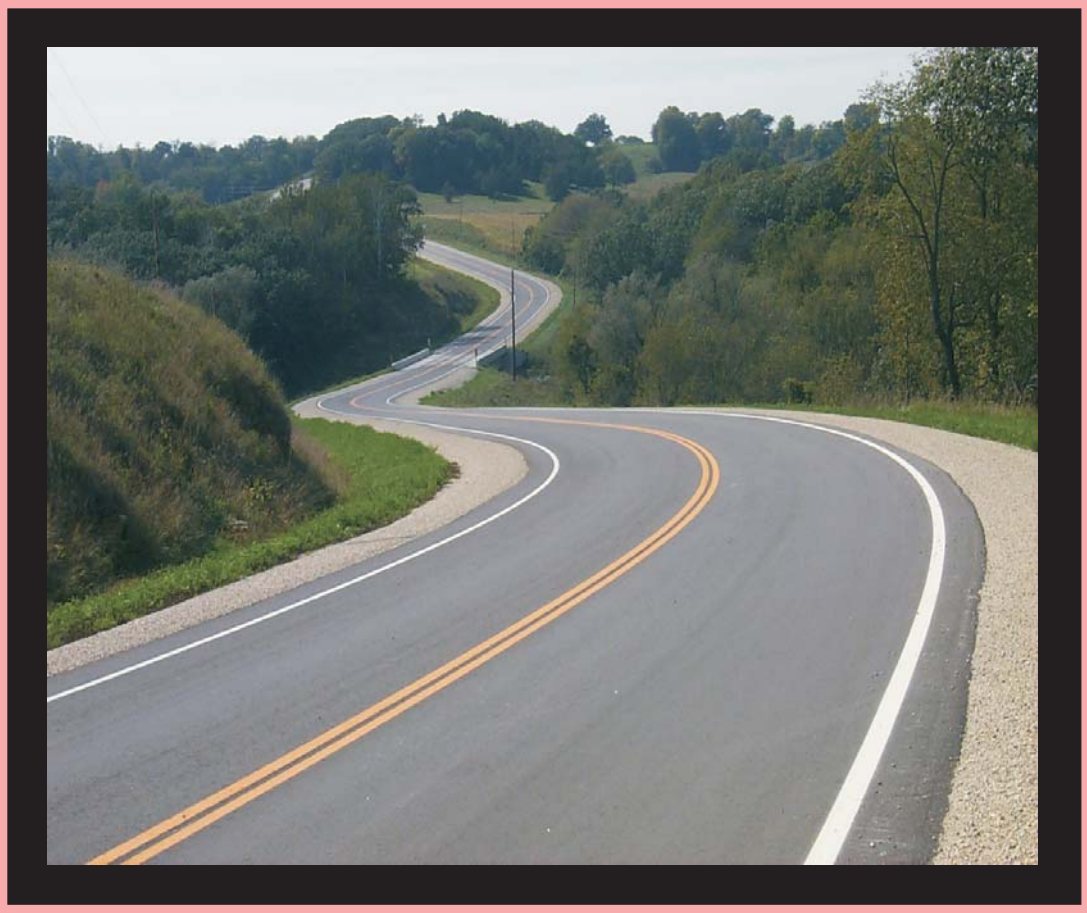
2007
COUNTY SCREENING BOARD DATA



FILLMORE COUNTY'S CSAH 40
2006 PROJECT OF THE YEAR

JUNE 2007

The State Aid Program Mission Study

Mission Statement:

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

Program Goals:

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

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

Key Program Concepts:

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

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

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

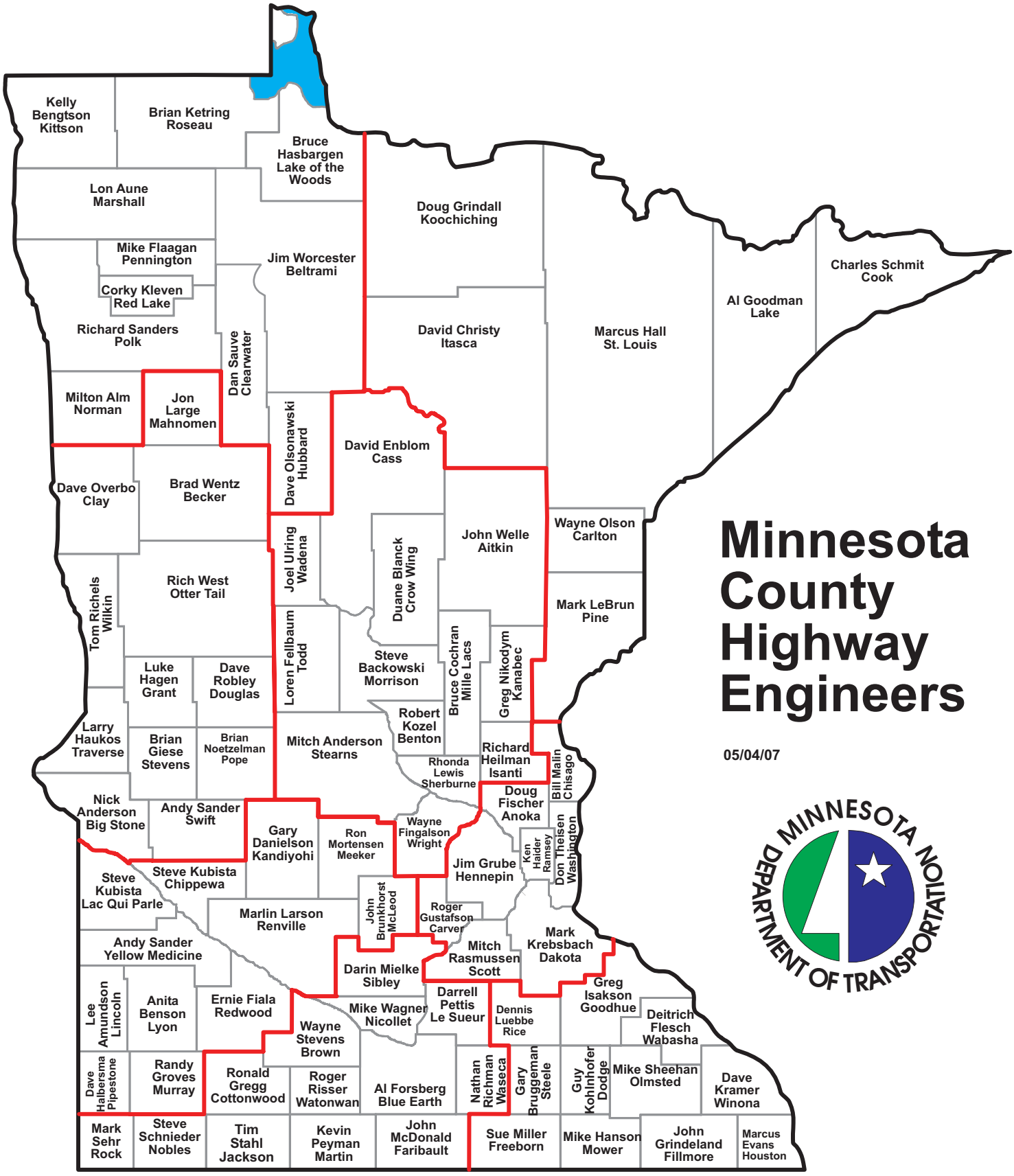
B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects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

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

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

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

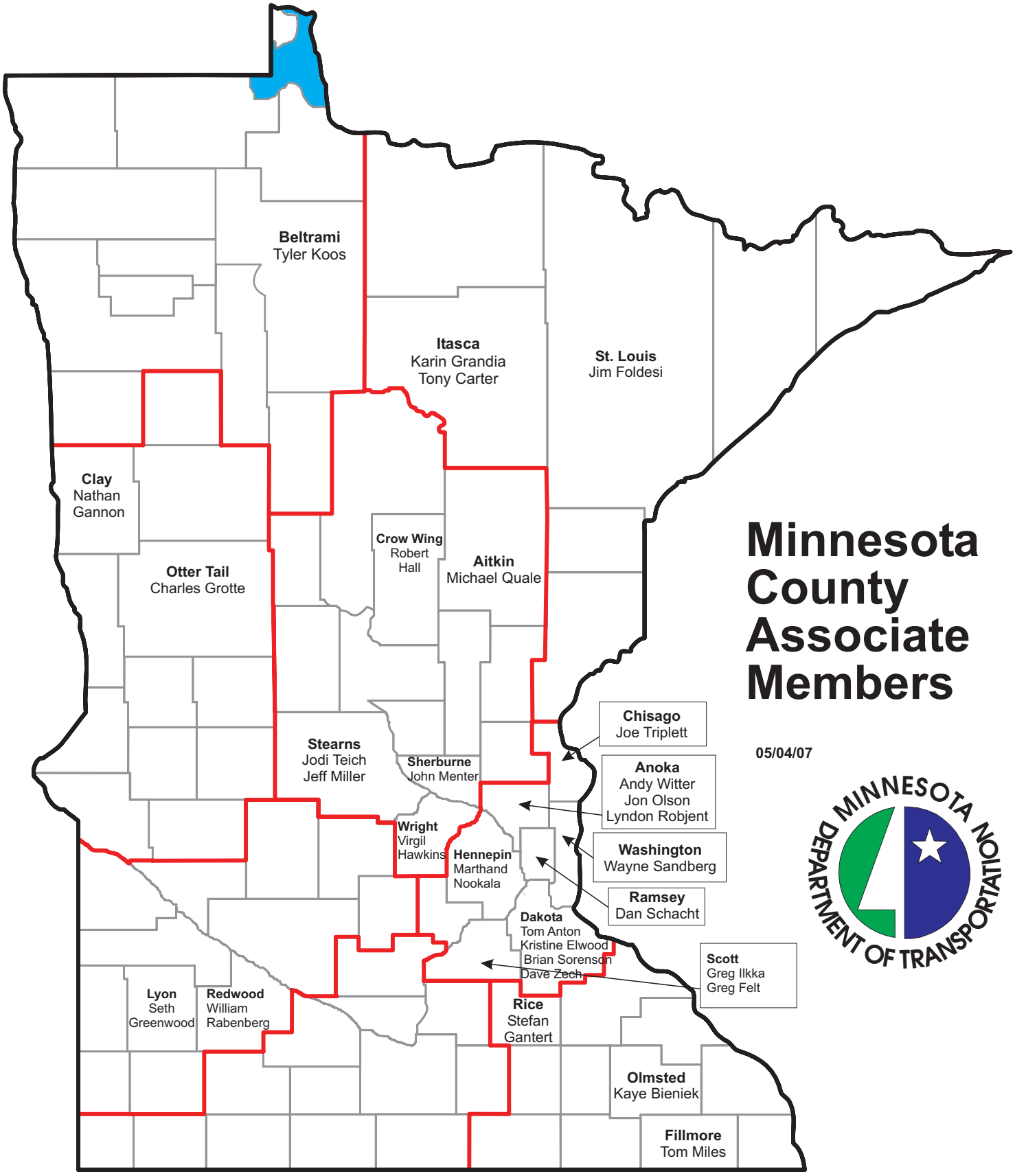
The *Needs* component of the distribution formula estimates the relative cost to build county highways or build and maintain city streets designated as state-aid routes.



Minnesota County Highway Engineers

05/04/07

MINNESOTA DEPARTMENT OF TRANSPORTATION



Minnesota County Associate Members

05/04/07

MINNESOTA DEPARTMENT OF TRANSPORTATION

2007 COUNTY SCREENING BOARD

Dave Christy	(07-08)	-	Itasca County	-	District 1
Dan Sauve	(06-07)	-	Clearwater County	-	District 2
John Welle	(07-08)	-	Aitkin County	-	District 3
Brad Wentz	(06-07)	-	Becker County	-	District 4
Mitch Rasmussen	(06-09)	-	Scott County	-	Metro
Roger Gustafson	(04-07)	-	Carver County	-	Metro
John Grindeland	(06-07)	-	Fillmore County	-	District 6
John McDonald	(07-08)	-	Faribault County	-	District 7
Randy Groves	(06-07)	-	Murray 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		

2007 SCREENING BOARD ALTERNATES

Mark LeBrun	-	Pine County	District 1
Bruce Hasbargen	-	Lake of the Woods County	District 2
Bob Kozel	-	Benton County	District 3
Brian Noetzelman	-	Pope County	District 4
Bill Malin	-	Chisago County	Metro
Guy Kohlnhofer	-	Dodge County	District 6
Tim Stahl	-	Jackson County	District 7
John Brunkhorst	-	McLeod County	District 8

2007 CSAH GENERAL SUBCOMMITTEE

Doug Fischer, Chairman	(June, 07)	-	Anoka County
Brian Giese	(June, 08)	-	Stevens County
Anita Benson	(June, 09)	-	Lyon County

2007 CSAH MILEAGE SUBCOMMITTEE

Jim Grube, Chairman	(Oct., 07)	-	Hennepin County
Bruce Hasbargen	(Oct., 08)	-	Lake of the Woods, County
Guy Kohnlhofer	(Oct., 09)	-	Dodge County

CSAH VARIANCE SUBCOMMITTEE

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

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Introduction

June 2007

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2007 County State Aid Highway Needs Study.

As in other years, in order to keep the five-year average unit price study current, we have removed the 2001 construction projects and added the 2006 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 2002 through 2006, are the basic source of information for compiling the data used for computing the recommended 2007 unit prices. As directed by the 1986 Screening Board, urban design projects have been included in the five-year average unit price study. The gravel base unit price data obtained from the 2006 projects was transmitted to each county engineer for their approval. Any necessary corrections or changes received from the county engineers were made prior to the Subcommittee's review and recommendation.

Minutes of the General Subcommittee meetings held April 23, 2007 are included in the "Reference Material" section of this report. Doug Fischer, Anoka County, Chairman, along with Brian Giese, Stevens County, and Anita Benson, Lyon County will attend the Screening Board meeting to review and explain the recommendations of the group.

Unit Price Inflation Factor Study

June 2007

Because of the drastic fluctuation in unit prices in recent years, the Subcommittee is recommending continuing the inflation of the cost, in the five-year average unit price study for the determination of needs study prices.

Since the gravel base price is the basis for the other needs study construction item unit prices, the needs unit concentrated on this item to generate inflation factors.

The inflation factors arrived at were computed by dividing the average unit price of the latest year in the five-year average by the average unit price of the year involved. These calculations are shown in the charts below.

Gravel Base - #2215

Year	Quantity	Cost	Annual Average	Inflation Factor	
2002	3,990,301	$22,988,456	$5.76	$7.93/$5.76=	1.38
2003	2,929,894	$17,034,641	$5.81	$7.93/$5.81=	1.36
2004	3,742,756	$22,689,144	$6.06	$7.93/$6.06=	1.30
2005	3,779,767	$26,110,697	$6.91	$7.93/$6.91=	1.15
2006	3,081,243	$24,443,484	$7.93		

In order to reflect current prices in the 2002-2006 five-year average unit price study, each county's gravel base cost was multiplied by the appropriate factor.

Procedure for Inflating Gravel Base Unit Prices

June 2007

03-May-07

NO.	COUNTY	2002 COSTS	INFLATED 2002 COSTS (X 1.38)	2003 COSTS	INFLATED 2003 COSTS (X 1.36)	2004 COSTS	INFLATED 2004 COSTS (X 1.30)	2005 COSTS	INFLATED 2005 COSTS (X 1.15)	2006 COSTS	TOTAL 2002-2006 INFLATED COSTS	TOTAL 2002-2006 QUANTITY	2002-2006 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	$424,389	$585,657	$264,962	$360,348	$0	$0	$135,813	$156,185	$334,999	1,437,189	191,121	$7.52	Carlton
16	Cook	0	0	588,285	800,068	51,056	66,373	186,120	214,038	0	1,080,479	126,312	8.55	Cook
31	Itasca	746,061	1,029,564	473,951	644,573	944,830	1,228,279	719,055	826,913	245,448	3,974,777	502,572	7.91	Itasca
36	Koochiching	298,872	412,443	180,213	245,090	59,850	77,805	921,644	1,059,891	0	1,795,229	209,841	8.56	Koochiching
38	Lake	0	0	372,762	506,956	273,918	356,093	382,742	440,153	0	1,303,202	184,273	7.07	Lake
58	Pine	508,501	701,731	61,241	83,288	156,585	203,561	124,973	143,719	242,707	1,375,006	189,215	7.27	Pine
69	St. Louis	1,281,473	1,768,433	671,095	912,689	1,592,475	2,070,218	238,600	274,390	459,832	5,485,562	764,300	7.18	St. Louis
	District 1 Totals	**3,259,296**	**4,497,828**	**2,612,509**	**3,553,012**	**3,078,714**	**4,002,329**	**2,708,947**	**3,115,289**	**1,282,986**	**16,451,444**	**2,167,634**	**7.59**	**District 1 Totals**
4	Beltrami	279,117	385,181	308,015	418,900	120,185	156,241	546,574	628,560	514,672	2,103,554	307,930	6.83	Beltrami
15	Clearwater	184,634	254,795	267,611	363,951	342,585	445,361	23,600	27,140	193,600	1,284,847	239,256	5.37	Clearwater
29	Hubbard	245,385	338,631	0	0	55,250	71,825	404,522	465,200	294,233	1,169,889	196,040	5.97	Hubbard
35	Kittson	667,994	921,832	51,336	69,817	228,871	297,532	763,198	877,678	0	2,166,859	256,170	8.46	Kittson
39	Lake of the Woods	12,488	17,233	0	0	180,158	234,205	70,470	81,041	76,197	408,676	59,024	6.92	Lake of the Woods
45	Marshall	1,481,874	2,044,986	32,052	43,591	0	0	579,720	666,678	304,723	3,059,978	501,090	6.11	Marshall
54	Norman	179,023	247,052	0	0	492,092	639,720	278,176	319,902	426,828	1,633,502	207,375	7.88	Norman
57	Pennington	296,690	409,432	17,405	23,671	0	0	438,256	503,994	1,050,994	1,988,091	264,464	7.52	Pennington
60	Polk	505,665	697,818	283,018	384,904	469,451	610,286	666,580	766,567	837,900	3,297,475	451,152	7.31	Polk
63	Red Lake	350,900	484,242	0	0	293,120	381,056	131,250	150,938	0	1,016,236	152,800	6.65	Red Lake
68	Roseau	195,889	270,327	381,694	519,104	193,171	251,122	385,990	443,889	498,674	1,983,116	279,365	7.10	Roseau
	District 2 Totals	**4,399,659**	**6,071,529**	**1,341,131**	**1,823,938**	**2,374,883**	**3,087,348**	**4,288,336**	**4,931,587**	**4,197,821**	**20,112,223**	**2,914,666**	**6.90**	**District 2 Totals**
1	Aitkin	321,410	443,546	64,783	88,105	492,294	639,982	0	0	357,704	1,529,337	181,435	8.43	Aitkin
5	Benton	237,120	327,226	0	0	373,283	485,268	696,573	801,059	119,024	1,732,577	186,403	9.29	Benton
11	Cass	409,612	565,265	554,118	753,600	814,237	1,058,508	25,724	29,583	214,237	2,621,193	332,073	7.89	Cass
18	Crow Wing	205,036	282,950	141,935	193,032	311,025	404,333	5,694	6,548	18,144	905,007	92,524	9.78	Crow Wing
30	Isanti	229,436	316,622	250,059	340,080	161,855	210,412	71,981	82,778	478,907	1,428,799	153,257	9.32	Isanti
33	Kanabec	160,347	221,279	297,366	404,418	305,799	397,539	295,440	339,756	154,261	1,517,253	248,856	6.10	Kanabec
48	Mille Lacs	212,106	292,706	162,809	221,420	140,136	182,177	0	0	259,685	955,988	110,672	8.64	Mille Lacs
49	Morrison	11,070	15,277	218,555	297,235	304,850	396,305	340,021	391,024	4,806	1,104,647	181,770	6.08	Morrison
71	Sherburne	132,100	182,298	108,927	148,141	0	0	345,653	397,501	420,165	1,148,105	128,627	8.93	Sherburne
73	Stearns	244,960	338,045	219,841	298,984	629,299	818,089	330,348	379,900	254,510	2,089,528	239,828	8.71	Stearns
77	Todd	173,500	239,430	44,712	60,808	156,623	203,610	30,240	34,776	146,688	685,312	119,508	5.73	Todd
80	Wadena	164,499	227,009	234,300	318,648	0	0	61,690	70,944	0	616,601	81,236	7.59	Wadena
86	Wright	91,570	126,367	980,931	1,334,066	389,780	506,714	593,270	682,261	0	2,649,408	262,005	10.11	Wright
	District 3 Totals	**2,592,766**	**3,578,020**	**3,278,336**	**4,458,537**	**4,079,181**	**5,302,937**	**2,796,634**	**3,216,130**	**2,428,131**	**18,983,755**	**2,318,194**	**8.19**	**District 3 Totals**
3	Becker	63,146	87,141	248,084	337,394	306,680	398,684	180,645	207,742	938,444	1,969,405	313,249	6.29	Becker
6	Big Stone	222,837	307,515	49,014	66,659	296,329	385,228	30,600	35,190	24,528	819,120	109,299	7.49	Big Stone
14	Clay	245,178	338,346	0	0	367,293	477,481	838,492	964,266	0	1,780,093	259,821	6.85	Clay
21	Douglas	289,721	399,815	444,000	603,840	208,339	270,841	104,436	120,101	15,705	1,410,302	261,287	5.40	Douglas
26	Grant	0	0	232,130	315,697	120,576	156,749	0	0	363,860	836,306	164,000	5.10	Grant
44	Mahnomen	0	0	172,220	234,219	225,500	293,150	201,327	231,526	49,591	808,486	127,858	6.32	Mahnomen
56	Otter Tail	293,322	404,784	638,159	867,896	15,000	19,500	848,805	976,126	813,761	3,082,067	513,185	6.01	Otter Tail
61	Pope	115,905	159,949	258,962	352,188	102,404	133,125	318,481	366,253	248,775	1,260,290	238,168	5.29	Pope
75	Stevens	134,044	184,981	0	0	315,746	410,470	879,471	1,011,392	0	1,606,843	315,479	5.09	Stevens
76	Swift	223,022	307,770	172,222	234,222	25,026	32,534	0	0	0	574,526	90,362	6.36	Swift
78	Traverse	30,685	42,345	0	0	34,401	44,721	179,172	206,048	0	293,114	27,678	10.59	Traverse
84	Wilkin	88,800	122,544	164,800	224,128	0	0	718,364	826,119	0	1,172,791	108,981	10.76	Wilkin
	District 4 Totals	**1,706,660**	**2,355,190**	**2,379,591**	**3,236,243**	**2,017,294**	**2,622,483**	**4,299,793**	**4,944,763**	**2,454,664**	**15,613,343**	**2,529,367**	**6.17**	**District 4 Totals**

Procedure for Inflating Gravel Base Unit Prices

June 2007

03-May-07

NO.	COUNTY	2002 COSTS	INFLATED 2002 COSTS (X 1.38)	2003 COSTS	INFLATED 2003 COSTS (X 1.36)	2004 COSTS	INFLATED 2004 COSTS (X 1.30)	2005 COSTS	INFLATED 2005 COSTS (X 1.15)	2006 COSTS	TOTAL 2002-2006 INFLATED COSTS	TOTAL 2002-2006 QUANTITY	2002-2006 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
2	Anoka	590,453	814,825	246,049	334,627	551,858	717,415	147,924	170,113	672,145	2,709,125	341,046	7.94	Anoka
10	Carver	470,421	649,181	187,720	255,299	29,422	38,249	1,642	1,888	2,365,330	3,309,947	348,341	9.50	Carver
27	Hennepin	269,932	372,506	819,156	1,114,052	617,616	802,901	1,250,914	1,438,551	2,218,812	5,946,822	478,735	12.42	Hennepin
70	Scott	1,480,290	2,042,800	0	0	1,038,174	1,349,626	809,107	930,473	1,259,719	5,582,618	572,539	9.75	Scott
	District 5 Totals	**2,811,096**	**3,879,312**	**1,252,925**	**1,703,978**	**2,237,070**	**2,908,191**	**2,209,587**	**2,541,025**	**6,516,006**	**17,548,512**	**1,740,661**	**10.08**	**District 5 Totals**
20	Dodge	$187,248	$258,402	$728,208	990,363	$571,699	743,209	$182,287	209,630	$329,945	2,531,549	229,552	$11.03	Dodge
23	Fillmore	178,887	246,864	378,093	514,206	0	0	341,647	392,894	555,346	1,709,310	159,281	10.73	Fillmore
24	Freeborn	0	0	120,687	164,134	274,955	357,442	247,408	284,519	120,360	926,455	121,304	7.64	Freeborn
25	Goodhue	165,060	227,783	202,288	275,112	326,473	424,415	317,244	364,831	300,769	1,592,910	196,318	8.11	Goodhue
28	Houston	0	0	436,768	594,004	243,303	316,294	136,305	156,751	0	1,067,049	125,786	8.48	Houston
50	Mower	525,820	725,632	239,729	326,031	231,504	300,955	268,956	309,299	1,004,099	2,666,016	217,858	12.24	Mower
55	Olmsted	360,794	497,896	739,887	1,006,246	477,015	620,120	0	0	162,762	2,287,024	217,315	10.52	Olmsted
66	Rice	53,445	73,754	0	0	365,458	475,095	193,119	222,087	10,920	781,856	98,234	7.96	Rice
74	Steele	807,901	1,114,903	0	0	207,706	270,018	18,291	21,035	142,538	1,548,494	163,020	9.50	Steele
79	Wabasha	322,530	445,091	24,439	33,237	127,529	165,788	0	0	26,078	670,194	70,912	9.45	Wabasha
85	Winona	74,545	102,872	116,355	158,243	215,550	280,215	508,745	585,057	300,190	1,426,577	118,511	12.04	Winona
	District 6 Totals	**2,676,230**	**3,693,197**	**2,986,454**	**4,061,576**	**3,041,192**	**3,953,551**	**2,214,002**	**2,546,103**	**2,953,007**	**17,207,434**	**1,718,091**	**10.02**	**District 6 Totals**
7	Blue Earth	231,649	319,676	50,227	68,309	307,875	400,238	327,344	376,446	352,268	1,516,937	176,139	8.61	Blue Earth
8	Brown	11,789	16,269	119,087	161,958	75,136	97,677	59,415	68,327	270,388	614,619	99,431	6.18	Brown
17	Cottonwood	224,541	309,867	0	0	148,292	192,780	23,632	27,177	154,797	684,621	122,191	5.60	Cottonwood
22	Faribault	28,188	38,899	6,965	9,472	163,092	212,020	0	0	520,334	780,725	87,303	8.94	Faribault
32	Jackson	0	0	72,695	98,865	231,649	301,144	156,802	180,322	379,873	960,204	111,931	8.58	Jackson
40	Le Sueur	106,145	146,480	39,780	54,101	261,771	340,302	370,882	426,514	0	967,397	87,398	11.07	Le Sueur
46	Martin	236,005	325,687	0	0	194,250	252,525	0	0	0	578,212	59,965	9.64	Martin
52	Nicollet	93,015	128,361	25,959	35,304	167,360	217,568	87,500	100,625	65,290	547,148	60,361	9.06	Nicollet
53	Nobles	0	0	144,279	196,219	0	0	197,550	227,183	0	423,402	55,790	7.59	Nobles
67	Rock	35,250	48,645	128,237	174,402	0	0	43,470	49,991	296,664	569,702	72,419	7.87	Rock
72	Sibley	0	0	7,296	9,923	0	0	72,155	82,978	0	92,901	8,788	10.57	Sibley
81	Waseca	0	0	0	0	0	0	0	0	0	0	0	0.00	Waseca
83	Watonwan	0	0	110,200	149,872	32,672	42,474	127,935	147,125	272,630	612,101	51,924	11.79	Watonwan
	District 7 Totals	**966,582**	**1,333,884**	**704,725**	**958,425**	**1,582,097**	**2,056,728**	**1,466,685**	**1,686,688**	**2,312,244**	**8,347,969**	**993,640**	**8.40**	**District 7 Totals**
12	Chippewa	42,340	58,429	92,486	125,781	0	0	110,216	126,748	0	310,958	40,059	7.76	Chippewa
34	Kandiyohi	564,321	778,763	236,032	321,004	192,536	250,297	1,213,840	1,395,916	669,590	3,415,570	484,543	7.05	Kandiyohi
37	Lac qui Parle	241,760	333,629	113,271	154,049	59,732	77,652	71,732	82,492	6,600	654,422	70,317	9.31	Lac Qui Parle
41	Lincoln	233,800	322,644	296,665	403,464	251,712	327,226	41,688	47,941	366,727	1,468,002	223,440	6.57	Lincoln
42	Lyon	590,552	814,962	15,263	20,758	311,645	405,139	137,144	157,716	0	1,398,575	173,991	8.04	Lyon
43	Mc Leod	74,620	102,976	261,369	355,462	102,202	132,863	36,120	41,538	173,574	806,413	72,661	11.10	Mc Leod
47	Meeker	223,166	307,969	85,650	116,484	223,330	290,329	223,970	257,566	299,647	1,271,995	225,556	5.64	Meeker
51	Murray	440,360	607,697	345,260	469,554	428,133	556,573	0	0	0	1,633,824	221,906	7.36	Murray
59	Pipestone	378,204	521,922	0	0	494,956	643,443	459,900	528,885	0	1,694,250	273,694	6.19	Pipestone
64	Redwood	41,370	57,091	239,372	325,546	13,466	17,506	558,126	641,845	0	1,041,988	130,784	7.97	Redwood
65	Renville	333,344	460,015	30,408	41,355	375,564	488,233	1,240,474	1,426,545	479,500	2,895,648	394,809	7.33	Renville
87	Yellow Medicine	317,355	437,950	0	0	318,750	414,375	604,669	695,369	0	1,547,694	188,203	8.22	Yellow Medicine
	District 8 Totals	**3,481,192**	**4,804,047**	**1,715,776**	**2,333,457**	**2,772,026**	**3,603,636**	**4,697,879**	**5,402,561**	**1,995,638**	**18,139,339**	**2,499,963**	**7.26**	**District 8 Totals**
13	Chisago	253,326	349,590	0	0	906,399	1,178,319	655,225	753,509	252,583	2,534,001	274,709	9.22	Chisago
19	Dakota	146,753	202,519	32,683	44,449	145,638	189,329	616,406	708,867	50,405	1,195,569	142,396	8.40	Dakota
62	Ramsey	629,542	868,768	301,503	410,044	449,252	584,028	95,857	110,236	0	1,973,076	163,890	12.04	Ramsey
82	Washington	65,354	90,189	429,008	583,451	5,400	7,020	61,347	70,549	0	751,209	60,750	12.37	Washington
	District 9 Totals	**1,094,975**	**1,511,066**	**763,194**	**1,037,944**	**1,506,689**	**1,958,696**	**1,428,835**	**1,643,161**	**302,988**	**6,453,855**	**641,745**	**10.06**	**District 9 Totals**
	STATE TOTALS	**$22,988,456**	**$31,724,073**	**$17,034,641**	**$23,167,109**	**$22,689,144**	**$29,495,895**	**$26,110,697**	**$30,027,307**	**$24,443,485**	**$138,857,869**	**17,523,961**	**$7.92**	**STATE TOTALS**

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

June 2007

District 4	TONS (1,000)		INFLATED UNIT PRICE			
TRAVERSE	28	X	10.59	=	296.52	
Surrounding	22	X	6.36	=	139.92	
	50				436.44	= $8.73

Surrounding Counties -	Inflated Cost		Quantity
Wilkin	$1,172,791	-	108,981
Grant	836,306	-	164,000
Stevens	1,606,843	-	315,479
Big Stone	819,120	-	109,299
	$4,435,060		697,759 = $6.36

District 7	TONS (1,000)		INFLATED UNIT PRICE			
SIBLEY	9	X	10.57	=	95.13	
Surrounding	41	X	9.19	=	376.79	
	50				471.92	= $9.44

Surrounding Counties -	Inflated Cost		Quantity
LeSueur	$967,397	-	87,398
Nicollet	547,148	-	60,361
McLeod	806,413	-	72,661
Carver	3,309,947	-	348,341
Scott	5,582,618	-	572,539
Renville	2,895,648	-	394,809
	$14,109,171		1,536,109 = $9.19

District 7	TONS (1,000)		INFLATED UNIT PRICE			
WASECA	0	X	0.00	=	0.00	
Surrounding	50	X	9.16	=	458.00	
	50				458.00	= $9.16

Surrounding Counties -	Inflated Cost		Quantity
Faribault	$780,725	-	65,518
Freeborn	926,455	-	121,304
Steele	1,548,494	-	163,020
Le Sueur	967,397	-	87,398
Rice	781,856	-	98,234
Blue Earth	1,516,937	-	176,139
	$6,521,864		711,613 = $9.16

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

June 2007

District 8	TONS (1,000)		INFLATED UNIT PRICE			
CHIPPEWA	40	X	7.76	=	310.40	
Surrounding	10	X	7.41	=	74.10	
	50				384.50	= $7.69

Surrounding Counties -	Inflated Cost		Quantity		
Renville	$2,895,648	-	394,809		
Kandiyohi	3,415,570	-	484,543		
Swift	574,526	-	90,362		
Big Stone	819,120	-	109,299		
Lac qui Parle	654,422	-	70,317		
Yellow Medicine	1,547,694	-	188,203		
	$9,906,980		1,337,533	=	$7.41

2006 CSAH Gravel Base Unit Price Data

June 2007

The map (figure A) indicates each county's 2006 CSAH needs study gravel base unit price, the gravel base data in the 2002-2006 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2007. As directed by the 1986 Screening Board, all urban design projects were also included in the five-year average unit price study for all counties.

The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was modified by the June 2003 Screening Board to determine the 2007 gravel base unit prices.

> **If a county has at least 50,000 tons of gravel base in its current five-year average unit price study, that five-year average unit price, inflated by the factors shown in the inflation factor report, is used.**
>
> **If a county has less than 50,000 tons of gravel base material in its five-year average unit price study, then enough gravel base material from the surrounding counties which do have 50,000 tons in their five-year averages is added to the gravel base material to equal 50,000 tons, and a weighted average unit price inflated by the proper factors is determined.**

As you can see, the counties whose recommended unit prices have a circle around them have less than 50,000 tons of gravel base material in their current five-year average unit price study. Therefore, these prices were determined using the procedure above and the calculation of these is shown. Doug Fischer, Chairman, Brian Giese, and Anita Benson of the General Subcommittee, will attend the Screening Board meeting to discuss their recommendations.

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CSAH Roadway Unit Price Report

June 2007

Construction Item	2006 CSAH Needs Study Average	2002-2006 CSAH 5-Year Const. Average	2006 CSAH Const. Average	2007 CSAH Needs Study Unit Price Recommended by CSAH Subcommittee
Rural & Urban Design				
Gravel Base Cl 5 & 6/Ton	$7.03	$6.46	$7.93	7.93
Outstate(Gravel Base Cl 5 & 6/Ton)	6.69	6.15	7.40	7.40
Metro (Gravel Base Cl 5 & 6/Ton)	10.02	8.45	9.76	9.76
Rural Design				
Outstate (Bituminous/Ton)	27.62	25.89	36.90	$36.90 - $7.40 = G.B. +29.50
Gravel Surf. 2118/Ton	7.09	6.34	7.21	$7.21 - $7.93= G.B. -0.72
Gravel Shldr. 2221/Ton	8.36	7.15	9.05	$9.05 - $7.93 = G.B. +1.12
Urban Design				
Outstate (Bituminous/Ton)	37.39	32.64	36.27	$36.27 - $7.40 = G.B. +28.87
Rural & Urban Design				
Metro (Bituminous/Ton)	37.41	38.93	49.68	$49.68 - $9.76 = G.B. +39.92

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*** The Recommended Gravel Base Unit Price for each individual county is shown on the state map foldout (Fig. A)**

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

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GRAVEL BASE SPEC 2215

Rural & Urban Projects let during 2006

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	10 (3 Urban) (7 Rural)	$1,282,986	200,268	$6.41	27.02
2	16 (2 Urban) (14 Rural)	4,197,821	534,345	7.86	73.87
3	22 (7 Urban) (15 Rural)	2,428,131	307,669	7.89	54.03
4	15 (2 Urban) (13 Rural)	2,454,664	409,970	5.99	38.88
6	14 (1Urban) (13 Rural)	2,953,007	307,693	9.60	54.51
7	13 (3 Urban) (10 Rural)	2,312,244	306,055	7.55	37.93
8	8 (1 Urban) (7 Rural)	1,995,638	316,733	6.30	29.73
Metro	**17 (12 Urban) (5 Rural)**	**6,818,994**	**698,510**	**9.76**	**27.65**
State Total	**115 (47 Urban) (132 Rural)**	**$24,443,485**	**3,081,243**	**$7.93**	**343.62**
Outstate	**98 (35 Urban) (122 Rural)**	**17,624,491**	**2,382,733**	**7.40**	**315.97**

Urban* Projects let during 2006

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	3	$71,456	9,586	$7.45	0.60
2	2	302,400	43,200	7.00	5.09
3	7	538,508	62,700	8.59	5.52
4	2	104,025	12,652	8.22	1.08
6	1	9,619	743	12.95	0.19
7	3	370,898	47,586	7.79	3.31
8	1	6,600	600	11.00	0.06
Metro	**12**	**3,076,652**	**334,011**	**9.21**	**12.72**
State Total	**31**	**$4,480,158**	**511,078**	**$8.77**	**28.57**
Outstate	**19**	**1,403,506**	**177,067**	**7.93**	**15.85**

Rural Projects let during 2006

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	7	$1,211,530	190,682	$6.35	26.42
2	14	3,895,421	491,145	7.93	68.78
3	15	1,889,623	244,969	7.71	48.51
4	13	2,350,639	397,318	5.92	37.80
6	13	2,943,388	306,950	9.59	54.33
7	10	1,941,346	258,469	7.51	34.63
8	7	1,989,038	316,133	6.29	29.67
Metro	**5**	**3,742,342**	**364,499**	**10.27**	**14.93**
State Total	**84**	**$19,963,327**	**2,570,165**	**$7.77**	**315.05**
Outstate	**79**	**16,220,985**	**2,205,666**	**7.35**	**300.12**

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

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ALL BITUMINOUS

Rural & Urban Projects let during 2006

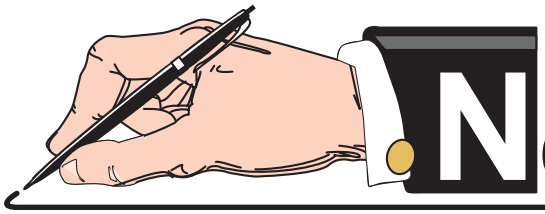
DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	18 (4 Urban) (14 Rural)	$9,254,912	225,722	$41.00	55.06
2	23 (2 Urban) (21 Rural)	9,917,854	254,710	38.94	85.68
3	27 (6 Urban) (21 Rural)	10,873,165	277,282	39.21	65.96
4	28 (3 Urban) (25 Rural)	8,357,004	225,229	37.10	84.37
6	27 (1 Urban) (26 Rural)	13,111,063	344,510	38.06	92.92
7	27 (7 Urban) (20 Rural)	8,217,837	272,921	30.11	72.98
8	30 (2 Urban) (28 Rural)	14,020,719	400,827	34.98	118.64
Metro	**22 (16 Urban) (6 Rural)**	**21,646,157**	**515,457**	**41.99**	**35.10**
State Total	**202 (41 Urban) (161 Rural)**	**$95,398,711**	**2,516,658**	**$37.91**	**610.72**
Outstate	**180 (25 Urban) (155 Rural)**	**73,752,554**	**2,001,201**	**36.85**	**575.62**

Urban Projects let during 2006

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	4	$820,802	15,854	$51.77	1.64
2	2	1,045,008	23,450	44.56	5.09
3	6	1,031,534	19,965	51.67	2.62
4	3	396,522	9,412	42.13	1.82
6	1	52,086	793	65.68	0.36
7	7	1,510,343	65,821	22.95	6.27
8	2	220,228	4,685	47.01	0.49
Metro	**16**	**11,558,805**	**232,660**	**49.68**	**14.35**
State Total	**41**	**$16,635,328**	**372,640**	**$44.64**	**32.63**
Outstate	**25**	**5,076,523**	**139,980**	**36.27**	**18.28**

Rural Projects let during 2006

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	14	$8,434,110	209,868	$40.19	53.42
2	21	8,872,846	231,260	38.37	80.59
3	21	9,841,631	257,317	38.25	63.35
4	25	7,960,482	215,817	36.89	82.55
6	26	13,058,977	343,717	37.99	92.57
7	20	6,707,494	207,100	32.39	66.71
8	28	13,800,491	396,142	34.84	118.15
Metro	**6**	**10,087,352**	**282,797**	**35.67**	**20.75**
State Total	**161**	**$78,763,383**	**2,144,018**	**$36.74**	**578.09**
Outstate	**155**	**68,676,031**	**1,861,221**	**36.90**	**557.34**



NOTES and COMMENTS

CSAH Miscellaneous Unit Price Report

June 2007

Construction Item	2006 CSAH Needs Study Average	Prices Recommended For 2007 By Mn\DOT or Average 2006 Construction Prices	2007 CSAH Unit Price Recommended by CSAH Subcommittee
Other Urban Design			
Storm Sewer - Complete/Mi.	$268,035	$271,117	$271,117
Storm Sewer - Partial/Mi.	86,121	88,102	88,102
Curb & Gutter Const./Lin.Ft.	9.77	10.15	10.15
Bridges			
0-149 Ft.Long/Sq.Ft.	$97.00	$126.00	$126.00
150 Ft. & Longer/Sq.Ft.	108.00	93.00	93.00
Widening/Sq.Ft.	150.00	150.00	150.00
RR over Hwy - 1 Track/Lin.ft.	18,200	N/A	18,950
Each Add.Track/Lin.ft.	5,200	N/A	5,400
Railroad Protection			
Signs	1400*	$1,400	$1,400
Signals	150,000	175,000	175,000
Signals & Gates	225,000	175,000-250,000	250,000

* $1,000 Per Signs & 1/2 Paint Cost

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Minnesota Department of Transportation

Memo

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

Date: May 3, 2007

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

From: Mike Leuer
State Aid Hydraulic Specialist

Phone: (651) 747-2167

Subject: State Aid Storm Sewer
Construction Costs for 2006

We have completed our analysis of storm sewer construction costs incurred for 2006 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $271,117 for new construction, and
- Approximately $88,102 for adjustment of existing systems

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices from approximately 95 plans for 2006.

CC: Andrea Hendrickson (file)

Minnesota Department of Transportation

Memo

Office of Freight and Commercial Vehicle Operations
Railroad Administration Section
Mail Stop 470
395 John Ireland Blvd.
St. Paul, Minnesota 55155-1899

Office Tel: 651/366-3659
Fax: 651/366-3720

May 3, 2007

To: Marshall Johnson
Needs Unit – State Aid

From: Susan H. Aylesworth
Director, Rail Administration Section

Subject: Projected Railroad Grade Crossing Improvements – Cost for 2006

We have projected 2007 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals (single track, low speed, average price)*	$175,000.00
Signals & Gates (multiple track, high/low speed, average price)*	$175,000 - $250,000.00
Signs (advance warning signs and crossbucks)	$1,000 per crossing
Pavement Markings (tape)	$5,500 per crossing
Pavement Markings (paint)	$ 750 per crossing
Crossing Surface (concrete, complete reconstruction)	$1,000 per track ft.

*Signal costs include sensors to predict the motion of train or predictors which can also gauge the speed of the approaching train and adjust the timing of the activation of signals.

Our recommendation is that roadway projects be designed to carry any improvements through the crossing area – thereby avoiding the crossing acting as a transition zone between two different roadway sections or widths. We also recommend a review of all passive warning devices including advance warning signs and pavement markings – to ensure compliance with the MUTCD and OFCVO procedures.

2006 Bridge Construction Projects

June 2007

After compiling the information received from the State Aid Bridge Office, these are the average costs arrived at for 2006. In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

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Bridges Built in Calendar Year 2006

June 2007

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
69672	SAP	118-176-002	32.25	779	$518,859	666
1525	SAP	01-599-029	68.00	2,584	328,222	127
2563	SAP	02-649-001	71.42	6,493	778,174	120
4525	SAP	04-619-006	55.00	2,187	807,443	369
4524	SAP	04-619-006	102.00	3,863	421,291	109
8549	SAP	08-608-036	118.00	5,114	380,263	74
9528	SAP	09-598-006	80.00	2,912	263,178	90
9527	SAP	09-608-013	140.25	6,020	599,480	100
69671	SAP	118-80-031	40.25	564	534,851	948
12550	SAP	12-599-061	113.00	3,555	297,710	84
12549	SAP	12-599-072	111.70	3,946	492,479	125
27B30	SAP	128-411-005	56.00	1,217	714,586	587
20556	SAP	20-634-009	86.67	4,377	497,788	114
70541	SP	211-010-005	134.76	1,954	873,666	447
22601	SAP	22-599-088	55.42	1,958	189,926	97
22604	SAP	22-599-095	73.50	2,300	220,782	96
25602	SP	25-662-002	132.16	10,133	1,262,492	125
27B19	SAP	27-633-001	88.00	6,175	1,178,502	191
27B34	SAP	27-635-025	39.67	3,438	547,249	159
29525	SP	29-599-005	138.50	4,894	392,615	80
36530	SAP	36-608-014	133.92	4,732	664,101	140
44512	SP	44-598-007	128.04	4,012	386,934	96
56536	SP	56-683-009	96.67	4,671	507,256	109
59517	SAP	59-599-051	110.00	3,541	280,750	79
59527	SAP	59-599-063	105.17	3,296	279,278	85
60557	SP	60-602-017	88.50	3,481	440,285	126
60556	SP	60-602-017	111.92	4,402	466,686	106
64576	SAP	64-599-086	75.42	2,363	210,911	89
64577	SAP	64-599-087	82.42	2,582	217,046	84
67554	SP	67-599-133	102.46	3,210	268,548	84
67556	SAP	67-599-145	77.50	2,428	214,874	89
68537	SAP	68-602-032	80.75	3,557	489,925	138
68538	SAP	68-602-033	88.00	3,813	407,173	107
69670	SP	69-616-043	68.92	2,504	262,357	105
70540	SAP	70-598-003	35.00	637	271,268	426
72541	SAP	72-599-050	126.50	3,963	308,561	78
73568	SP	73-617-032	132.58	6,673	573,544	86
74543	SAP	74-635-007	78.67	3,061	256,904	84
85554	SAP	85-599-053	117.40	3,678	346,015	94
85557	SAP	85-599-055	83.50	2,950	309,595	105
86529	SAP	86-602-011	133.00	6,295	451,331	72
TOTAL				**150,312**	**$18,912,898.00**	**$126**

BRIDGE LENGTH 150 FEET & OVER

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
7001	SP	126-020-005	151.00	9,490	$759,149	80
1526	SAP	01-622-007	243.25	9,506	935,627	98
27B45	SAP	193-20-008	319.67	24,401	1,886,096	77
27B32	SP	27-673-008	158.60	11,472	1,060,455	92
35534	SP	35-598-008	195.98	6,141	535,108	87
48526	SAP	48-609-006	171.40	8,113	1,119,625	138
66544	SP	66-599-013	219.50	8,666	938,731	108
66548	SAP	66-629-010	156.42	7,404	650,494	88
TOTAL				**85,193**	**$7,885,285**	**$93**

Railroad Bridges

NEW BRIDGE NUMBER	PROJECT NUMBER	NUMBER OF TRACKS	BRIDGE COST	COST PER LIN. FT	BRIDGE LENGTH
TOTAL			**$0**	**$0**	**0**

Needs Adjustments for Variances Granted on CSAHs

June 2007

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, 2007 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. The guidelines are a part of the Screening Board resolutions.

County	Project	Variance From	Recommended 2007 Needs Adjustments	Approx. 2008 Apport. Loss*
Wabasha	79-606-15	Design Speed	$173,502	$2,929
Total			$173,502	$2,929

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 $16.88 earning factor for each $1,000 of 25 year money needs.

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MILEAGE REQUESTS

Criteria Necessary For County State Aid Highway Designation

June 2007

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

Portion of Minnesota Rules For State Aid Operations

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

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

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

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

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

History of CSAH Additional Mileage Requests

June 2007

Approved by the County Engineers' Screening Board

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

History of CSAH Additional Mileage Requests

June 2007

Approved by the County Engineers' Screening Board

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

History of CSAH Additional Mileage Requests

June 2007

Approved by the County Engineers' Screening Board

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

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

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

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Banked CSAH Mileage

June 2007

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, 2007 is included.

County	Banked Mileage Available	Year Made Available
Beltrami	1.30	2002 & 2004
Benton	0.07	2007
Blue Earth	0.55	2000 & 2003
Brown	0.61	1999 & 2006
Carlton	0.88	92, 94 & 2001
Carver	0.95	2001 & 2005
Cass	0.55	2002
Chippewa	0.71	1999
Clay	0.50	1993 & 1997
Clearwater	0.60	1997
Cook	0.31	2007
Cottonwood	1.00	2004 & 2005
Dakota	2.17	2000 & 2005
Dodge	1.56	1994, 2000, 2005
Douglas	3.06	1992 & 2002
Faribault	2.54	1993
Fillmore	0.06	2005
Goodhue	1.78	2003
Hennepin	4.14	2002, 2004 & 2007
Hubbard	0.40	2002
Isanti	0.88	1992 & 2007
Itasca	0.15	1997
Jackson	0.12	2006
Kanabec	0.98	2005
Kandiyohi	2.20	1993, 2003, 2004, 2006
Kittson	0.26	1999
Koochiching	0.23	2003
Le Sueur	0.60	2003 & 2004
Marshall	0.61	2004
McLeod	1.19	97, 03, 04, 05
Meeker	0.81	2001 & 2003
Morrison	0.25	2001
Nicollet	0.52	1999, 2005
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	0.66	2001
Pipestone	0.05	1996
Pope	0.13	2002
Ramsey	2.04	2004, 2006
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	0.86	1996, 2005
Scott	0.82	2001 & 2005
Sibley	0.01	1995
Stearns	1.30	1997, 2001, 2005, 2006
Steele	0.90	1999 & 2005
Stevens	1.78	1998 & 2001
Todd	0.11	1999, 2000, 2005
Wabasha	1.51	2005
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Watonwan	1.04	2003, 2006
Wright	5.04	97, 01, 02, 05, 06 & 07
Yellow Medicine	0.24	1995 & 2001
Total Banked Mileage	**57.24**	

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

Historical Documentation for the
Anoka County CSAH Mileage Request
June 2007

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
1/1/2006	Beginning Balance	0.00	287.21	287.21
12/5/2006	Banked Mileage	(0.54)	287.21	286.67
12/5/2006	Revoke Portion CSAH 19	(3.30)	286.67	283.37
12/5/2006	Designate CSAH 62	3.47	283.37	286.84
12/5/2006	Designate CSAH 76	2.80	286.84	289.64
12/5/2006	Designate CSAH 85	1.90	289.64	291.54
3/5/2007	CR 116 - CSAH 83 To CSAH 57	2.39	291.54	293.93
3/5/2007	CR 56 - HWY 10 To CSAH 5	3.00	293.93	296.93
3/5/2007	CR 54 - I-35E To CSAH 14	2.89	296.93	299.82
3/5/2007	CR 102 - CSAH 2 To TH 47	2.08	299.82	301.90
3/5/2007	CR 154 - CSAH 21 To CR 54	0.75	301.90	302.65
				0.00

This designation is left to be completed:

	Miles
K. CR 3 - CSAH 1 To TH44	1.58
P. CR 58 - CSAH 9 To CSAH 18	5.12
Total Remaining to Designate	6.70

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

Historical Documentation for the
Carver County CSAH Mileage Request

June 2007

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 CSAH Mileage Request

June 2007

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

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

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 CSAH Mileage Request

June 2007

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

June 2007

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

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

These designations are left to be completed:

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

Historical Documentation for the
Olmsted County CSAH Mileage Request

June 2007

Olmsted County CSAH mileage (6/06)	315.67
Banked miles	(0.92)
Approved Revocations (10/060	(16.68)
Approved Designations (10/06)	22.95
TOTAL	321.02

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
10/1/2006	Beginning Balance	0.00	315.67	315.67
10/1/2006	Banked Mileage	0.92	315.67	316.59

These revocations need to be completed:	Miles
CSAH 31 - CSAH 3 to TH 52	(3.34)
CSAH 18 - TH 52 to 0.13 mi East	(0.13)
CSAH 12 - TH 52 to 0.24 mi East	(0.24)
CSAH 2 - CSAH 22 to MSAS 110	(1.34)
CSAH 9 - CSAH 22 to MSAS 105	(0.50)
CSAH 4 - CSAH 22 to MSAS 104	(2.58)
CSAH 34 - CSAH 22 to TH 52	(1.49)
CSAH 25 - CSAH 22 to TH 63	(1.23)
CSAH 7 - CSAH 22 to MN 42	(0.89)
CSAH 3 between CSAH 4 and TH 14	(2.70)
CSAH 22 (37th St NW) - TH 63 to TH 52	(2.24)
	(16.68)

These designations are left to be completed:	Miles
CSAH 18 connection to TH 52 on CR 112	1.39
CSAH 12 to TH 52	1.26
CR 104/60th Ave from TH 14 to CSAH 14	5.18
CR 112 from CSAH 18 to CSAH 14	4.10
55th St as a new CSAH 22	3.24
CR 112 from CSAH 14 to CSAH 22 (55th St.)	1.98
CR 104 - TH 14 to CR 117	4.10
Willlow Creek- CR 104 to TH52 @CSAH 36	1.70
	22.95

See October 2006 County Screening Board Data Booklet , PP 77-86, for detailed recommndations

Historical Documentation for the
Washington County CSAH Mileage Request

June 2007

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).

Historical Documentation for the
Wright County CSAH Mileage Request

June 2006

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-06	Beginning Balance	0.00	403.00	403.00

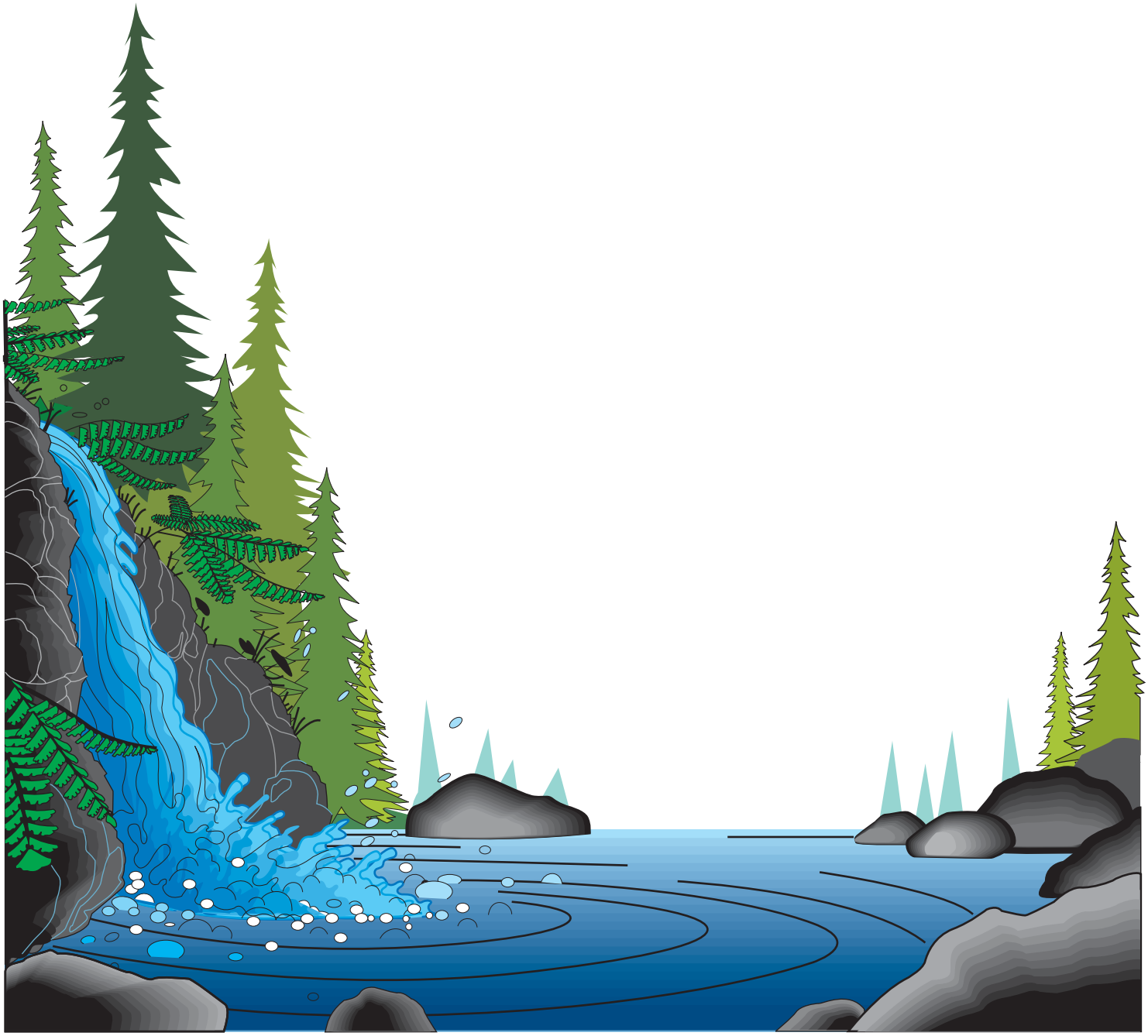
These revocations need to be completed:

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

These designations are left to be completed:

CR 115 (TH 25 to TH 55)	5.20
50th St NE (CSAH 18 to Naber Ave NE	1.48
70th St NE (CSAH 37 to CSAH 19)	3.00
70th St NE (Kadler Ave NE to CSAH 19)	1.00
Naber Ave NE (50th St NE to TH 241)	0.85
Kadler Ave NE (Mississippi River to 70th St NE)	2.48
Kalder Ave NE (CSAH 33 to 70th St NE)	7.80
CSAH 35 (west jct CSAH 35 to CSAH 19)	0.58
	22.39

STATE PARK ROAD ACCOUNT



State Park Road Account

JUNE 2007

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.

DENNIS M. LUEBBE
County Engineer

RICE COUNTY
HIGHWAY DEPARTMENT
610 20th Street Northwest • P.O. Box 40 • Faribault, Minnesota 55021

(507) 332-6110
Toll Free from Northfield
(507) 645-9576
Toll Free from Lonsdale
(507) 744-5185
TDD
(507) 332-6138

September 14, 2006

Mr. Larry Peterson
Development and Real Estate Manager
Minnesota Department of Natural Resources
Division of Parks and Recreation, Box 39
500 Lafayette Road
St. Paul, MN 55155

Subject: State Park Road Account Funding
Nerstrand Big Woods State Park, Rice County State Aid Highway 29 resurfacing

Dear Larry:

This letter is a follow up to our August 28, 2006 discussion about the subject project.

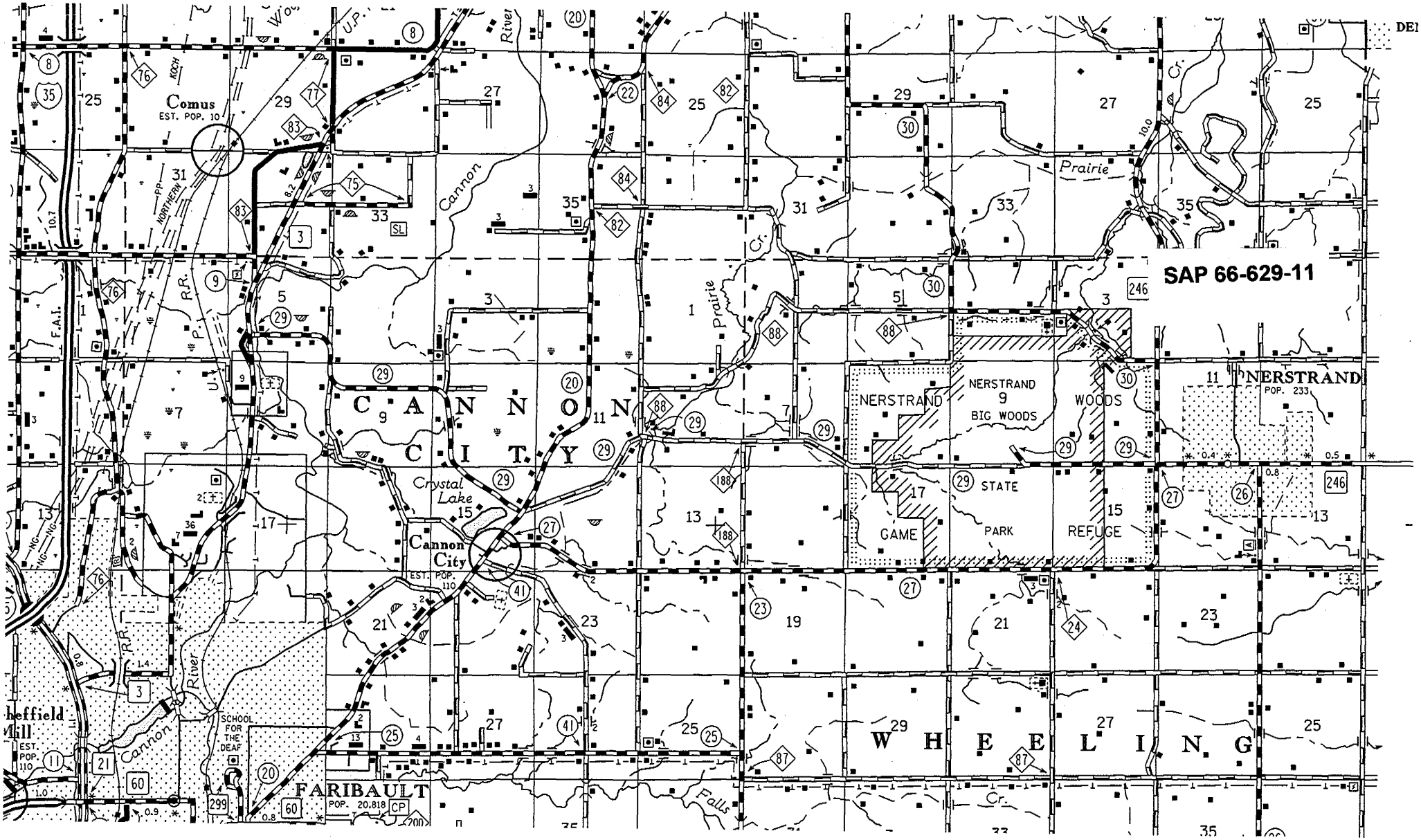
This 1.1 mile section of CSAH 29, which serves as the only paved entrance into the Park, was paved in 1967. It is time to improve the existing surface on this entire segment with a proposed reclamation and paving project. I have been in contact with Park Manager Elaine Feikema and received her support for the project.

I am hereby requesting that the State Park Road Account fund the above referenced improvements estimated at $291,000. Rice County can provide all aspects of the project design, letting and project administration without cost to the Department.

Please contact me with any questions you have concerning this proposal.
Thank you for your consideration.

Dennis Luebbe, P.E.
Rice County Engineer

C: Steve Kirsch, District 6 State Aid Engineer
Rick Kjonnes, Assistant State Aid Engineer
Elaine Feikema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Cannon
City
EST. POP. 110
NERSTRAND
NERSTRAND
POP. 233
NERSTRAND
9
BIG WOODS
WOODS
STATE
GAME
PARK
REFUGE
W H E E L I N G
FARIBAULT
POP. 20,818
SCHOOL
FOR
THE
DEAF
Falls
River
U.P.
R.R.
NORTHERN
F.A.I.

Historical Review of 2005 State Park Road Account

June 2007

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 *
Crow Wing		18-600-26	Twp		road Improvements	$250,000 *
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 Miltona	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:	**$3,335,842**

* Supplement to a previous allocation

Historical Review of 2006 State Park Road Account

June 2007

2006 Allotment $2,693,118

2006 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated	
Kittson		35-607-020	CSAH	Between CSAH 20 & CSAH 14 to Devil's Playground Wildlife Management Area	Reconstruction	$350,000	
Pine		58-600-007	City	Doc Street, city of Willow River; access to Willow River Forestry Campground	Road Improvements	$25,000	*
Wright		86-600-05	Twp	Armitage Ave Silver Ck Twp; access to Eagle Lake	Road Improvements	$221,601	*
Goodhue		25-600-004	Co Rd	Sunset Trail in Cannon Falls	Road Improvements	$180,000	
Big Stone		06-600-xxx	Co Rd	Co Rd 80; Hwy 12 to Artichoke Lake	Road Improvements	$320,000	
						$1,096,601	
				PROJECTS ADDED AFTER JUNE 2006			
Aitkin		01-600-014	Co Rd		Road Improvements	$75,000	
Beltrami		04-600-010	Twp	Access road to Rognlien Park	Reconstruction	$200,000	
Big Stone		06-600-003	Co Rd		Road Improvements	$49,576	*
Cass		11-600-015	Co Rd		Road Improvements	$300,000	
Chisago		13-600-009	Co Rd		Road Improvements	$94,000	
Clearwater		15-600-009	Co. Rd	Access to Itasca State Park	Road Improvements	$646,000	
Crow Wing		18-600-028	Co Rd		Road Improvements	$100,000	
Douglas		21-600-017	Co Rd		Road Improvements	$20,000	
Douglas		21-600-018	Co Rd		Road Improvements	$130,000	
Houston		28-601-006	CSAH	CSAH 1; access to Beaver Creek Valley State Park	road improvements	$115,000	*
Isanti		30-600-005	Co Rd		Road Improvements	$100,000	
Lake		38-600-015	Co Rd		Road Improvements	$90,000	
Mille Lacs		48-600-009	Twp.	Access to Mille Lacs Wildlife Management Area	Reconstruction	$212,000	
St. Louis		69-600-036	Twp		Road Improvements	$270,000	
Scott		70-600-010	Twp		Road Improvements	$253,824	
Steele		74-640-004	CSAH		Road Improvements	$110,000	
					TOTAL:	**$3,862,001**	

* Supplement to a previous allocation

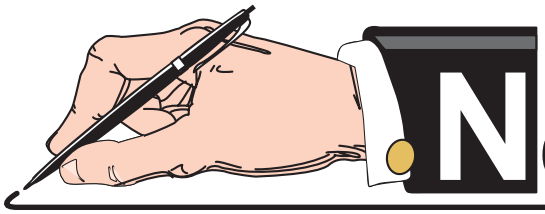
Historical Review of 2007 State Park Road Account

June 2007

2007 Allotment $2,726,127

2007 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Rice		66-626-011	CSAH	Nerstrand Big Woods Park entrance	road improvements	291,000
						$291,000



NOTES and COMMENTS

REFERENCE MATERIAL

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

June 2007

**Lengths used in calculations may exceed 3 decimal places

			2001 thru 2005						*2002 thru 2006*					
Year	Project Number	Rural/Urban	Length	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	009-605-014	1	1.143	$81,075	$70,909	20,545	17,969	$3.95	0.000	$0	$0	0	0	$0.00
2001	009-626-003	2	0.651	$67,249	$103,301	12,227	18,782	$5.50	0.000	$0	$0	0	0	$0.00
2002	009-620-006	1	2.317	$107,656	$46,464	26,914	11,616	$4.00	2.317	$107,656	$46,464	26,914	11,616	$4.00
2002	009-635-001	1	3.678	$316,733	$86,116	59,092	16,066	$5.36	3.678	$316,733	$86,116	59,092	16,066	$5.36
2003	009-635-002	1	2.953	$264,962	$89,726	46,322	15,686	$5.72	2.953	$264,962	$89,726	46,322	15,686	$5.72
2005	009-601-040	2	0.662	$58,583	$88,494	7,811	11,799	$7.50	0.662	$58,583	$88,494	7,811	11,799	$7.50
2005	009-635-003	1	6.631	$8,000	$1,206	1,000	151	$8.00	6.631	$8,000	$1,206	1,000	151	$8.00
2005	009-661-019	1	15.840	$69,230	$4,371	6,923	437	$10.00	15.840	$69,230	$4,371	6,923	437	$10.00
2006	009-608-011	1	0.000	$0	$0	0	0	$0.00	2.594	$334,999	$129,144	43,059	16,599	$7.78
CARLTON			**33.875**	**$973,488**	**$28,737**	**180,834**	**5,338**	**$5.38**	**34.675**	**$1,160,163**	**$33,458**	**191,121**	**5,512**	**$6.07**
2001	016-612-062	2	4.104	$110,358	$26,890	15,765	3,841	$7.00	0.000	$0	$0	0	0	$0.00
2003	016-604-010	1	3.365	$213,802	$63,537	55,948	16,626	$3.82	3.365	$213,802	$63,537	55,948	16,626	$3.82
2003	016-604-011	1	3.365	$13,695	$4,070	3,486	1,036	$3.93	3.365	$13,695	$4,070	3,486	1,036	$3.93
2003	016-612-059	2	1.526	$250,430	$164,109	34,802	22,806	$7.20	1.526	$250,430	$164,109	34,802	22,806	$7.20
2003	016-612-062	1	4.104	$110,358	$26,890	15,765	3,841	$7.00	4.104	$110,358	$26,890	15,765	3,841	$7.00
2004	016-605-001	1	1.586	$51,056	$32,192	4,467	2,817	$11.43	1.586	$51,056	$32,192	4,467	2,817	$11.43
2005	016-612-067	1	4.991	$186,120	$37,291	11,844	2,373	$15.71	4.991	$186,120	$37,291	11,844	2,373	$15.71
COOK			**23.041**	**$935,819**	**$40,615**	**142,077**	**6,166**	**$6.59**	**18.937**	**$825,461**	**$43,590**	**126,312**	**6,670**	**$6.54**
2001	031-618-006	1	4.562	$32,280	$7,076	3,766	826	$8.57	0.000	$0	$0	0	0	$0.00
2002	031-603-014	1	15.045	$167,440	$11,129	45,254	3,008	$3.70	15.045	$167,440	$11,129	45,254	3,008	$3.70
2002	031-607-020	1	6.799	$219,520	$32,287	39,200	5,766	$5.60	6.799	$219,520	$32,287	39,200	5,766	$5.60
2002	031-643-002	1	1.196	$40,745	$34,068	5,620	4,699	$7.25	1.196	$40,745	$34,068	5,620	4,699	$7.25
2002	031-660-007	1	0.816	$24,650	$30,208	4,060	4,975	$6.07	0.816	$24,650	$30,208	4,060	4,975	$6.07
2002	031-662-018	1	4.725	$277,157	$58,658	59,085	12,505	$4.69	4.725	$277,157	$58,658	59,085	12,505	$4.69

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	031-675-003	1	1.477	$16,549	$11,204	2,713	1,837	$6.10	1.477	$16,549	$11,204	2,713	1,837	$6.10
2003	031-607-022	1	12.420	$111,840	$9,005	25,020	2,014	$4.47	12.420	$111,840	$9,005	25,020	2,014	$4.47
2003	031-629-013	1	4.167	$307,777	$73,861	40,497	9,719	$7.60	4.167	$307,777	$73,861	40,497	9,719	$7.60
2003	031-662-019	1	1.299	$54,334	$41,828	16,718	12,870	$3.25	1.299	$54,334	$41,828	16,718	12,870	$3.25
2004	031-607-023	1	6.438	$435,900	$67,707	64,103	9,957	$6.80	6.438	$435,900	$67,707	64,103	9,957	$6.80
2004	031-629-014	1	6.629	$497,050	$74,981	64,720	9,763	$7.68	6.629	$497,050	$74,981	64,720	9,763	$7.68
2004	031-669-006	1	5.100	$11,880	$2,329	2,495	489	$4.76	5.100	$11,880	$2,329	2,495	489	$4.76
2005	031-607-025	1	6.438	$93,750	$14,562	15,000	2,330	$6.25	6.438	$93,750	$14,562	15,000	2,330	$6.25
2005	031-615-004	2	0.063	$9,599	$152,365	1,251	19,857	$7.67	0.063	$9,599	$152,365	1,251	19,857	$7.67
2005	031-663-015	1	5.332	$615,706	$115,474	90,545	16,981	$6.80	5.332	$615,706	$115,474	90,545	16,981	$6.80
2006	031-629-015	1	0.000	$0	$0	0	0	$0.00	4.149	$90,720	$21,866	9,600	2,314	$9.45
2006	031-629-016	1	0.000	$0	$0	0	0	$0.00	6.629	$141,750	$21,383	15,000	2,263	$9.45
2006	031-662-016	2	0.000	$0	$0	0	0	$0.00	0.081	$12,978	$160,222	1,691	20,877	$7.67
ITASCA			**82.506**	**$2,916,177**	**$35,345**	**480,047**	**5,818**	**$6.07**	**88.803**	**$3,129,345**	**$35,239**	**502,572**	**5,659**	**$6.23**
2001	036-685-001	1	0.963	$94,007	$97,602	19,738	20,493	$4.76	0.000	$0	$0	0	0	$0.00
2001	036-718-001	1	1.122	$108,234	$96,498	22,725	20,261	$4.76	0.000	$0	$0	0	0	$0.00
2002	036-624-015	1	0.840	$54,300	$64,643	9,050	10,774	$6.00	0.840	$54,300	$64,643	9,050	10,774	$6.00
2002	036-738-001	1	1.834	$244,572	$133,354	33,734	18,394	$7.25	1.834	$244,572	$133,354	33,734	18,394	$7.25
2003	036-620-008	1	3.196	$164,063	$51,334	26,500	8,292	$6.19	3.196	$164,063	$51,334	26,500	8,292	$6.19
2003	036-629-012	1	0.128	$16,150	$126,172	1,900	14,844	$8.50	0.128	$16,150	$126,172	1,900	14,844	$8.50
2004	036-640-003	2	0.602	$59,850	$99,397	11,574	19,222	$5.17	0.602	$59,850	$99,397	11,574	19,222	$5.17
2005	036-615-008	1	3.136	$469,543	$149,727	58,256	18,577	$8.06	3.136	$469,543	$149,727	58,256	18,577	$8.06
2005	036-617-005	1	3.640	$416,663	$114,468	64,102	17,610	$6.50	3.640	$416,663	$114,468	64,102	17,610	$6.50
2005	036-641-001	2	0.202	$35,438	$175,436	4,725	23,391	$7.50	0.202	$35,438	$175,436	4,725	23,391	$7.50
KOOCHICHING			**15.663**	**$1,662,820**	**$106,163**	**252,304**	**16,108**	**$6.59**	**13.578**	**$1,460,579**	**$107,568**	**209,841**	**15,454**	**$6.96**
2001	038-603-028	1	0.393	$46,416	$118,107	7,311	18,603	$6.35	0.000	$0	$0	0	0	$0.00
2001	038-604-014	1	0.450	$52,656	$117,013	8,293	18,429	$6.35	0.000	$0	$0	0	0	$0.00
2001	038-612-011	1	2.723	$96,059	$35,277	24,734	9,083	$3.88	0.000	$0	$0	0	0	$0.00
2001	038-612-013	1	4.753	$199,640	$42,006	44,769	9,420	$4.46	0.000	$0	$0	0	0	$0.00
2001	038-615-006	1	0.890	$76,442	$85,890	15,619	17,549	$4.89	0.000	$0	$0	0	0	$0.00

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	038-615-007	1	4.697	$228,657	$48,681	31,941	6,800	$7.16	0.000	$0	$0	0	0	$0.00
2001	038-615-012	1	8.259	$648,332	$78,500	122,008	14,773	$5.31	0.000	$0	$0	0	0	$0.00
2003	038-602-020	1	0.568	$28,755	$50,625	5,456	9,606	$5.27	0.568	$28,755	$50,625	5,456	9,606	$5.27
2003	038-603-029	1	2.023	$65,381	$32,319	14,676	7,255	$4.45	2.023	$65,381	$32,319	14,676	7,255	$4.45
2003	038-609-010	1	2.060	$98,520	$47,825	18,078	8,776	$5.45	2.060	$98,520	$47,825	18,078	8,776	$5.45
2003	038-611-013	1	2.988	$180,106	$60,276	41,211	13,792	$4.37	2.988	$180,106	$60,276	41,211	13,792	$4.37
2004	038-602-024	1	13.124	$129,312	$9,853	22,823	1,739	$5.67	13.124	$129,312	$9,853	22,823	1,739	$5.67
2004	038-609-011	1	2.038	$144,606	$70,955	20,982	10,295	$6.89	2.038	$144,606	$70,955	20,982	10,295	$6.89
2005	038-603-030	1	2.027	$98,382	$48,536	19,573	9,656	$5.03	2.027	$98,382	$48,536	19,573	9,656	$5.03
2005	038-610-005	1	1.012	$44,640	$44,111	5,208	5,146	$8.57	1.012	$44,640	$44,111	5,208	5,146	$8.57
2005	038-611-014	1	5.400	$216,346	$40,064	33,036	6,118	$6.55	5.400	$216,346	$40,064	33,036	6,118	$6.55
2005	038-612-014	1	0.679	$23,374	$34,424	3,230	4,757	$7.24	0.679	$23,374	$34,424	3,230	4,757	$7.24
LAKE			**54.084**	**$2,377,624**	**$43,962**	**438,948**	**8,116**	**$5.42**	**31.919**	**$1,029,422**	**$32,251**	**184,273**	**5,773**	**$5.59**
2001	058-636-007	1	2.796	$109,398	$39,122	22,127	7,913	$4.94	0.000	$0	$0	0	0	$0.00
2001	058-639-010	1	3.877	$130,765	$33,728	29,518	7,614	$4.43	0.000	$0	$0	0	0	$0.00
2002	058-615-003	1	6.418	$277,381	$43,219	63,329	9,867	$4.38	6.418	$277,381	$43,219	63,329	9,867	$4.38
2002	058-622-015	1	1.924	$81,864	$42,549	15,446	8,028	$5.30	1.924	$81,864	$42,549	15,446	8,028	$5.30
2002	058-625-013	1	3.520	$149,256	$42,402	28,703	8,154	$5.20	3.520	$149,256	$42,402	28,703	8,154	$5.20
2003	058-607-020	2	0.561	$61,241	$109,164	6,492	11,572	$9.43	0.561	$61,241	$109,164	6,492	11,572	$9.43
2004	058-633-011	1	1.142	$76,747	$67,204	10,840	9,492	$7.08	1.142	$76,747	$67,204	10,840	9,492	$7.08
2004	058-647-005	1	1.061	$79,838	$75,248	8,404	7,921	$9.50	1.061	$79,838	$75,248	8,404	7,921	$9.50
2005	058-633-010	1	2.538	$120,073	$47,310	19,814	7,807	$6.06	2.538	$120,073	$47,310	19,814	7,807	$6.06
2005	058-646-024	1	2.967	$4,900	$1,651	700	236	$7.00	2.967	$4,900	$1,651	700	236	$7.00
2006	058-624-003	1	0.000	$0	$0	0	0	$0.00	1.100	$55,709	$50,645	8,773	7,975	$6.35
2006	058-654-005	1	0.000	$0	$0	0	0	$0.00	3.642	$186,998	$51,345	26,714	7,335	$7.00
PINE			**26.804**	**$1,091,463**	**$40,720**	**205,373**	**7,662**	**$5.31**	**24.873**	**$1,094,007**	**$43,984**	**189,215**	**7,607**	**$5.78**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	069-609-031	2	0.496	$41,424	$83,516	4,748	9,573	$8.72	0.000	$0	$0	0	0	$0.00
2001	069-629-005	2	0.237	$27,274	$115,080	3,965	16,730	$6.88	0.000	$0	$0	0	0	$0.00
2001	069-654-003	2	1.747	$227,111	$130,019	18,620	10,660	$12.20	0.000	$0	$0	0	0	$0.00
2001	069-733-021	2	0.132	$1,326	$10,045	193	1,462	$6.87	0.000	$0	$0	0	0	$0.00
2001	069-741-001	2	0.144	$2,884	$20,028	389	2,701	$7.41	0.000	$0	$0	0	0	$0.00
2001	069-748-001	2	0.132	$5,544	$42,000	748	5,667	$7.41	0.000	$0	$0	0	0	$0.00
2002	069-604-057	1	5.326	$268,290	$50,374	56,341	10,578	$4.76	5.326	$268,290	$50,374	56,341	10,578	$4.76
2002	069-622-012	1	3.381	$241,016	$71,285	33,742	9,980	$7.14	3.381	$241,016	$71,285	33,742	9,980	$7.14
2002	069-623-029	1	4.552	$196,644	$43,199	44,940	9,873	$4.38	4.552	$196,644	$43,199	44,940	9,873	$4.38
2002	069-648-022	2	2.023	$196,323	$97,045	32,014	15,825	$6.13	2.023	$196,323	$97,045	32,014	15,825	$6.13
2002	069-715-004	1	7.220	$379,200	$52,521	71,669	9,926	$5.29	7.220	$379,200	$52,521	71,669	9,926	$5.29
2003	069-605-039	1	5.940	$132,251	$22,264	37,872	6,376	$3.49	5.940	$132,251	$22,264	37,872	6,376	$3.49
2003	069-609-030	2	0.254	$21,870	$86,102	2,296	9,039	$9.53	0.254	$21,870	$86,102	2,296	9,039	$9.53
2003	069-616-040	1	4.470	$218,380	$48,855	41,274	9,234	$5.29	4.470	$218,380	$48,855	41,274	9,234	$5.29
2003	069-617-004	2	0.256	$22,500	$87,891	2,835	11,074	$7.94	0.256	$22,500	$87,891	2,835	11,074	$7.94
2003	069-622-015	1	1.985	$1,806	$910	140	71	$12.90	1.985	$1,806	$910	140	71	$12.90
2003	069-641-002	1	0.133	$7,649	$57,511	1,750	13,158	$4.37	0.133	$7,649	$57,511	1,750	13,158	$4.37
2003	069-703-011	2	1.036	$96,701	$93,341	19,227	18,559	$5.03	1.036	$96,701	$93,341	19,227	18,559	$5.03
2003	069-728-009	1	4.837	$54,407	$11,248	8,568	1,771	$6.35	4.837	$54,407	$11,248	8,568	1,771	$6.35
2003	069-744-002	2	0.411	$13,590	$33,066	2,569	6,251	$5.29	0.411	$13,590	$33,066	2,569	6,251	$5.29
2003	069-752-001	2	1.273	$101,941	$80,079	16,609	13,047	$6.14	1.273	$101,941	$80,079	16,609	13,047	$6.14
2004	069-605-042	1	4.876	$9,248	$1,897	1,028	211	$9.00	4.876	$9,248	$1,897	1,028	211	$9.00
2004	069-607-039	1	6.081	$103,640	$17,043	14,896	2,450	$6.96	6.081	$103,640	$17,043	14,896	2,450	$6.96
2004	069-616-040	1	4.470	$205,714	$46,021	41,274	9,234	$4.98	4.470	$205,714	$46,021	41,274	9,234	$4.98
2004	069-621-029	1	14.651	$97,401	$6,648	17,058	1,164	$5.71	14.651	$97,401	$6,648	17,058	1,164	$5.71
2004	069-637-013	1	5.031	$295,248	$58,686	42,543	8,456	$6.94	5.031	$295,248	$58,686	42,543	8,456	$6.94
2004	069-637-014	1	0.294	$46,260	$157,347	5,969	20,303	$7.75	0.294	$46,260	$157,347	5,969	20,303	$7.75
2004	069-643-013	1	1.890	$159,904	$84,605	22,982	12,160	$6.96	1.890	$159,904	$84,605	22,982	12,160	$6.96
2004	069-644-024	1	7.051	$48,003	$6,808	6,957	987	$6.90	7.051	$48,003	$6,808	6,957	987	$6.90
2004	069-648-020	1	3.527	$165,534	$46,933	35,919	10,184	$4.61	3.527	$165,534	$46,933	35,919	10,184	$4.61
2004	069-661-014	1	0.264	$55,800	$211,364	5,273	19,973	$10.58	0.264	$55,800	$211,364	5,273	19,973	$10.58
2004	069-675-003	1	0.124	$6,439	$51,810	806	6,485	$7.99	0.124	$6,439	$51,810	806	6,485	$7.99

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Pric
2004	069-684-004	1	2.983	$101,059	$33,878	14,437	4,840	$7.00	2.983	$101,059	$33,878	14,437	4,840	$7.00
2004	069-688-008	1	2.733	$20,423	$7,473	4,168	1,525	$4.90	2.733	$20,423	$7,473	4,168	1,525	$4.90
2004	069-688-010	1	2.711	$53,792	$19,842	11,694	4,314	$4.60	2.711	$53,792	$19,842	11,694	4,314	$4.60
2004	069-698-011	1	2.754	$5,296	$1,923	623	226	$8.50	2.754	$5,296	$1,923	623	226	$8.50
2004	069-710-023	1	0.852	$57,099	$67,018	10,278	12,063	$5.56	0.852	$57,099	$67,018	10,278	12,063	$5.56
2004	069-716-008	1	2.557	$106,707	$41,731	23,867	9,334	$4.47	2.557	$106,707	$41,731	23,867	9,334	$4.47
2004	069-733-023	1	6.006	$12,824	$2,135	1,603	267	$8.00	6.006	$12,824	$2,135	1,603	267	$8.00
2004	069-734-001	1	3.126	$42,084	$13,463	6,012	1,923	$7.00	3.126	$42,084	$13,463	6,012	1,923	$7.00
2005	069-604-064	1	1.383	$5,769	$4,171	554	401	$10.41	1.383	$5,769	$4,171	554	401	$10.41
2005	069-609-035	1	1.570	$840	$535	79	50	$10.63	1.570	$840	$535	79	50	$10.63
2005	069-616-045	1	0.065	$4,832	$74,338	571	8,785	$8.46	0.065	$4,832	$74,338	571	8,785	$8.46
2005	069-623-030	1	4.593	$179,405	$39,061	23,068	5,022	$7.78	4.593	$179,405	$39,061	23,068	5,022	$7.78
2005	069-641-003	1	0.152	$5,716	$37,605	939	6,178	$6.09	0.152	$5,716	$37,605	939	6,178	$6.09
2005	069-702-011	1	4.035	$42,038	$10,418	4,425	1,097	$9.50	4.035	$42,038	$10,418	4,425	1,097	$9.50
2006	069-616-043	1	0.000	$0	$0	0	0	$0.00	5.221	$245,314	$46,986	56,162	10,757	$4.37
2006	069-624-018	2	0.000	$0	$0	0	0	$0.00	0.280	$24,752	$88,400	3,342	11,936	$7.41
2006	069-663-012	1	0.000	$0	$0	0	0	$0.00	3.080	$156,040	$50,662	31,374	10,186	$4.97
2006	069-724-003	2	0.000	$0	$0	0	0	$0.00	0.240	$33,726	$140,525	4,553	18,971	$7.41
ST. LOUIS			**129.764**	**$4,089,206**	**$31,513**	**697,532**	**5,375**	**$5.86**	**135.697**	**$4,243,475**	**$31,272**	**764,300**	**5,632**	**$5.55**
DISTRICT 1			**365.737**	**$14,046,597**	**$38,406**	**2,397,115**	**6,554**	**$5.86**	**348.482**	**$12,942,452**	**$37,139**	**2,167,634**	**6,220**	**$5.97**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	004-611-011	1	0.374	$40,185	$107,447	4,700	12,567	$8.55	0.000	$0	$0	0	0	$0.00
2002	004-603-002	1	0.383	$24,250	$63,399	5,000	13,072	$4.85	0.383	$24,250	$63,399	5,000	13,072	$4.85
2002	004-605-025	1	5.012	$215,000	$42,897	43,000	8,579	$5.00	5.012	$215,000	$42,897	43,000	8,579	$5.00
2002	004-622-017	1	3.185	$39,867	$12,517	8,220	2,581	$4.85	3.185	$39,867	$12,517	8,220	2,581	$4.85
2003	004-611-009	1	3.529	$308,015	$87,281	60,395	17,114	$5.10	3.529	$308,015	$87,281	60,395	17,114	$5.10
2004	004-607-019	1	0.843	$15,500	$18,387	1,550	1,839	$10.00	0.843	$15,500	$18,387	1,550	1,839	$10.00
2004	004-619-005	2	1.396	$104,685	$74,989	14,955	10,713	$7.00	1.396	$104,685	$74,989	14,955	10,713	$7.00
2005	004-612-013	1	11.350	$28,050	$2,471	3,740	330	$7.50	11.350	$28,050	$2,471	3,740	330	$7.50
2005	004-615-014	1	4.160	$518,524	$124,645	86,565	20,809	$5.99	4.160	$518,524	$124,645	86,565	20,809	$5.99
2006	004-603-003	1	0.000	$0	$0	0	0	$0.00	4.144	$69,000	$16,651	17,250	4,163	$4.00
2006	004-619-006	2	0.000	$0	$0	0	0	$0.00	2.929	$177,800	$60,703	25,400	8,672	$7.00
2006	004-622-018	1	0.000	$0	$0	0	0	$0.00	5.227	$267,872	$51,248	41,855	8,007	$6.40
BELTRAMI			**30.232**	**$1,294,076**	**$42,806**	**228,125**	**7,546**	**$5.67**	**42.158**	**$1,768,563**	**$41,951**	**307,930**	**7,304**	**$5.74**
2001	015-628-006	1	1.474	$14,400	$9,769	1,800	1,221	$8.00	0.000	$0	$0	0	0	$0.00
2002	015-617-002	1	0.383	$24,250	$63,399	5,000	13,072	$4.85	0.383	$24,250	$63,399	5,000	13,072	$4.85
2002	015-619-002	1	3.246	$94,870	$29,227	26,500	8,164	$3.58	3.246	$94,870	$29,227	26,500	8,164	$3.58
2002	015-630-001	1	2.021	$58,354	$28,874	16,300	8,065	$3.58	2.021	$58,354	$28,874	16,300	8,065	$3.58
2002	015-632-001	1	0.255	$7,160	$28,078	2,000	7,843	$3.58	0.255	$7,160	$28,078	2,000	7,843	$3.58
2003	015-604-008	1	0.602	$49,500	$82,226	11,000	18,272	$4.50	0.602	$49,500	$82,226	11,000	18,272	$4.50
2003	015-610-002	1	2.159	$85,095	$39,414	18,300	8,476	$4.65	2.159	$85,095	$39,414	18,300	8,476	$4.65
2003	015-646-002	2	1.460	$126,965	$86,962	20,814	14,256	$6.10	1.460	$126,965	$86,962	20,814	14,256	$6.10
2003	015-653-001	2	0.080	$6,051	$75,638	992	12,400	$6.10	0.080	$6,051	$75,638	992	12,400	$6.10
2004	015-619-003	1	3.246	$86,250	$26,571	25,000	7,702	$3.45	3.246	$86,250	$26,571	25,000	7,702	$3.45
2004	015-630-002	1	2.021	$53,475	$26,460	15,500	7,669	$3.45	2.021	$53,475	$26,460	15,500	7,669	$3.45
2004	015-632-002	1	0.225	$6,555	$29,133	1,900	8,444	$3.45	0.225	$6,555	$29,133	1,900	8,444	$3.45
2004	015-637-004	1	7.514	$196,305	$26,125	56,900	7,573	$3.45	7.514	$196,305	$26,125	56,900	7,573	$3.45
2005	015-626-003	1	0.170	$7,600	$44,706	800	4,706	$9.50	0.170	$7,600	$44,706	800	4,706	$9.50
2005	015-639-004	1	0.300	$16,000	$53,333	3,200	10,667	$5.00	0.300	$16,000	$53,333	3,200	10,667	$5.00
2006	015-610-003	2	0.000	$0	$0	0	0	$0.00	2.159	$124,600	$57,712	17,800	8,245	$7.00
2006	015-617-003	1	0.000	$0	$0	0	0	$0.00	4.144	$69,000	$16,651	17,250	4,163	$4.00
CLEARWATER			**25.156**	**$832,830**	**$33,107**	**206,006**	**8,189**	**$4.04**	**29.985**	**$1,012,030**	**$33,752**	**239,256**	**7,979**	**$4.23**

			2001 thru 2005						*2002 thru 2006*				
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	029-615-004	2	1.022	$95,062	$93,016	13,040	12,759	$7.29	0.000	$0	$0	0	0	$0.00
2001	029-616-006	1	0.516	$30,070	$58,275	6,200	12,016	$4.85	0.000	$0	$0	0	0	$0.00
2002	029-613-008	1	9.800	$79,800	$8,143	20,000	2,041	$3.99	9.800	$79,800	$8,143	20,000	2,041	$3.99
2002	029-617-002	1	4.079	$165,585	$40,595	41,500	10,174	$3.99	4.079	$165,585	$40,595	41,500	10,174	$3.99
2004	029-649-001	2	0.218	$55,250	$253,440	8,500	38,991	$6.50	0.218	$55,250	$253,440	8,500	38,991	$6.50
2005	029-603-007	1	7.035	$158,000	$22,459	33,000	4,691	$4.79	7.035	$158,000	$22,459	33,000	4,691	$4.79
2005	029-610-003	1	1.999	$180,000	$90,045	37,500	18,759	$4.80	1.999	$180,000	$90,045	37,500	18,759	$4.80
2005	029-645-011	1	5.976	$66,522	$11,131	11,650	1,949	$5.71	5.976	$66,522	$11,131	11,650	1,949	$5.71
2006	029-626-002	1	0.000	$0	$0	0	0	$0.00	0.728	$94,920	$130,385	12,000	16,484	$7.91
2006	029-628-001	1	0.000	$0	$0	0	0	$0.00	2.010	$182,188	$90,641	29,150	14,502	$6.25
2006	029-648-003	1	0.000	$0	$0	0	0	$0.00	0.180	$17,125	$95,139	2,740	15,222	$6.25
HUBBARD			**30.645**	**$830,289**	**$27,094**	**171,390**	**5,593**	**$4.84**	**32.025**	**$999,390**	**$31,206**	**196,040**	**6,121**	**$5.10**
2001	035-606-017	1	7.185	$357,252	$49,720	62,634	8,717	$5.70	0.000	$0	$0	0	0	$0.00
2001	035-628-004	1	1.605	$2,633	$1,640	369	230	$7.14	0.000	$0	$0	0	0	$0.00
2001	035-628-008	1	1.291	$33,089	$25,631	4,632	3,588	$7.14	0.000	$0	$0	0	0	$0.00
2002	035-601-026	1	10.081	$2,970	$295	374	37	$7.94	10.081	$2,970	$295	374	37	$7.94
2002	035-604-018	1	5.696	$161,313	$28,320	33,537	5,888	$4.81	5.696	$161,313	$28,320	33,537	5,888	$4.81
2002	035-612-003	1	4.361	$503,711	$115,504	68,813	15,779	$7.32	4.361	$503,711	$115,504	68,813	15,779	$7.32
2003	035-605-012	1	2.003	$51,336	$25,630	8,257	4,122	$6.22	2.003	$51,336	$25,630	8,257	4,122	$6.22
2004	035-607-016	1	0.322	$26,180	$81,304	4,948	15,366	$5.29	0.322	$26,180	$81,304	4,948	15,366	$5.29
2004	035-607-019	1	1.534	$160,480	$104,615	32,172	20,973	$4.99	1.534	$160,480	$104,615	32,172	20,973	$4.99
2004	035-630-002	1	0.379	$42,211	$111,375	6,137	16,193	$6.88	0.379	$42,211	$111,375	6,137	16,193	$6.88
2005	035-601-027	2	0.379	$53,248	$140,496	6,290	16,596	$8.47	0.379	$53,248	$140,496	6,290	16,596	$8.47
2005	035-604-021	1	4.022	$525,556	$130,670	69,950	17,392	$7.51	4.022	$525,556	$130,670	69,950	17,392	$7.51
2005	035-633-001	1	1.554	$178,794	$115,054	25,030	16,107	$7.14	1.554	$178,794	$115,054	25,030	16,107	$7.14
2005	035-637-002	2	0.034	$5,600	$164,706	662	19,471	$8.46	0.034	$5,600	$164,706	662	19,471	$8.46
KITTSON			**40.446**	**$2,104,373**	**$52,029**	**323,805**	**8,006**	**$6.50**	**30.365**	**$1,711,399**	**$56,361**	**256,170**	**8,436**	**$6.68**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urbnn	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	039-602-015	1	5.497	$11,520	$2,096	1,152	210	$10.00	0.000	$0	$0	0	0	$0.00
2002	039-633-002	1	0.812	$12,488	$15,379	1,350	1,663	$9.25	0.812	$12,488	$15,379	1,350	1,663	$9.25
2004	039-604-005	1	4.220	$180,158	$42,691	42,390	10,045	$4.25	4.220	$180,158	$42,691	42,390	10,045	$4.25
2005	039-601-022	1	0.606	$46,525	$76,774	5,540	9,142	$8.40	0.606	$46,525	$76,774	5,540	9,142	$8.40
2005	039-622-005	2	0.148	$23,945	$161,791	2,817	19,034	$8.50	0.148	$23,945	$161,791	2,817	19,034	$8.50
2006	039-601-025	1	0.000	$0	$0	0	0	$0.00	4.034	$76,197	$18,889	6,927	1,717	$11.00
LAKE OF THE WOODS			**11.283**	**$274,636**	**$24,341**	**53,249**	**4,719**	**$5.16**	**9.820**	**$339,313**	**$34,553**	**59,024**	**6,011**	**$5.75**
2001	045-606-022	1	10.024	$408,148	$40,715	95,725	9,549	$4.26	0.000	$0	$0	0	0	$0.00
2001	045-634-008	1	2.010	$115,862	$57,654	25,042	12,461	$4.63	0.000	$0	$0	0	0	$0.00
2002	045-604-017	1	11.685	$432,464	$37,010	102,723	8,791	$4.21	11.685	$432,464	$37,010	102,723	8,791	$4.21
2002	045-606-024	1	10.823	$353,971	$32,705	92,933	8,587	$3.81	10.823	$353,971	$32,705	92,933	8,587	$3.81
2002	045-610-009	1	10.023	$561,986	$56,070	82,645	8,246	$6.80	10.023	$561,986	$56,070	82,645	8,246	$6.80
2002	045-621-002	1	2.375	$21,997	$9,262	3,750	1,579	$5.87	2.375	$21,997	$9,262	3,750	1,579	$5.87
2002	045-644-004	1	2.560	$111,456	$43,538	28,800	11,250	$3.87	2.560	$111,456	$43,538	28,800	11,250	$3.87
2003	045-649-006	1	0.489	$32,052	$65,546	8,928	18,258	$3.59	0.489	$32,052	$65,546	8,928	18,258	$3.59
2005	045-602-016	1	6.252	$252,835	$40,441	58,540	9,363	$4.32	6.252	$252,835	$40,441	58,540	9,363	$4.32
2005	045-648-008	1	10.801	$326,885	$30,264	66,673	6,173	$4.90	10.801	$326,885	$30,264	66,673	6,173	$4.90
2006	045-602-021	1	0.000	$0	$0	0	0	$0.00	9.864	$115,691	$11,729	31,846	3,229	$3.63
2006	045-617-013	1	0.000	$0	$0	0	0	$0.00	2.004	$189,032	$94,327	24,252	12,102	$7.79
MARSHALL			**67.042**	**$2,617,656**	**$39,045**	**565,759**	**8,439**	**$4.63**	**66.876**	**$2,398,369**	**$35,863**	**501,090**	**7,493**	**$4.79**
2001	054-629-020	1	5.207	$118,321	$22,723	24,396	4,685	$4.85	0.000	$0	$0	0	0	$0.00
2002	054-622-010	1	6.990	$49,813	$7,126	7,723	1,105	$6.45	6.990	$49,813	$7,126	7,723	1,105	$6.45
2002	054-629-021	1	5.207	$118,244	$22,709	19,873	3,817	$5.95	5.207	$118,244	$22,709	19,873	3,817	$5.95
2002	054-629-022	1	3.307	$10,966	$3,316	1,687	510	$6.50	3.307	$10,966	$3,316	1,687	510	$6.50
2004	054-619-023	1	11.045	$305,770	$27,684	66,762	6,045	$4.58	11.045	$305,770	$27,684	66,762	6,045	$4.58
2004	054-624-008	1	6.020	$141,438	$23,495	23,573	3,916	$6.00	6.020	$141,438	$23,495	23,573	3,916	$6.00
2004	054-654-001	2	0.590	$44,884	$76,049	6,412	10,864	$7.00	0.590	$44,884	$76,049	6,412	10,864	$7.00
2005	054-619-027	1	2.004	$248,074	$123,789	21,934	10,945	$11.31	2.004	$248,074	$123,789	21,934	10,945	$11.31
2005	054-631-010	1	1.832	$30,102	$16,431	4,631	2,528	$6.50	1.832	$30,102	$16,431	4,631	2,528	$6.50
2006	054-619-019	1	0.000	$0	$0	0	0	$0.00	11.045	$153,290	$13,879	22,216	2,011	$6.90

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2006	054-619-026	1	0.000	$0	$0	0	0	$0.00	3.017	$273,538	$90,669	32,564	10,794	$8.40
NORMAN			**42.202**	**$1,067,612**	**$25,298**	**176,991**	**4,194**	**$6.03**	**51.057**	**$1,376,119**	**$26,953**	**207,375**	**4,062**	**$6.64**
2001	057-624-005	1	6.962	$161,333	$23,175	29,154	4,188	$5.53	0.000	$0	$0	0	0	$0.00
2002	057-618-004	1	3.507	$296,690	$84,599	81,285	23,178	$3.65	3.507	$296,690	$84,599	81,285	23,178	$3.65
2003	057-627-009	1	0.500	$17,405	$34,810	2,950	5,900	$5.90	0.500	$17,405	$34,810	2,950	5,900	$5.90
2005	057-627-010	1	5.951	$438,256	$73,644	81,927	13,767	$5.35	5.951	$438,256	$73,644	81,927	13,767	$5.35
2006	057-627-011	1	0.000	$0	$0	0	0	$0.00	7.088	$1,050,994	$148,278	98,302	13,869	$10.69
PENNINGTON			**16.920**	**$913,684**	**$54,002**	**195,316**	**11,544**	**$4.68**	**17.046**	**$1,803,345**	**$105,793**	**264,464**	**15,515**	**$6.8**
2001	060-606-018	1	2.821	$192,204	$68,145	35,964	12,751	$5.34	0.000	$0	$0	0	0	$0.00
2001	060-613-004	1	2.458	$95,858	$38,998	18,712	7,613	$5.12	0.000	$0	$0	0	0	$0.00
2001	060-617-010	1	5.552	$20,675	$3,724	7,004	1,262	$2.95	0.000	$0	$0	0	0	$0.00
2001	060-634-009	1	0.436	$34,513	$79,158	5,690	13,050	$6.07	0.000	$0	$0	0	0	$0.00
2001	060-666-005	1	6.939	$33,406	$4,815	6,741	972	$4.96	0.000	$0	$0	0	0	$0.00
2001	060-666-008	1	3.992	$82,789	$20,739	12,125	3,037	$6.83	0.000	$0	$0	0	0	$0.00
2002	060-606-019	1	5.106	$85,748	$16,794	14,559	2,851	$5.89	5.106	$85,748	$16,794	14,559	2,851	$5.89
2002	060-606-021	2	0.179	$19,200	$107,263	2,400	13,408	$8.00	0.179	$19,200	$107,263	2,400	13,408	$8.00
2002	060-624-003	1	4.970	$321,300	$64,648	61,200	12,314	$5.25	4.970	$321,300	$64,648	61,200	12,314	$5.25
2002	060-666-009	1	6.487	$79,417	$12,242	13,539	2,087	$5.87	6.487	$79,417	$12,242	13,539	2,087	$5.87
2003	060-606-022	1	6.539	$32,450	$4,963	8,311	1,271	$3.90	6.539	$32,450	$4,963	8,311	1,271	$3.90
2003	060-617-015	1	3.098	$6,683	$2,157	1,232	398	$5.42	3.098	$6,683	$2,157	1,232	398	$5.42
2003	060-617-016	1	5.551	$231,650	$41,731	56,500	10,178	$4.10	5.551	$231,650	$41,731	56,500	10,178	$4.10
2003	060-644-015	1	1.982	$6,275	$3,166	1,119	565	$5.61	1.982	$6,275	$3,166	1,119	565	$5.61
2003	060-676-001	1	1.234	$5,960	$4,830	1,126	912	$5.29	1.234	$5,960	$4,830	1,126	912	$5.29
2004	060-601-053	1	4.258	$8,350	$1,961	1,661	390	$5.03	4.258	$8,350	$1,961	1,661	390	$5.03
2004	060-601-054	1	9.012	$34,337	$3,810	6,133	681	$5.60	9.012	$34,337	$3,810	6,133	681	$5.60
2004	060-609-019	1	12.990	$33,660	$2,591	5,783	445	$5.82	12.990	$33,660	$2,591	5,783	445	$5.82
2004	060-666-006	1	7.000	$393,104	$56,158	63,200	9,029	$6.22	7.000	$393,104	$56,158	63,200	9,029	$6.22
2005	060-602-017	1	10.900	$417,600	$38,312	87,000	7,982	$4.80	10.900	$417,600	$38,312	87,000	7,982	$4.80
2005	060-602-018	2	1.018	$53,204	$52,263	9,400	9,234	$5.66	1.018	$53,204	$52,263	9,400	9,234	$5.66
2005	060-641-021	1	12.201	$20,592	$1,688	2,432	199	$8.47	12.201	$20,592	$1,688	2,432	199	$8.4

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2005	060-672-002	1	0.360	$79,984	$222,178	9,357	25,992	$8.55	0.360	$79,984	$222,178	9,357	25,992	$8.55
2005	060-676-002	1	1.234	$95,200	$77,147	11,200	9,076	$8.50	1.234	$95,200	$77,147	11,200	9,076	$8.50
2006	060-666-010	1	0.000	$0	$0	0	0	$0.00	10.513	$837,900	$79,701	95,000	9,036	$8.82
POLK			**116.316**	**$2,384,159**	**$20,497**	**442,388**	**3,803**	**$5.39**	**104.632**	**$2,762,614**	**$26,403**	**451,152**	**4,312**	**$6.12**
2001	063-613-011	2	1.234	$66,228	$53,669	11,038	8,945	$6.00	0.000	$0	$0	0	0	$0.00
2002	063-613-008	1	4.119	$350,900	$85,191	63,800	15,489	$5.50	4.119	$350,900	$85,191	63,800	15,489	$5.50
2004	063-610-005	1	4.020	$293,120	$72,915	64,000	15,920	$4.58	4.020	$293,120	$72,915	64,000	15,920	$4.58
2005	063-610-007	1	4.020	$131,250	$32,649	25,000	6,219	$5.25	4.020	$131,250	$32,649	25,000	6,219	$5.25
RED LAKE			**13.393**	**$841,498**	**$62,831**	**163,838**	**12,233**	**$5.14**	**12.159**	**$775,270**	**$63,761**	**152,800**	**12,567**	**$5.07**
2001	068-624-003	1	0.583	$98,943	$169,714	15,222	26,110	$6.50	0.000	$0	$0	0	0	$0.00
2002	068-605-005	1	4.970	$195,889	$39,414	31,595	6,357	$6.20	4.970	$195,889	$39,414	31,595	6,357	$6.20
2003	068-606-009	1	1.901	$88,239	$46,417	24,579	12,930	$3.59	1.901	$88,239	$46,417	24,579	12,930	$3.59
2003	068-626-005	1	4.005	$210,214	$52,488	49,462	12,350	$4.25	4.005	$210,214	$52,488	49,462	12,350	$4.25
2003	068-632-004	1	1.890	$83,241	$44,043	23,187	12,268	$3.59	1.890	$83,241	$44,043	23,187	12,268	$3.59
2004	068-672-006	2	1.889	$150,673	$79,763	27,395	14,502	$5.50	1.889	$150,673	$79,763	27,395	14,502	$5.50
2004	068-677-003	2	0.543	$42,498	$78,265	7,727	14,230	$5.50	0.543	$42,498	$78,265	7,727	14,230	$5.50
2005	068-602-034	1	7.198	$352,576	$48,982	50,368	6,997	$7.00	7.198	$352,576	$48,982	50,368	6,997	$7.00
2005	068-613-015	1	0.170	$12,402	$72,953	2,787	16,394	$4.45	0.170	$12,402	$72,953	2,787	16,394	$4.45
2005	068-678-001	2	0.147	$21,012	$142,939	2,472	16,816	$8.50	0.147	$21,012	$142,939	2,472	16,816	$8.50
2006	068-634-003	1	0.000	$0	$0	0	0	$0.00	4.780	$498,674	$104,325	59,793	12,509	$8.34
ROSEAU			**23.296**	**$1,255,687**	**$53,901**	**234,794**	**10,079**	**$5.35**	**27.493**	**$1,655,418**	**$60,212**	**279,365**	**10,161**	**$5.93**
DISTRICT 2			**416.930**	**$14,416,499**	**$34,578**	**2,761,661**	**6,624**	**$5.22**	**423.616**	**$16,601,829**	**$39,191**	**2,914,666**	**6,880**	**$5.70**

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urbann**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	001-602-010	1	6.057	$403,465	$66,614	71,019	11,726	$5.68	0.000	$0	$0	0	0	$0.00
2001	001-608-003	2	0.867	$50,862	$58,664	5,190	5,986	$9.80	0.000	$0	$0	0	0	$0.00
2001	001-622-006	1	4.661	$51,564	$11,063	5,294	1,136	$9.74	0.000	$0	$0	0	0	$0.00
2001	001-624-002	1	4.207	$51,662	$12,280	7,048	1,675	$7.33	0.000	$0	$0	0	0	$0.00
2001	001-631-001	1	3.529	$173,674	$49,213	30,460	8,631	$5.70	0.000	$0	$0	0	0	$0.00
2002	001-602-011	1	4.283	$194,354	$45,378	36,405	8,500	$5.34	4.283	$194,354	$45,378	36,405	8,500	$5.34
2002	001-631-002	1	3.529	$44,919	$12,729	6,417	1,818	$7.00	3.529	$44,919	$12,729	6,417	1,818	$7.00
2002	001-640-002	1	4.938	$82,137	$16,634	14,186	2,873	$5.79	4.938	$82,137	$16,634	14,186	2,873	$5.79
2003	001-623-007	1	4.770	$64,783	$13,581	10,283	2,156	$6.30	4.770	$64,783	$13,581	10,283	2,156	$6.30
2004	001-601-016	2	0.453	$45,972	$101,483	4,829	10,660	$9.52	0.453	$45,972	$101,483	4,829	10,660	$9.52
2004	001-602-012	1	10.234	$151,138	$14,768	21,197	2,071	$7.13	10.234	$151,138	$14,768	21,197	2,071	$7.13
2004	001-603-009	1	5.761	$295,184	$51,238	47,481	8,242	$6.22	5.761	$295,184	$51,238	47,481	8,242	$6.22
2006	001-603-010	1	0.000	$0	$0	0	0	$0.00	5.738	$125,296	$21,836	15,662	2,730	$8.00
2006	001-607-003	1	0.000	$0	$0	0	0	$0.00	3.198	$30,818	$9,637	4,109	1,285	$7.50
2006	001-629-003	1	0.000	$0	$0	0	0	$0.00	2.250	$201,590	$89,596	20,866	9,274	$9.66
AITKIN			**53.289**	**$1,609,714**	**$30,207**	**259,809**	**4,875**	**$6.20**	**45.154**	**$1,236,191**	**$27,377**	**181,435**	**4,018**	**$6.81**
2001	005-602-012	1	2.004	$16,110	$8,039	3,000	1,497	$5.37	0.000	$0	$0	0	0	$0.00
2001	005-602-013	1	5.612	$32,370	$5,768	6,500	1,158	$4.98	0.000	$0	$0	0	0	$0.00
2001	005-612-015	1	8.997	$56,420	$6,271	13,000	1,445	$4.34	0.000	$0	$0	0	0	$0.00
2002	005-604-020	1	5.259	$237,120	$45,088	41,600	7,910	$5.70	5.259	$237,120	$45,088	41,600	7,910	$5.70
2004	005-613-009	1	2.008	$189,700	$94,472	27,100	13,496	$7.00	2.008	$189,700	$94,472	27,100	13,496	$7.00
2004	005-613-010	1	1.102	$37,800	$34,301	5,400	4,900	$7.00	1.102	$37,800	$34,301	5,400	4,900	$7.00
2004	005-625-009	1	2.011	$145,783	$72,493	22,850	11,363	$6.38	2.011	$145,783	$72,493	22,850	11,363	$6.38
2005	005-605-008	1	2.676	$228,550	$85,407	35,000	13,079	$6.53	2.676	$228,550	$85,407	35,000	13,079	$6.53
2005	005-605-011	1	0.407	$35,589	$87,442	5,450	13,391	$6.53	0.407	$35,589	$87,442	5,450	13,391	$6.53
2005	005-633-010	2	0.740	$345,014	$466,235	25,294	34,181	$13.64	0.740	$345,014	$466,235	25,294	34,181	$13.64
2005	005-633-014	2	0.530	$87,420	$164,943	6,409	12,092	$13.64	0.530	$87,420	$164,943	6,409	12,092	$13.64
2006	005-610-006	1	0.000	$0	$0	0	0	$0.00	0.926	$119,024	$128,536	17,300	18,683	$6.88
BENTON			**31.346**	**$1,411,876**	**$45,042**	**191,603**	**6,113**	**$7.37**	**15.659**	**$1,426,000**	**$91,066**	**186,403**	**11,904**	**$7.65**

YearProject	Rural/Urban		2001 thru 2005 Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price		2002 thru 2006 Length**	Total Cost	Cost per Mile	Unit Price
2001	011-604-011	1	5.356	$354,930	$66,262	57,902	10,810	$6.13	0.000	$0	$0	0	$0.00
2001	011-610-002	1	2.772	$2,275	$821	325	117	$7.00	0.000	$0	$0	0	$0.00
2001	011-614-001	2	0.490	$26,133	$53,333	3,187	6,504	$8.20	0.000	$0	$0	0	$0.00
2001	011-621-003	1	1.855	$3,048	$1,643	575	310	$5.30	0.000	$0	$0	0	$0.00
2001	011-622-002	1	2.589	$33,947	$13,112	6,405	2,474	$5.30	0.000	$0	$0	0	$0.00
2002	011-602-006	1	7.790	$203,552	$26,130	58,819	7,551	$3.46	7.790	$203,552	$26,130	58,819	7,551	$3.46
2002	011-604-012	1	5.356	$106,272	$19,842	17,280	3,226	$6.15	5.356	$106,272	$19,842	17,280	3,226	$6.15
2002	011-605-012	2	0.680	$45,070	$66,279	7,299	10,734	$6.17	0.680	$45,070	$66,279	7,299	10,734	$6.17
2002	011-652-002	1	3.617	$54,718	$15,128	9,150	2,530	$5.98	3.617	$54,718	$15,128	9,150	2,530	$5.98
2003	011-613-002	1	6.590	$477,426	$72,447	79,571	12,075	$6.00	6.590	$477,426	$72,447	79,571	12,075	$6.00
2003	011-613-004	1	1.100	$62,825	$57,114	8,975	8,159	$7.00	1.100	$62,825	$57,114	8,975	8,159	$7.00
2003	011-670-003	1	1.808	$13,867	$7,670	2,010	1,112	$6.90	1.808	$13,867	$7,670	2,010	1,112	$6.90
2004	011-606-007	1	4.400	$168,302	$38,250	32,680	7,427	$5.15	4.400	$168,302	$38,250	32,680	7,427	$5.15
2004	011-607-008	1	4.450	$334,540	$75,178	38,900	8,742	$8.60	4.450	$334,540	$75,178	38,900	8,742	$8.60
2004	011-631-001	1	4.463	$114,921	$25,750	22,984	5,150	$5.00	4.463	$114,921	$25,750	22,984	5,150	$5.00
2004	011-650-004	1	1.832	$188,300	$102,784	24,141	13,177	$7.80	1.832	$188,300	$102,784	24,141	13,177	$7.80
2004	011-801-001	1	0.170	$8,174	$48,082	1,635	9,618	$5.00	0.170	$8,174	$48,082	1,635	9,618	$5.00
2005	011-601-016	1	0.290	$25,724	$88,703	2,180	7,517	$11.80	0.290	$25,724	$88,703	2,180	7,517	$11.80
2006	011-660-003	2	0.000	$0	$0	0	0	$0.00	2.898	$214,237	$73,926	26,449	9,127	$8.10
CASS			**55.608**	**$2,224,024**	**$39,994**	**374,018**	**6,726**	**$5.95**	**45.444**	**$2,017,928**	**$44,405**	**332,073**	**7,307**	**$6.08**

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	018-619-001	1	5.002	$182,235	$36,430	24,115	4,821	$7.56	0.000	$0	$0	0	0	$0.00
2002	018-620-006	2	0.170	$14,068	$82,753	1,595	9,382	$8.82	0.170	$14,068	$82,753	1,595	9,382	$8.82
2002	018-620-007	2	0.564	$65,127	$115,473	7,384	13,092	$8.82	0.564	$65,127	$115,473	7,384	13,092	$8.82
2002	018-639-002	2	2.983	$95,112	$31,885	16,203	5,432	$5.87	2.983	$95,112	$31,885	16,203	5,432	$5.87
2002	018-639-003	1	1.308	$3,302	$2,524	320	245	$10.32	1.308	$3,302	$2,524	320	245	$10.32
2002	018-677-005	1	1.606	$27,427	$17,078	4,769	2,969	$5.75	1.606	$27,427	$17,078	4,769	2,969	$5.75
2003	018-611-020	1	0.398	$14,738	$37,030	2,250	5,653	$6.55	0.398	$14,738	$37,030	2,250	5,653	$6.55
2003	018-620-008	2	1.698	$127,197	$74,910	13,333	7,852	$9.54	1.698	$127,197	$74,910	13,333	7,852	$9.54
2004	018-611-021	1	0.190	$9,713	$51,121	1,295	6,816	$7.50	0.190	$9,713	$51,121	1,295	6,816	$7.50
2004	018-619-003	1	3.746	$133,992	$35,771	21,313	5,690	$6.29	3.746	$133,992	$35,771	21,313	5,690	$6.29
2004	018-636-007	1	1.000	$109,704	$109,704	15,116	15,116	$7.26	1.000	$109,704	$109,704	15,116	15,116	$7.26
2004	018-645-005	2	0.360	$57,616	$160,044	7,202	20,006	$8.00	0.360	$57,616	$160,044	7,202	20,006	$8.00
2005	018-602-023	1	5.066	$5,694	$1,124	448	88	$12.71	5.066	$5,694	$1,124	448	88	$12.71
2006	018-620-009	2	0.000	$0	$0	0	0	$0.00	0.251	$18,144	$72,287	1,296	5,163	$14.00
CROW WING			**24.091**	**$845,925**	**$35,114**	**115,343**	**4,788**	**$7.33**	**19.340**	**$681,834**	**$35,256**	**92,524**	**4,784**	**$7.37**
2001	030-610-010	1	5.265	$373,428	$70,925	46,328	8,799	$8.06	0.000	$0	$0	0	0	$0.00
2002	030-612-013	1	3.015	$229,436	$76,098	22,960	7,615	$9.99	3.015	$229,436	$76,098	22,960	7,615	$9.99
2003	030-615-005	1	2.780	$187,425	$67,419	24,990	8,989	$7.50	2.780	$187,425	$67,419	24,990	8,989	$7.50
2003	030-625-004	2	0.211	$43,548	$206,389	4,228	20,038	$10.30	0.211	$43,548	$206,389	4,228	20,038	$10.30
2003	030-625-005	2	0.147	$19,086	$129,837	1,853	12,605	$10.30	0.147	$19,086	$129,837	1,853	12,605	$10.30
2004	030-604-014	1	2.874	$158,431	$55,126	28,875	10,047	$5.49	2.874	$158,431	$55,126	28,875	10,047	$5.49
2004	030-622-002	2	0.066	$3,424	$51,873	756	11,455	$4.53	0.066	$3,424	$51,873	756	11,455	$4.53
2005	030-612-014	1	1.745	$71,981	$41,250	6,860	3,931	$10.49	1.745	$71,981	$41,250	6,860	3,931	$10.49
2006	030-605-023	1	0.000	$0	$0	0	0	$0.00	0.984	$7,701	$7,826	420	427	$18.34
2006	030-609-007	1	0.000	$0	$0	0	0	$0.00	2.246	$270,673	$120,513	31,010	13,807	$8.73
2006	030-622-001	1	0.000	$0	$0	0	0	$0.00	2.970	$188,943	$63,617	30,605	10,305	$6.17
2006	030-623-007	2	0.000	$0	$0	0	0	$0.00	0.113	$11,590	$102,566	700	6,195	$16.56
ISANTI			**16.103**	**$1,086,759**	**$67,487**	**136,850**	**8,498**	**$7.94**	**17.151**	**$1,192,238**	**$69,514**	**153,257**	**8,936**	**$7.78**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	033-615-004	1	5.983	$105,715	$17,669	22,357	3,737	$4.73	0.000	$0	$0	0	0	$0.00
2002	033-626-005	1	4.150	$160,347	$38,638	37,729	9,091	$4.25	4.150	$160,347	$38,638	37,729	9,091	$4.25
2003	033-617-006	1	2.078	$85,572	$41,180	17,881	8,605	$4.79	2.078	$85,572	$41,180	17,881	8,605	$4.79
2003	033-617-007	1	2.209	$115,403	$52,242	24,042	10,884	$4.80	2.209	$115,403	$52,242	24,042	10,884	$4.80
2003	033-626-006	1	4.146	$96,391	$23,249	16,457	3,969	$5.86	4.146	$96,391	$23,249	16,457	3,969	$5.86
2004	033-606-020	1	5.690	$33,345	$5,860	6,825	1,199	$4.89	5.690	$33,345	$5,860	6,825	1,199	$4.89
2004	033-617-008	1	4.290	$74,102	$17,273	11,425	2,663	$6.49	4.290	$74,102	$17,273	11,425	2,663	$6.49
2004	033-624-003	1	4.830	$198,352	$41,067	49,588	10,267	$4.00	4.830	$198,352	$41,067	49,588	10,267	$4.00
2005	033-604-015	1	1.861	$89,479	$48,081	19,009	10,214	$4.71	1.861	$89,479	$48,081	19,009	10,214	$4.71
2005	033-604-016	1	4.010	$205,961	$51,362	41,192	10,272	$5.00	4.010	$205,961	$51,362	41,192	10,272	$5.00
2006	033-624-004	1	0.000	$0	$0	0	0	$0.00	4.830	$154,261	$31,938	24,708	5,116	$6.24
KANABEC			**39.247**	**$1,164,667**	**$29,675**	**246,505**	**6,281**	**$4.72**	**38.094**	**$1,213,213**	**$31,848**	**248,856**	**6,533**	**$4.88**
2001	048-625-015	1	1.571	$125,433	$79,843	26,607	16,936	$4.71	0.000	$0	$0	0	0	$0.00
2001	048-637-002	1	0.328	$7,260	$22,134	750	2,287	$9.68	0.000	$0	$0	0	0	$0.00
2002	048-631-002	2	1.937	$212,106	$109,502	22,209	11,466	$9.55	1.937	$212,106	$109,502	22,209	11,466	$9.55
2003	048-601-026	1	3.287	$162,809	$49,531	24,641	7,497	$6.61	3.287	$162,809	$49,531	24,641	7,497	$6.61
2004	048-621-009	1	6.130	$140,136	$22,861	26,912	4,390	$5.21	6.130	$140,136	$22,861	26,912	4,390	$5.21
2006	048-601-028	1	0.000	$0	$0	0	0	$0.00	2.615	$259,685	$99,306	36,910	14,115	$7.04
MILLE LACS			**13.253**	**$647,744**	**$48,875**	**101,119**	**7,630**	**$6.41**	**13.969**	**$774,736**	**$55,461**	**110,672**	**7,923**	**$7.00**
2001	049-623-010	1	4.100	$73,645	$17,962	20,621	5,030	$3.57	0.000	$0	$0	0	0	$0.00
2002	049-649-006	1	7.889	$11,070	$1,403	2,296	291	$4.82	7.889	$11,070	$1,403	2,296	291	$4.82
2003	049-621-015	1	0.758	$31,900	$42,107	6,160	8,131	$5.18	0.758	$31,900	$42,107	6,160	8,131	$5.18
2003	049-646-006	1	10.920	$24,852	$2,276	5,799	531	$4.29	10.920	$24,852	$2,276	5,799	531	$4.29
2003	049-652-004	1	4.606	$161,803	$35,129	45,948	9,976	$3.52	4.606	$161,803	$35,129	45,948	9,976	$3.52
2004	049-624-003	1	4.043	$181,460	$44,888	42,913	10,615	$4.23	4.043	$181,460	$44,888	42,913	10,615	$4.23
2004	049-652-003	2	1.395	$123,390	$88,452	17,275	12,384	$7.14	1.395	$123,390	$88,452	17,275	12,384	$7.14
2005	049-601-016	1	0.417	$19,190	$46,019	3,436	8,240	$5.58	0.417	$19,190	$46,019	3,436	8,240	$5.58
2005	049-603-002	1	7.429	$320,831	$43,186	57,438	7,732	$5.59	7.429	$320,831	$43,186	57,438	7,732	$5.59
2006	049-676-003	1	0.000	$0	$0	0	0	$0.00	0.117	$4,806	$41,077	505	4,316	$9.52
MORRISON			**41.556**	**$948,141**	**$22,816**	**201,886**	**4,858**	**$4.70**	**37.573**	**$879,302**	**$23,402**	**181,770**	**4,838**	**$4.84**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	071-601-017	1	1.244	$80,036	$64,338	11,770	9,461	$6.80	0.000	$0	$0	0	0	$0.00
2001	071-620-003	1	3.010	$29,030	$9,645	4,705	1,563	$6.17	0.000	$0	$0	0	0	$0.00
2002	071-604-030	1	0.320	$1,658	$5,181	195	609	$8.50	0.320	$1,658	$5,181	195	609	$8.50
2002	071-620-004	1	2.007	$130,442	$64,994	19,440	9,686	$6.71	2.007	$130,442	$64,994	19,440	9,686	$6.71
2003	071-609-011	1	1.723	$108,927	$63,219	16,630	9,652	$6.55	1.723	$108,927	$63,219	16,630	9,652	$6.55
2005	071-601-021	1	4.141	$307,013	$74,140	36,424	8,796	$8.43	4.141	$307,013	$74,140	36,424	8,796	$8.43
2005	071-613-009	1	0.710	$38,640	$54,423	4,600	6,479	$8.40	0.710	$38,640	$54,423	4,600	6,479	$8.40
2006	071-604-031	1	0.000	$0	$0	0	0	$0.00	2.932	$57,028	$19,450	5,016	1,711	$11.37
2006	071-633-001	1	0.000	$0	$0	0	0	$0.00	2.927	$363,137	$124,065	46,322	15,826	$7.84
SHERBURNE			**13.155**	**$695,746**	**$52,888**	**93,764**	**7,128**	**$7.42**	**14.760**	**$1,006,845**	**$68,214**	**128,627**	**8,715**	**$7.83**
2001	073-644-009	1	4.070	$188,982	$46,433	35,005	8,601	$5.40	0.000	$0	$0	0	0	$0.00
2001	073-644-010	1	6.751	$68,018	$10,075	17,443	2,584	$3.90	0.000	$0	$0	0	0	$0.00
2001	073-675-021	1	6.150	$16,170	$2,629	2,778	452	$5.82	0.000	$0	$0	0	0	$0.00
2001	073-681-008	2	1.204	$242,519	$201,428	30,472	25,309	$7.96	0.000	$0	$0	0	0	$0.00
2002	073-602-038	1	0.850	$11,583	$13,627	1,806	2,125	$6.41	0.850	$11,583	$13,627	1,806	2,125	$6.41
2002	073-602-040	2	0.090	$4,544	$50,489	740	8,222	$6.14	0.090	$4,544	$50,489	740	8,222	$6.14
2002	073-609-032	2	0.423	$32,782	$77,499	3,848	9,097	$8.52	0.423	$32,782	$77,499	3,848	9,097	$8.52
2002	073-613-018	2	1.153	$137,994	$119,683	32,659	28,325	$4.23	1.153	$137,994	$119,683	32,659	28,325	$4.23
2002	073-654-009	1	3.160	$17,805	$5,634	2,948	933	$6.04	3.160	$17,805	$5,634	2,948	933	$6.04
2002	073-659-001	2	0.260	$40,252	$154,815	4,420	17,000	$9.11	0.260	$40,252	$154,815	4,420	17,000	$9.11
2003	073-601-037	1	4.041	$33,181	$8,211	7,799	1,930	$4.25	4.041	$33,181	$8,211	7,799	1,930	$4.25
2003	073-607-027	2	1.600	$115,422	$72,139	19,011	11,882	$6.07	1.600	$115,422	$72,139	19,011	11,882	$6.07
2003	073-617-027	2	0.443	$45,500	$102,709	6,370	14,379	$7.14	0.443	$45,500	$102,709	6,370	14,379	$7.14
2003	073-674-001	1	4.680	$10,395	$2,221	1,630	348	$6.38	4.680	$10,395	$2,221	1,630	348	$6.38
2003	073-675-026	1	0.160	$15,343	$95,894	2,527	15,794	$6.07	0.160	$15,343	$95,894	2,527	15,794	$6.07
2004	073-601-041	1	1.250	$19,272	$15,418	3,080	2,464	$6.26	1.250	$19,272	$15,418	3,080	2,464	$6.26
2004	073-608-003	1	3.860	$2,559	$663	372	96	$6.88	3.860	$2,559	$663	372	96	$6.88
2004	073-609-031	2	0.981	$237,577	$242,178	29,955	30,535	$7.93	0.981	$237,577	$242,178	29,955	30,535	$7.93
2004	073-617-029	2	0.352	$49,224	$139,841	5,743	16,315	$8.57	0.352	$49,224	$139,841	5,743	16,315	$8.57
2004	073-624-001	1	0.966	$59,387	$61,477	12,317	12,751	$4.82	0.966	$59,387	$61,477	12,317	12,751	$4.82
2004	073-738-001	1	2.466	$261,280	$105,953	31,808	12,899	$8.21	2.466	$261,280	$105,953	31,808	12,899	$8.21

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2005	073-660-003	2	0.340	$46,405	$136,485	5,732	16,859	$8.10	0.340	$46,405	$136,485	5,732	16,859	$8.10
2005	073-675-024	2	0.255	$15,747	$61,753	1,756	6,886	$8.97	0.255	$15,747	$61,753	1,756	6,886	$8.97
2005	073-715-001	1	2.256	$268,196	$118,881	39,039	17,305	$6.87	2.256	$268,196	$118,881	39,039	17,305	$6.87
2006	073-617-028	2	0.000	$0	$0	0	0	$0.00	0.841	$102,213	$121,537	13,961	16,600	$7.32
2006	073-617-033	1	0.000	$0	$0	0	0	$0.00	7.300	$54,930	$7,525	4,046	554	$13.58
2006	073-681-011	2	0.000	$0	$0	0	0	$0.00	0.500	$97,367	$194,734	8,261	16,522	$11.79
STEARNS			**47.761**	**$1,940,137**	**$40,622**	**299,258**	**6,266**	**$6.48**	**38.227**	**$1,678,958**	**$43,921**	**239,828**	**6,274**	**$7.00**
2001	077-602-016	1	2.235	$11,725	$5,246	2,500	1,119	$4.69	0.000	$0	$0	0	0	$0.00
2001	077-602-017	1	4.687	$12,128	$2,588	3,200	683	$3.79	0.000	$0	$0	0	0	$0.00
2001	077-615-006	1	3.643	$18,966	$5,206	5,800	1,592	$3.27	0.000	$0	$0	0	0	$0.00
2001	077-633-002	1	1.515	$5,628	$3,715	1,200	792	$4.69	0.000	$0	$0	0	0	$0.00
2002	077-611-028	1	7.590	$40,500	$5,336	9,000	1,186	$4.50	7.590	$40,500	$5,336	9,000	1,186	$4.50
2002	077-638-014	1	5.001	$133,000	$26,595	38,000	7,598	$3.50	5.001	$133,000	$26,595	38,000	7,598	$3.50
2003	077-638-015	1	9.438	$44,712	$4,737	12,420	1,316	$3.60	9.438	$44,712	$4,737	12,420	1,316	$3.60
2004	077-605-002	1	4.578	$109,193	$23,852	24,265	5,300	$4.50	4.578	$109,193	$23,852	24,265	5,300	$4.50
2004	077-611-029	1	9.226	$47,430	$5,141	10,540	1,142	$4.50	9.226	$47,430	$5,141	10,540	1,142	$4.50
2005	077-603-008	1	10.010	$30,240	$3,021	5,760	575	$5.25	10.010	$30,240	$3,021	5,760	575	$5.25
2006	077-622-009	1	0.000	$0	$0	0	0	$0.00	4.891	$48,231	$9,861	6,990	1,429	$6.90
2006	077-622-010	2	0.000	$0	$0	0	0	$0.00	0.236	$26,560	$112,542	3,320	14,068	$8.00
2006	077-622-011	2	0.000	$0	$0	0	0	$0.00	0.678	$68,397	$100,881	8,713	12,851	$7.85
2006	077-624-016	1	0.000	$0	$0	0	0	$0.00	4.587	$3,500	$763	500	109	$7.00
TODD			**57.923**	**$453,522**	**$7,830**	**112,685**	**1,945**	**$4.02**	**56.235**	**$551,763**	**$9,812**	**119,508**	**2,125**	**$4.62**
2001	080-623-012	1	5.075	$231,660	$45,647	49,896	9,832	$4.64	0.000	$0	$0	0	0	$0.00
2002	080-612-006	1	4.575	$164,499	$35,956	33,867	7,403	$4.86	4.575	$164,499	$35,956	33,867	7,403	$4.86
2003	080-609-017	1	3.952	$234,300	$59,286	39,760	10,061	$5.89	3.952	$234,300	$59,286	39,760	10,061	$5.89
2005	080-606-009	1	2.000	$14,250	$7,125	2,660	1,330	$5.36	2.000	$14,250	$7,125	2,660	1,330	$5.36
2005	080-626-017	1	4.133	$47,440	$11,478	4,949	1,197	$9.59	4.133	$47,440	$11,478	4,949	1,197	$9.59
WADENA			**19.735**	**$692,149**	**$35,072**	**131,132**	**6,645**	**$5.28**	**14.660**	**$460,489**	**$31,411**	**81,236**	**5,541**	**$5.67**

			2001 thru 2005						*2002 thru 2006*					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	086-618-007	1	2.126	$208,810	$98,227	32,878	15,466	$6.35	0.000	$0	$0	0	0	$0.00
2001	086-619-002	1	2.969	$34,722	$11,695	5,052	1,702	$6.87	0.000	$0	$0	0	0	$0.00
2002	086-675-014	2	1.970	$91,570	$46,482	15,131	7,681	$6.05	1.970	$91,570	$46,482	15,131	7,681	$6.05
2003	086-603-015	1	9.939	$226,884	$22,828	36,260	3,648	$6.26	9.939	$226,884	$22,828	36,260	3,648	$6.26
2003	086-605-021	1	11.957	$21,341	$1,785	2,680	224	$7.96	11.957	$21,341	$1,785	2,680	224	$7.96
2003	086-612-015	2	0.500	$98,986	$197,972	11,136	22,272	$8.89	0.500	$98,986	$197,972	11,136	22,272	$8.89
2003	086-614-009	1	4.729	$489,345	$103,477	61,657	13,038	$7.94	4.729	$489,345	$103,477	61,657	13,038	$7.94
2003	086-617-007	2	0.828	$144,375	$174,366	16,500	19,928	$8.75	0.828	$144,375	$174,366	16,500	19,928	$8.75
2004	086-609-013	2	0.477	$119,072	$249,627	13,332	27,950	$8.93	0.477	$119,072	$249,627	13,332	27,950	$8.93
2004	086-612-018	2	1.150	$128,572	$111,801	16,759	14,573	$7.67	1.150	$128,572	$111,801	16,759	14,573	$7.67
2004	086-619-028	2	0.232	$13,340	$57,500	1,261	5,435	$10.58	0.232	$13,340	$57,500	1,261	5,435	$10.58
2004	086-630-019	1	8.196	$45,938	$5,605	5,250	641	$8.75	8.196	$45,938	$5,605	5,250	641	$8.75
2004	086-635-030	2	0.719	$79,518	$110,595	12,071	16,789	$6.59	0.719	$79,518	$110,595	12,071	16,789	$6.59
2004	086-635-035	2	0.067	$3,340	$49,851	316	4,716	$10.57	0.067	$3,340	$49,851	316	4,716	$10.57
2005	086-612-016	1	3.246	$558,250	$171,981	66,150	20,379	$8.44	3.246	$558,250	$171,981	66,150	20,379	$8.44
2005	086-622-001	2	0.193	$35,020	$181,451	3,502	18,145	$10.00	0.193	$35,020	$181,451	3,502	18,145	$10.00
WRIGHT			**49.298**	**$2,299,083**	**$46,637**	**299,935**	**6,084**	**$7.67**	**44.203**	**$2,055,551**	**$46,503**	**262,005**	**5,927**	**$7.85**
DISTRICT 3			**462.365**	**$16,019,486**	**$34,647**	**2,563,907**	**5,545**	**$6.25**	**400.469**	**$15,175,047**	**$37,893**	**2,318,194**	**5,789**	**$6.55**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	003-607-017	1	7.681	$551,950	$71,859	134,622	17,527	$4.10	0.000	$0	$0	0	0	$0.00
2001	003-614-015	1	3.030	$210,540	$69,485	48,000	15,842	$4.39	0.000	$0	$0	0	0	$0.00
2001	003-615-006	1	4.538	$36,113	$7,958	6,750	1,487	$5.35	0.000	$0	$0	0	0	$0.00
2002	003-615-007	1	4.540	$36,120	$7,956	8,400	1,850	$4.30	4.540	$36,120	$7,956	8,400	1,850	$4.30
2002	003-621-011	2	4.535	$7,367	$1,624	1,063	234	$6.93	4.535	$7,367	$1,624	1,063	234	$6.93
2002	003-621-013	1	4.178	$12,447	$2,979	2,124	508	$5.86	4.178	$12,447	$2,979	2,124	508	$5.86
2002	003-634-016	1	4.030	$1,492	$370	305	76	$4.89	4.030	$1,492	$370	305	76	$4.89
2002	003-635-004	1	2.866	$5,720	$1,996	891	311	$6.42	2.866	$5,720	$1,996	891	311	$6.42
2003	003-622-020	1	2.588	$122,500	$47,334	24,500	9,467	$5.00	2.588	$122,500	$47,334	24,500	9,467	$5.00
2003	003-622-026	1	2.629	$14,896	$5,666	2,800	1,065	$5.32	2.629	$14,896	$5,666	2,800	1,065	$5.32
2003	003-639-008	1	3.523	$107,438	$30,496	28,650	8,132	$3.75	3.523	$107,438	$30,496	28,650	8,132	$3.75
2003	003-644-009	1	2.595	$3,250	$1,252	500	193	$6.50	2.595	$3,250	$1,252	500	193	$6.50
2004	003-626-018	1	3.430	$600	$175	100	29	$6.00	3.430	$600	$175	100	29	$6.00
2004	003-632-008	1	1.499	$111,702	$74,518	18,742	12,503	$5.96	1.499	$111,702	$74,518	18,742	12,503	$5.96
2004	003-632-009	1	1.330	$47,084	$35,402	7,900	5,940	$5.96	1.330	$47,084	$35,402	7,900	5,940	$5.96
2004	003-639-010	1	3.523	$56,925	$16,158	10,350	2,938	$5.50	3.523	$56,925	$16,158	10,350	2,938	$5.50
2004	003-646-005	1	5.047	$87,165	$17,271	17,433	3,454	$5.00	5.047	$87,165	$17,271	17,433	3,454	$5.00
2004	003-646-006	1	3.189	$3,204	$1,005	534	167	$6.00	3.189	$3,204	$1,005	534	167	$6.00
2005	003-639-007	1	2.850	$4,500	$1,579	450	158	$10.00	2.850	$4,500	$1,579	450	158	$10.00
2005	003-640-007	1	3.100	$5,520	$1,781	552	178	$10.00	3.100	$5,520	$1,781	552	178	$10.00
2005	003-654-001	1	2.906	$170,625	$58,715	32,500	11,184	$5.25	2.906	$170,625	$58,715	32,500	11,184	$5.25
2006	003-615-008	1	0.000	$0	$0	0	0	$0.00	3.004	$181,625	$60,461	31,207	10,388	$5.82
2006	003-622-029	2	0.000	$0	$0	0	0	$0.00	0.381	$37,716	$98,992	4,587	12,039	$8.22
2006	003-624-007	2	0.000	$0	$0	0	0	$0.00	0.700	$66,309	$94,727	8,065	11,521	$8.22
2006	003-634-017	1	0.000	$0	$0	0	0	$0.00	6.389	$10,900	$1,706	1,307	205	$8.34
2006	003-634-018	1	0.000	$0	$0	0	0	$0.00	4.403	$641,894	$145,786	110,289	25,049	$5.82
BECKER			**73.607**	**$1,597,158**	**$21,698**	**347,166**	**4,716**	**$4.60**	**73.235**	**$1,736,999**	**$23,718**	**313,249**	**4,277**	**$5.55**

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	006-610-018	1	2.176	$32,615	$14,989	5,930	2,725	$5.50	0.000	$0	$0	0	0	$0.00
2001	006-623-002	1	4.956	$98,928	$19,961	24,732	4,990	$4.00	0.000	$0	$0	0	0	$0.00
2002	006-611-005	1	0.562	$32,931	$58,596	6,801	12,101	$4.84	0.562	$32,931	$58,596	6,801	12,101	$4.84
2002	006-618-006	1	1.587	$189,906	$119,664	32,297	20,351	$5.88	1.587	$189,906	$119,664	32,297	20,351	$5.88
2003	006-611-007	1	0.788	$4,500	$5,711	500	635	$9.00	0.788	$4,500	$5,711	500	635	$9.00
2003	006-618-007	1	1.587	$14,800	$9,326	1,850	1,166	$8.00	1.587	$14,800	$9,326	1,850	1,166	$8.00
2003	006-619-003	1	0.880	$29,714	$33,766	6,603	7,503	$4.50	0.880	$29,714	$33,766	6,603	7,503	$4.50
2004	006-620-006	2	0.499	$15,072	$30,204	2,108	4,224	$7.15	0.499	$15,072	$30,204	2,108	4,224	$7.15
2004	006-635-003	1	4.504	$281,257	$62,446	49,780	11,052	$5.65	4.504	$281,257	$62,446	49,780	11,052	$5.65
2005	006-612-010	1	1.001	$30,600	$30,569	6,000	5,994	$5.10	1.001	$30,600	$30,569	6,000	5,994	$5.10
2006	006-612-011	1	0.000	$0	$0	0	0	$0.00	1.001	$24,528	$24,503	3,360	3,357	$7.30
BIG STONE			**18.540**	**$730,323**	**$39,392**	**136,601**	**7,368**	**$5.35**	**12.409**	**$623,308**	**$50,230**	**109,299**	**8,808**	**$5.70**
2001	014-610-030	1	2.353	$85,767	$36,450	12,539	5,329	$6.84	0.000	$0	$0	0	0	$0.00
2001	014-611-038	1	2.300	$82,500	$35,870	12,538	5,451	$6.58	0.000	$0	$0	0	0	$0.00
2001	014-652-004	1	5.443	$10,530	$1,934	1,483	272	$7.10	0.000	$0	$0	0	0	$0.00
2002	014-611-039	1	5.031	$188,707	$37,509	26,805	5,328	$7.04	5.031	$188,707	$37,509	26,805	5,328	$7.04
2002	014-618-009	1	1.020	$56,471	$55,364	6,105	5,985	$9.25	1.020	$56,471	$55,364	6,105	5,985	$9.25
2004	014-611-042	1	3.979	$367,293	$92,308	56,247	14,136	$6.53	3.979	$367,293	$92,308	56,247	14,136	$6.53
2005	014-626-022	1	3.540	$455,085	$128,555	90,513	25,569	$5.03	3.540	$455,085	$128,555	90,513	25,569	$5.03
2005	014-634-029	1	5.670	$383,407	$67,620	80,151	14,136	$4.78	5.670	$383,407	$67,620	80,151	14,136	$4.78
CLAY			**29.336**	**$1,629,760**	**$55,554**	**286,381**	**9,762**	**$5.69**	**19.240**	**$1,450,963**	**$75,414**	**259,821**	**13,504**	**$5.58**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	021-601-027	2	0.388	$22,161	$57,116	4,706	12,129	$4.71	0.000	$0	$0	0	0	$0.00
2001	021-603-024	1	0.520	$15,033	$28,910	5,011	9,637	$3.00	0.000	$0	$0	0	0	$0.00
2001	021-605-021	2	0.079	$6,859	$86,823	1,206	15,266	$5.69	0.000	$0	$0	0	0	$0.00
2001	021-682-010	1	5.191	$415,814	$80,103	118,804	22,887	$3.50	0.000	$0	$0	0	0	$0.00
2001	021-751-003	2	0.244	$10,902	$44,680	2,315	9,488	$4.71	0.000	$0	$0	0	0	$0.00
2001	021-752-003	2	0.067	$2,554	$38,119	542	8,090	$4.71	0.000	$0	$0	0	0	$0.00
2002	021-606-005	1	4.200	$282,611	$67,288	80,746	19,225	$3.50	4.200	$282,611	$67,288	80,746	19,225	$3.50
2002	021-761-002	2	0.031	$4,286	$138,258	660	21,290	$6.49	0.031	$4,286	$138,258	660	21,290	$6.49
2002	021-762-002	2	0.042	$2,824	$67,238	435	10,357	$6.49	0.042	$2,824	$67,238	435	10,357	$6.49
2003	021-605-023	2	0.031	$21,018	$678,000	2,402	77,484	$8.75	0.031	$21,018	$678,000	2,402	77,484	$8.75
2003	021-682-011	1	4.510	$422,982	$93,788	93,996	20,842	$4.50	4.510	$422,982	$93,788	93,996	20,842	$4.50
2004	021-601-029	2	0.137	$12,586	$91,869	2,595	18,942	$4.85	0.137	$12,586	$91,869	2,595	18,942	$4.85
2004	021-606-006	1	4.050	$140,493	$34,690	46,831	11,563	$3.00	4.050	$140,493	$34,690	46,831	11,563	$3.00
2004	021-643-007	2	1.170	$5,635	$4,816	1,008	862	$5.59	1.170	$5,635	$4,816	1,008	862	$5.59
2004	021-682-014	2	0.625	$49,625	$79,400	10,232	16,371	$4.85	0.625	$49,625	$79,400	10,232	16,371	$4.85
2005	021-603-027	1	0.208	$19,019	$91,438	2,717	13,063	$7.00	0.208	$19,019	$91,438	2,717	13,063	$7.00
2005	021-606-009	1	4.050	$85,417	$21,091	17,432	4,304	$4.90	4.050	$85,417	$21,091	17,432	4,304	$4.90
2006	021-608-017	1	0.000	$0	$0	0	0	$0.00	1.966	$15,705	$7,988	2,233	1,136	$7.03
DOUGLAS			**25.543**	**$1,519,819**	**$59,500**	**391,638**	**15,332**	**$3.88**	**21.020**	**$1,062,201**	**$50,533**	**261,287**	**12,430**	**$4.07**
2001	026-601-017	1	7.689	$494,500	$64,313	115,000	14,956	$4.30	0.000	$0	$0	0	0	$0.00
2003	026-621-005	1	4.594	$232,130	$50,529	69,500	15,128	$3.34	4.594	$232,130	$50,529	69,500	15,128	$3.34
2004	026-601-021	1	1.612	$114,336	$70,928	28,800	17,866	$3.97	1.612	$114,336	$70,928	28,800	17,866	$3.97
2004	026-621-007	1	4.596	$6,240	$1,358	1,300	283	$4.80	4.596	$6,240	$1,358	1,300	283	$4.80
2006	026-606-002	1	0.000	$0	$0	0	0	$0.00	3.901	$363,860	$93,274	64,400	16,509	$5.65
GRANT			**18.491**	**$847,206**	**$45,817**	**214,600**	**11,606**	**$3.95**	**14.703**	**$716,566**	**$48,736**	**164,000**	**11,154**	**$4.37**
2001	044-611-008	1	1.046	$39,900	$38,145	7,000	6,692	$5.70	0.000	$0	$0	0	0	$0.00
2003	044-601-018	1	4.299	$172,220	$40,060	43,600	10,142	$3.95	4.299	$172,220	$40,060	43,600	10,142	$3.95
2004	044-605-006	1	3.756	$225,500	$60,037	41,000	10,916	$5.50	3.756	$225,500	$60,037	41,000	10,916	$5.50
2005	044-610-015	1	2.935	$201,327	$68,595	38,348	13,066	$5.25	2.935	$201,327	$68,595	38,348	13,066	$5.25
2006	044-603-021	1	0.000	$0	$0	0	0	$0.00	0.866	$49,591	$57,264	4,910	5,670	$10.10
MAHNOMEN			**12.036**	**$638,947**	**$53,086**	**129,948**	**10,797**	**$4.92**	**11.856**	**$648,638**	**$54,710**	**127,858**	**10,784**	**$5.07**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	056-624-010	1	6.500	$558,382	$85,905	129,707	19,955	$4.30	0.000	$0	$0	0	0	$0.00
2001	056-642-008	2	0.795	$70,294	$88,420	11,265	14,170	$6.24	0.000	$0	$0	0	0	$0.00
2002	056-610-010	2	0.497	$32,442	$65,276	7,899	15,893	$4.11	0.497	$32,442	$65,276	7,899	15,893	$4.11
2002	056-612-011	1	2.121	$147,581	$69,581	34,725	16,372	$4.25	2.121	$147,581	$69,581	34,725	16,372	$4.25
2002	056-667-029	1	1.418	$113,299	$79,901	30,213	21,307	$3.75	1.418	$113,299	$79,901	30,213	21,307	$3.75
2003	056-605-006	1	3.338	$142,880	$42,804	35,720	10,701	$4.00	3.338	$142,880	$42,804	35,720	10,701	$4.00
2003	056-652-012	1	3.872	$220,821	$57,030	73,607	19,010	$3.00	3.872	$220,821	$57,030	73,607	19,010	$3.00
2003	056-688-003	1	4.976	$257,075	$51,663	56,500	11,355	$4.55	4.976	$257,075	$51,663	56,500	11,355	$4.55
2003	056-696-003	2	0.218	$17,383	$79,739	2,220	10,183	$7.83	0.218	$17,383	$79,739	2,220	10,183	$7.83
2004	056-605-008	1	6.816	$15,000	$2,201	3,500	513	$4.29	6.816	$15,000	$2,201	3,500	513	$4.29
2005	056-601-045	1	2.483	$64,536	$25,991	11,294	4,549	$5.71	2.483	$64,536	$25,991	11,294	4,549	$5.71
2005	056-611-015	1	5.984	$288,364	$48,189	30,547	5,105	$9.44	5.984	$288,364	$48,189	30,547	5,105	$9.44
2005	056-635-030	2	0.491	$40,390	$82,261	5,770	11,752	$7.00	0.491	$40,390	$82,261	5,770	11,752	$7.00
2005	056-665-006	1	2.647	$166,812	$63,019	41,703	15,755	$4.00	2.647	$166,812	$63,019	41,703	15,755	$4.00
2005	056-667-031	2	0.331	$109,813	$331,761	8,785	26,541	$12.50	0.331	$109,813	$331,761	8,785	26,541	$12.50
2005	056-674-002	1	3.011	$178,890	$59,412	44,500	14,779	$4.02	3.011	$178,890	$59,412	44,500	14,779	$4.02
2006	056-667-030	1	0.000	$0	$0	0	0	$0.00	2.700	$36,042	$13,349	6,553	2,427	$5.50
2006	056-682-007	1	0.000	$0	$0	0	0	$0.00	4.210	$609,453	$144,763	93,762	22,271	$6.50
2006	056-686-001	1	0.000	$0	$0	0	0	$0.00	1.212	$168,266	$138,833	25,887	21,359	$6.50
OTTER TAIL			**45.498**	**$2,423,962**	**$53,276**	**527,955**	**11,604**	**$4.59**	**46.325**	**$2,609,047**	**$56,320**	**513,185**	**11,078**	**$5.08**
2001	061-618-023	1	4.460	$222,652	$49,922	60,668	13,603	$3.67	0.000	$0	$0	0	0	$0.00
2001	061-618-026	1	1.440	$40,480	$28,115	12,677	8,805	$3.19	0.000	$0	$0	0	0	$0.00
2002	061-603-026	1	1.499	$27,266	$18,189	6,225	4,153	$4.38	1.499	$27,266	$18,189	6,225	4,153	$4.38
2002	061-610-008	1	8.792	$4,590	$522	540	61	$8.50	8.792	$4,590	$522	540	61	$8.50
2002	061-631-001	1	2.743	$84,049	$30,641	22,413	8,171	$3.75	2.743	$84,049	$30,641	22,413	8,171	$3.75
2003	061-601-011	1	0.682	$10,120	$14,839	2,200	3,226	$4.60	0.682	$10,120	$14,839	2,200	3,226	$4.60
2003	061-603-027	1	1.499	$72,072	$48,080	20,020	13,356	$3.60	1.499	$72,072	$48,080	20,020	13,356	$3.60
2003	061-607-002	1	4.006	$170,610	$42,589	36,300	9,061	$4.70	4.006	$170,610	$42,589	36,300	9,061	$4.70
2003	061-608-007	1	6.470	$6,160	$952	1,120	173	$5.50	6.470	$6,160	$952	1,120	173	$5.50
2004	061-601-012	1	0.682	$40,986	$60,097	8,280	12,141	$4.95	0.682	$40,986	$60,097	8,280	12,141	$4.95
2004	061-628-020	1	3.476	$61,418	$17,669	12,930	3,720	$4.75	3.476	$61,418	$17,669	12,930	3,720	$4.75

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2005	061-603-029	1	4.108	$129,976	$31,640	30,800	7,498	$4.22	4.108	$129,976	$31,640	30,800	7,498	$4.22
2005	061-622-011	1	3.643	$6,180	$1,696	1,030	283	$6.00	3.643	$6,180	$1,696	1,030	283	$6.00
2005	061-628-021	1	3.321	$182,325	$54,901	42,900	12,918	$4.25	3.321	$182,325	$54,901	42,900	12,918	$4.25
2006	061-602-011	1	0.000	$0	$0	0	0	$0.00	2.998	$102,720	$34,263	19,200	6,404	$5.35
2006	061-603-030	1	0.000	$0	$0	0	0	$0.00	4.108	$97,162	$23,652	26,260	6,392	$3.70
2006	061-617-007	1	0.000	$0	$0	0	0	$0.00	1.042	$48,893	$46,922	7,950	7,630	$6.15
POPE			**46.821**	**$1,058,884**	**$22,616**	**258,103**	**5,513**	**$4.10**	**49.069**	**$1,044,527**	**$21,287**	**238,168**	**4,854**	**$4.39**
2001	075-613-016	1	5.020	$199,150	$39,671	39,830	7,934	$5.00	0.000	$0	$0	0	0	$0.00
2001	075-622-001	2	1.225	$110,800	$90,449	27,700	22,612	$4.00	0.000	$0	$0	0	0	$0.00
2002	075-608-023	1	1.662	$118,136	$71,081	29,608	17,815	$3.99	1.662	$118,136	$71,081	29,608	17,815	$3.99
2002	075-608-025	1	1.662	$7,200	$4,332	1,680	1,011	$4.29	1.662	$7,200	$4,332	1,680	1,011	$4.29
2002	075-610-008	1	7.150	$8,708	$1,218	1,742	244	$5.00	7.150	$8,708	$1,218	1,742	244	$5.00
2004	075-605-003	1	4.593	$80,028	$17,424	23,677	5,155	$3.38	4.593	$80,028	$17,424	23,677	5,155	$3.38
2004	075-608-027	1	5.351	$235,718	$44,051	71,214	13,309	$3.31	5.351	$235,718	$44,051	71,214	13,309	$3.31
2005	075-605-004	1	4.593	$351,441	$76,517	78,098	17,004	$4.50	4.593	$351,441	$76,517	78,098	17,004	$4.50
2005	075-618-012	1	6.213	$511,807	$82,377	107,297	17,270	$4.77	6.213	$511,807	$82,377	107,297	17,270	$4.77
2005	075-635-001	2	0.253	$16,223	$64,123	2,163	8,549	$7.50	0.253	$16,223	$64,123	2,163	8,549	$7.50
STEVENS			**37.722**	**$1,639,211**	**$43,455**	**383,009**	**10,153**	**$4.28**	**31.477**	**$1,329,261**	**$42,230**	**315,479**	**10,023**	**$4.21**
2001	076-702-003	2	0.414	$36,770	$88,816	8,171	19,737	$4.50	0.000	$0	$0	0	0	$0.00
2002	076-631-019	1	4.030	$137,949	$34,231	31,352	7,780	$4.40	4.030	$137,949	$34,231	31,352	7,780	$4.40
2002	076-631-020	1	6.040	$85,073	$14,085	18,905	3,130	$4.50	6.040	$85,073	$14,085	18,905	3,130	$4.50
2003	076-617-007	1	6.200	$172,222	$27,778	35,805	5,775	$4.81	6.200	$172,222	$27,778	35,805	5,775	$4.81
2004	076-631-023	2	0.486	$25,026	$51,494	4,300	8,848	$5.82	0.486	$25,026	$51,494	4,300	8,848	$5.82
SWIFT			**17.170**	**$457,040**	**$26,619**	**98,533**	**5,739**	**$4.64**	**16.756**	**$420,270**	**$25,082**	**90,362**	**5,393**	**$4.65**
2002	078-620-014	2	0.300	$30,685	$102,283	3,230	10,767	$9.50	0.300	$30,685	$102,283	3,230	10,767	$9.50
2004	078-604-019	2	0.668	$34,401	$51,468	6,258	9,363	$5.50	0.668	$34,401	$51,468	6,258	9,363	$5.50
2005	078-609-020	2	1.188	$179,172	$150,818	18,190	15,311	$9.85	1.188	$179,172	$150,818	18,190	15,311	$9.85
TRAVERSE			**2.156**	**$244,258**	**$113,271**	**27,678**	**12,835**	**$8.82**	**2.156**	**$244,258**	**$113,271**	**27,678**	**12,835**	**$8.82**

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2002	084-622-009	1	0.442	$76,800	$173,756	9,600	21,719	$8.00	0.442	$76,800	$173,756	9,600	21,719	$8.00
2002	084-624-006	2	0.259	$12,000	$46,332	1,500	5,792	$8.00	0.259	$12,000	$46,332	1,500	5,792	$8.00
2003	084-609-014	1	4.250	$164,800	$38,776	24,334	5,726	$6.77	4.250	$164,800	$38,776	24,334	5,726	$6.77
2005	084-606-005	1	4.158	$430,000	$103,415	43,000	10,342	$10.00	4.158	$430,000	$103,415	43,000	10,342	$10.00
2005	084-621-010	1	5.984	$288,364	$48,189	30,547	5,105	$9.44	5.984	$288,364	$48,189	30,547	5,105	$9.44
WILKIN			**15.093**	**$971,964**	**$64,398**	**108,981**	**7,221**	**$8.92**	**15.093**	**$971,964**	**$64,398**	**108,981**	**7,221**	**$8.92**
DISTRICT 4			**342.014**	**$13,758,532**	**$40,228**	**2,910,593**	**8,510**	**$4.73**	**313.339**	**$12,858,002**	**$41,035**	**2,529,367**	**8,072**	**$5.08**

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	002-610-012	1	1.740	$27,896	$16,032	2,397	1,378	$11.64	0.000	$0	$0	0	0	$0.00
2001	002-617-005	2	1.238	$229,231	$185,095	26,755	21,604	$8.57	0.000	$0	$0	0	0	$0.00
2001	002-617-017	1	0.776	$195,660	$252,100	13,346	17,196	$14.66	0.000	$0	$0	0	0	$0.00
2001	002-652-001	2	2.810	$155,194	$55,229	45,126	16,059	$3.44	0.000	$0	$0	0	0	$0.00
2002	002-611-028	2	0.270	$56,238	$208,289	4,128	15,289	$13.62	0.270	$56,238	$208,289	4,128	15,289	$13.62
2002	002-635-009	2	0.457	$47,023	$102,958	4,843	10,604	$9.71	0.457	$47,023	$102,958	4,843	10,604	$9.71
2002	002-652-002	2	1.269	$184,336	$145,261	21,775	17,159	$8.47	1.269	$184,336	$145,261	21,775	17,159	$8.47
2002	002-652-003	2	0.587	$58,880	$100,307	6,955	11,848	$8.47	0.587	$58,880	$100,307	6,955	11,848	$8.47
2002	002-652-004	2	1.283	$184,336	$143,676	21,775	16,972	$8.47	1.283	$184,336	$143,676	21,775	16,972	$8.47
2002	002-678-013	2	0.740	$59,640	$80,595	8,306	11,224	$7.18	0.740	$59,640	$80,595	8,306	11,224	$7.18
2003	002-607-017	1	0.532	$22,218	$41,763	4,659	8,758	$4.77	0.532	$22,218	$41,763	4,659	8,758	$4.77
2003	002-609-011	1	0.442	$64,531	$145,998	8,838	19,995	$7.30	0.442	$64,531	$145,998	8,838	19,995	$7.30
2003	002-609-012	2	1.990	$146,880	$73,809	27,760	13,950	$5.29	1.990	$146,880	$73,809	27,760	13,950	$5.29
2003	002-620-006	1	0.234	$11,967	$51,141	1,639	7,004	$7.30	0.234	$11,967	$51,141	1,639	7,004	$7.30
2003	002-620-007	2	0.058	$453	$7,810	102	1,759	$4.44	0.058	$453	$7,810	102	1,759	$4.44
2004	002-617-013	2	2.858	$551,858	$193,092	141,319	49,447	$3.91	2.858	$551,858	$193,092	141,319	49,447	$3.91
2005	002-609-013	1	0.531	$30,904	$58,200	3,300	6,215	$9.36	0.531	$30,904	$58,200	3,300	6,215	$9.36
2005	002-678-018	1	0.491	$75,300	$153,360	5,693	11,595	$13.23	0.491	$75,300	$153,360	5,693	11,595	$13.23
2005	002-716-006	2	0.516	$41,720	$80,853	5,632	10,915	$7.41	0.516	$41,720	$80,853	5,632	10,915	$7.41
2006	002-612-011	2	0.000	$0	$0	0	0	$0.00	1.100	$266,207	$242,006	29,990	27,264	$8.88
2006	002-614-023	1	0.000	$0	$0	0	0	$0.00	0.459	$131,180	$285,795	12,397	27,009	$10.58
2006	002-623-014	2	0.000	$0	$0	0	0	$0.00	0.442	$51,288	$116,036	4,103	9,283	$12.50
2006	002-632-014	1	0.000	$0	$0	0	0	$0.00	1.900	$223,470	$117,616	27,832	14,648	$8.03
ANOKA			**18.822**	**$2,144,265**	**$113,922**	**354,348**	**18,826**	**$6.05**	**16.159**	**$2,208,429**	**$136,671**	**341,046**	**21,106**	**$6.48**

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	010-630-018	1	0.420	$58,275	$138,750	6,993	16,650	$8.33	0.000	$0	$0	0	0	$0.00
2002	010-620-011	1	3.333	$286,896	$86,077	63,050	18,917	$4.55	3.333	$286,896	$86,077	63,050	18,917	$4.55
2002	010-631-009	2	0.714	$122,948	$172,196	12,675	17,752	$9.70	0.714	$122,948	$172,196	12,675	17,752	$9.70
2002	010-633-036	2	0.352	$60,577	$172,094	6,245	17,741	$9.70	0.352	$60,577	$172,094	6,245	17,741	$9.70
2003	010-640-003	1	0.877	$187,720	$214,048	23,342	26,616	$8.04	0.877	$187,720	$214,048	23,342	26,616	$8.04
2004	010-610-029	2	0.294	$29,422	$100,073	3,772	12,830	$7.80	0.294	$29,422	$100,073	3,772	12,830	$7.80
2005	010-614-006	2	0.256	$1,642	$6,414	127	496	$12.93	0.256	$1,642	$6,414	127	496	$12.93
2006	010-610-030	1	0.000	$0	$0	0	0	$0.00	6.335	$2,095,940	$330,851	221,750	35,004	$9.45
2006	010-634-011	2	0.000	$0	$0	0	0	$0.00	1.110	$269,390	$242,694	17,380	15,658	$15.50
CARVER			**6.246**	**$747,480**	**$119,673**	**116,204**	**18,605**	**$6.43**	**13.271**	**$3,054,535**	**$230,166**	**348,341**	**26,248**	**$8.77**
2001	027-661-028	2	1.909	$262,116	$137,310	47,997	25,143	$5.46	0.000	$0	$0	0	0	$0.00
2001	027-661-035	2	0.593	$255,272	$430,476	40,000	67,454	$6.38	0.000	$0	$0	0	0	$0.00
2001	027-666-013	2	1.054	$56,846	$53,939	5,266	4,997	$10.79	0.000	$0	$0	0	0	$0.00
2001	027-701-006	2	1.828	$200,541	$109,733	25,043	13,703	$8.01	0.000	$0	$0	0	0	$0.00
2001	027-710-011	1	3.560	$379,179	$106,511	54,997	15,449	$6.89	0.000	$0	$0	0	0	$0.00
2001	027-752-009	2	0.989	$72,772	$73,562	6,425	6,495	$11.33	0.000	$0	$0	0	0	$0.00
2002	027-603-029	2	0.824	$88,464	$107,363	13,668	16,588	$6.47	0.824	$88,464	$107,363	13,668	16,588	$6.47
2002	027-701-009	2	0.500	$181,468	$362,936	24,498	48,996	$7.41	0.500	$181,468	$362,936	24,498	48,996	$7.41
2003	027-601-038	2	0.352	$100,386	$285,188	10,541	29,946	$9.52	0.352	$100,386	$285,188	10,541	29,946	$9.52
2003	027-614-010	2	1.752	$401,984	$229,443	47,484	27,103	$8.47	1.752	$401,984	$229,443	47,484	27,103	$8.47
2003	027-617-027	2	0.190	$43,722	$230,116	4,591	24,163	$9.52	0.190	$43,722	$230,116	4,591	24,163	$9.52
2003	027-639-004	2	0.268	$92,008	$343,313	6,562	24,485	$14.02	0.268	$92,008	$343,313	6,562	24,485	$14.02
2003	027-673-007	2	1.950	$72,336	$37,095	6,214	3,187	$11.64	1.950	$72,336	$37,095	6,214	3,187	$11.64
2003	027-681-010	2	0.412	$108,720	$263,883	13,590	32,985	$8.00	0.412	$108,720	$263,883	13,590	32,985	$8.00
2004	027-603-042	2	0.320	$45,892	$143,413	3,278	10,244	$14.00	0.320	$45,892	$143,413	3,278	10,244	$14.00
2004	027-604-014	2	0.169	$54,285	$321,213	4,442	26,284	$12.22	0.169	$54,285	$321,213	4,442	26,284	$12.22
2004	027-605-021	2	0.725	$37,211	$51,326	6,224	8,585	$5.98	0.725	$37,211	$51,326	6,224	8,585	$5.98
2004	027-615-016	2	0.505	$24,933	$49,372	4,262	8,440	$5.85	0.505	$24,933	$49,372	4,262	8,440	$5.85
2004	027-619-018	2	0.427	$185,637	$434,747	16,709	39,131	$11.11	0.427	$185,637	$434,747	16,709	39,131	$11.11
2004	027-660-008	2	0.250	$36,218	$144,872	2,587	10,348	$14.00	0.250	$36,218	$144,872	2,587	10,348	$14.00
2004	027-681-011	2	0.787	$102,220	$129,886	9,660	12,274	$10.58	0.787	$102,220	$129,886	9,660	12,274	$10.58

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2004	027-681-012	2	0.787	$131,220	$166,734	12,400	15,756	$10.58	0.787	$131,220	$166,734	12,400	15,756	$10.58
2005	027-603-031	2	1.480	$297,057	$200,714	24,494	16,550	$12.13	1.480	$297,057	$200,714	24,494	16,550	$12.13
2005	027-605-024	2	0.238	$31,925	$134,139	2,414	10,143	$13.22	0.238	$31,925	$134,139	2,414	10,143	$13.22
2005	027-610-024	2	1.774	$437,437	$246,582	35,056	19,761	$12.48	1.774	$437,437	$246,582	35,056	19,761	$12.48
2005	027-701-010	1	1.888	$394,875	$209,150	29,853	15,812	$13.23	1.888	$394,875	$209,150	29,853	15,812	$13.23
2005	027-716-003	2	0.637	$89,620	$140,691	8,962	14,069	$10.00	0.637	$89,620	$140,691	8,962	14,069	$10.00
2006	027-603-038	2	0.000	$0	$0	0	0	$0.00	1.580	$480,060	$303,835	32,404	20,509	$14.81
2006	027-619-017	1	0.000	$0	$0	0	0	$0.00	6.240	$1,291,752	$207,012	102,520	16,429	$12.60
2006	027-681-023	2	0.000	$0	$0	0	0	$0.00	1.786	$447,000	$250,280	56,322	31,535	$7.94
HENNEPIN			**26.168**	**$4,184,344**	**$159,906**	**467,217**	**17,855**	**$8.96**	**25.841**	**$5,176,430**	**$200,319**	**478,735**	**18,526**	**$10.81**
2001	070-609-007	1	0.479	$35,374	$73,836	4,778	9,973	$7.40	0.000	$0	$0	0	0	$0.00
2001	070-616-021	2	1.060	$312,832	$295,125	45,481	42,907	$6.88	0.000	$0	$0	0	0	$0.00
2002	070-616-023	2	0.503	$192,574	$382,851	19,257	38,284	$10.00	0.503	$192,574	$382,851	19,257	38,284	$10.00
2002	070-642-013	2	1.313	$574,196	$437,316	73,326	55,846	$7.83	1.313	$574,196	$437,316	73,326	55,846	$7.83
2002	070-683-002	2	0.815	$341,362	$418,849	43,593	53,488	$7.83	0.815	$341,362	$418,849	43,593	53,488	$7.83
2002	070-683-006	2	0.972	$372,158	$382,879	37,216	38,288	$10.00	0.972	$372,158	$382,879	37,216	38,288	$10.00
2004	070-601-004	1	0.142	$82,323	$579,739	12,665	89,190	$6.50	0.142	$82,323	$579,739	12,665	89,190	$6.50
2004	070-621-021	2	3.264	$913,972	$280,016	157,180	48,156	$5.81	3.264	$913,972	$280,016	157,180	48,156	$5.81
2004	070-623-007	2	0.221	$41,879	$189,498	4,260	19,276	$9.83	0.221	$41,879	$189,498	4,260	19,276	$9.83
2005	070-602-015	2	2.571	$806,007	$313,499	63,716	24,783	$12.65	2.571	$806,007	$313,499	63,716	24,783	$12.65
2005	070-605-006	1	0.019	$3,100	$163,158	155	8,158	$20.00	0.019	$3,100	$163,158	155	8,158	$20.00
2006	070-605-007	2	0.000	$0	$0	0	0	$0.00	0.260	$105,120	$404,308	12,302	47,315	$8.54
2006	070-617-020	2	0.000	$0	$0	0	0	$0.00	0.230	$23,092	$100,400	3,009	13,083	$7.67
2006	070-621-026	2	0.000	$0	$0	0	0	$0.00	0.550	$184,736	$335,884	24,042	43,713	$7.68
2006	070-682-001	2	0.000	$0	$0	0	0	$0.00	2.610	$900,587	$345,052	115,985	44,439	$7.76
2006	070-683-009	2	0.000	$0	$0	0	0	$0.00	0.190	$46,184	$243,074	5,833	30,700	$7.92
SCOTT			**11.359**	**$3,675,777**	**$323,598**	**461,627**	**40,639**	**$7.96**	**13.660**	**$4,587,290**	**$335,819**	**572,539**	**41,914**	**$8.01**
DISTRICT 5			**62.595**	**$10,751,866**	**$171,769**	**1,399,396**	**22,356**	**$7.68**	**68.931**	**$15,026,684**	**$217,997**	**1,740,661**	**25,252**	**$8.63**

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	020-615-015	1	3.830	$251,797	$65,743	31,026	8,101	$8.12	0.000	$0	$0	0	0	$0.00
2002	020-611-008	1	1.506	$97,186	$64,533	14,292	9,490	$6.80	1.506	$97,186	$64,533	14,292	9,490	$6.80
2002	020-625-001	2	0.241	$90,062	$373,701	10,608	44,017	$8.49	0.241	$90,062	$373,701	10,608	44,017	$8.49
2003	020-607-017	1	3.186	$324,249	$101,773	40,430	12,690	$8.02	3.186	$324,249	$101,773	40,430	12,690	$8.02
2003	020-615-017	1	3.956	$190,435	$48,138	20,904	5,284	$9.11	3.956	$190,435	$48,138	20,904	5,284	$9.11
2003	020-616-010	1	2.941	$213,524	$72,603	26,459	8,997	$8.07	2.941	$213,524	$72,603	26,459	8,997	$8.07
2004	020-611-010	1	1.506	$91,932	$61,044	11,280	7,490	$8.15	1.506	$91,932	$61,044	11,280	7,490	$8.15
2004	020-616-012	1	3.996	$326,683	$81,753	36,018	9,014	$9.07	3.996	$326,683	$81,753	36,018	9,014	$9.07
2004	020-616-014	1	2.941	$153,084	$52,052	19,526	6,639	$7.84	2.941	$153,084	$52,052	19,526	6,639	$7.84
2005	020-603-011	1	0.520	$67,500	$129,808	6,750	12,981	$10.00	0.520	$67,500	$129,808	6,750	12,981	$10.00
2005	020-621-003	2	0.314	$114,787	$365,565	13,290	42,325	$8.64	0.314	$114,787	$365,565	13,290	42,325	$8.64
2006	020-616-015	1	0.000	$0	$0	0	0	$0.00	4.173	$293,942	$70,439	26,722	6,404	$11.00
2006	020-634-010	1	0.000	$0	$0	0	0	$0.00	6.257	$36,003	$5,754	3,273	523	$11.00
DODGE			**24.937**	**$1,921,239**	**$77,044**	**230,583**	**9,247**	**$8.33**	**31.537**	**$1,999,387**	**$63,398**	**229,552**	**7,279**	**$8.71**
2001	023-608-024	1	1.271	$148,762	$117,043	17,935	14,111	$8.29	0.000	$0	$0	0	0	$0.00
2001	023-608-034	2	0.453	$59,281	$130,863	6,775	14,956	$8.75	0.000	$0	$0	0	0	$0.00
2001	023-611-007	1	3.444	$292,681	$84,983	46,829	13,597	$6.25	0.000	$0	$0	0	0	$0.00
2001	023-618-007	1	0.507	$51,013	$100,617	6,037	11,907	$8.45	0.000	$0	$0	0	0	$0.00
2001	023-639-002	1	1.836	$76,567	$41,703	10,990	5,986	$6.97	0.000	$0	$0	0	0	$0.00
2002	023-617-016	1	4.962	$160,993	$32,445	21,100	4,252	$7.63	4.962	$160,993	$32,445	21,100	4,252	$7.63
2002	023-621-019	1	1.203	$17,894	$14,874	778	647	$23.00	1.203	$17,894	$14,874	778	647	$23.00
2003	023-611-011	1	3.450	$80,976	$23,471	8,879	2,574	$9.12	3.450	$80,976	$23,471	8,879	2,574	$9.12
2003	023-617-013	2	0.690	$158,937	$230,343	21,478	31,128	$7.40	0.690	$158,937	$230,343	21,478	31,128	$7.40
2003	023-617-015	2	0.257	$138,180	$537,665	15,137	58,899	$9.13	0.257	$138,180	$537,665	15,137	58,899	$9.13
2005	023-602-016	1	1.003	$122,660	$122,293	12,266	12,229	$10.00	1.003	$122,660	$122,293	12,266	12,229	$10.00
2005	023-618-009	1	2.008	$42,497	$21,164	4,102	2,043	$10.36	2.008	$42,497	$21,164	4,102	2,043	$10.36
2005	023-638-005	1	1.521	$176,490	$116,036	17,649	11,604	$10.00	1.521	$176,490	$116,036	17,649	11,604	$10.00
2006	023-602-017	1	0.000	$0	$0	0	0	$0.00	3.920	$477,895	$121,912	48,616	12,402	$9.83
2006	023-640-005	1	0.000	$0	$0	0	0	$0.00	4.225	$77,451	$18,332	9,276	2,196	$8.35
FILLMORE			**22.605**	**$1,526,931**	**$67,548**	**189,955**	**8,403**	**$8.04**	**23.239**	**$1,453,973**	**$62,566**	**159,281**	**6,854**	**$9.13**

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	024-637-001	1	4.050	$104,288	$25,750	20,250	5,000	$5.15	0.000	$0	$0	0	0	$0.00
2003	024-625-019	1	5.967	$51,901	$8,698	7,310	1,225	$7.10	5.967	$51,901	$8,698	7,310	1,225	$7.10
2003	024-630-021	1	6.259	$68,786	$10,990	9,360	1,495	$7.35	6.259	$68,786	$10,990	9,360	1,495	$7.35
2004	024-618-005	1	4.487	$208,744	$46,522	30,925	6,892	$6.75	4.487	$208,744	$46,522	30,925	6,892	$6.75
2004	024-620-021	1	0.120	$9,135	$76,125	1,015	8,458	$9.00	0.120	$9,135	$76,125	1,015	8,458	$9.00
2004	024-624-003	2	0.460	$57,076	$124,078	10,814	23,509	$5.28	0.460	$57,076	$124,078	10,814	23,509	$5.28
2005	024-645-006	1	6.792	$247,408	$36,426	44,180	6,505	$5.60	6.792	$247,408	$36,426	44,180	6,505	$5.60
2006	024-646-010	1	0.000	$0	$0	0	0	$0.00	5.957	$120,360	$20,205	17,700	2,971	$6.80
FREEBORN			**28.135**	**$747,338**	**$26,563**	**123,854**	**4,402**	**$6.03**	**30.042**	**$763,410**	**$25,411**	**121,304**	**4,038**	**$6.29**
2001	025-611-019	1	8.553	$4,554	$532	478	56	$9.53	0.000	$0	$0	0	0	$0.00
2001	025-612-007	1	3.494	$177,868	$50,907	26,921	7,705	$6.61	0.000	$0	$0	0	0	$0.00
2002	025-604-009	1	2.157	$94,220	$43,681	18,844	8,736	$5.00	2.157	$94,220	$43,681	18,844	8,736	$5.00
2002	025-612-008	1	3.494	$70,840	$20,275	9,918	2,839	$7.14	3.494	$70,840	$20,275	9,918	2,839	$7.14
2003	025-604-010	1	0.988	$49,600	$50,202	8,680	8,785	$5.71	0.988	$49,600	$50,202	8,680	8,785	$5.71
2003	025-625-003	1	0.739	$152,688	$206,614	17,101	23,141	$8.93	0.739	$152,688	$206,614	17,101	23,141	$8.93
2004	025-601-020	1	3.163	$121,876	$38,532	18,853	5,960	$6.46	3.163	$121,876	$38,532	18,853	5,960	$6.46
2004	025-601-024	1	1.061	$54,173	$51,059	8,380	7,898	$6.46	1.061	$54,173	$51,059	8,380	7,898	$6.46
2004	025-604-011	1	5.863	$123,318	$21,033	18,564	3,166	$6.64	5.863	$123,318	$21,033	18,564	3,166	$6.64
2004	025-606-014	1	0.663	$27,105	$40,882	4,193	6,324	$6.46	0.663	$27,105	$40,882	4,193	6,324	$6.46
2005	025-601-023	1	2.936	$135,803	$46,254	18,640	6,349	$7.29	2.936	$135,803	$46,254	18,640	6,349	$7.29
2005	025-601-025	1	4.223	$155,999	$36,940	20,800	4,925	$7.50	4.223	$155,999	$36,940	20,800	4,925	$7.50
2005	025-606-015	1	0.663	$25,442	$38,374	3,392	5,116	$7.50	0.663	$25,442	$38,374	3,392	5,116	$7.50
2006	025-601-021	1	0.000	$0	$0	0	0	$0.00	4.414	$300,769	$68,140	48,953	11,090	$6.14
GOODHUE			**37.997**	**$1,193,487**	**$31,410**	**174,764**	**4,599**	**$6.83**	**30.364**	**$1,311,834**	**$43,204**	**196,318**	**6,465**	**$6.68**

			2001 thru 2005						*2002 thru 2006*				
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	028-603-013	1	4.570	$390,025	$85,337	66,347	14,517	$5.88	0.000	$0	$0	0	0	$0.00
2003	028-603-016	1	3.830	$308,425	$80,529	55,773	14,562	$5.53	3.830	$308,425	$80,529	55,773	14,562	$5.53
2003	028-603-017	1	4.570	$128,343	$28,084	21,939	4,801	$5.85	4.570	$128,343	$28,084	21,939	4,801	$5.85
2004	028-603-018	1	3.830	$142,793	$37,283	17,101	4,465	$8.35	3.830	$142,793	$37,283	17,101	4,465	$8.35
2004	028-605-011	1	0.275	$35,846	$130,349	5,645	20,527	$6.35	0.275	$35,846	$130,349	5,645	20,527	$6.35
2004	028-610-016	1	0.606	$62,230	$102,690	9,648	15,921	$6.45	0.606	$62,230	$102,690	9,648	15,921	$6.45
2004	028-624-004	1	1.100	$2,434	$2,213	275	250	$8.85	1.100	$2,434	$2,213	275	250	$8.85
2005	028-629-005	2	1.282	$136,305	$106,322	15,405	12,016	$8.85	1.282	$136,305	$106,322	15,405	12,016	$8.85
HOUSTON			**20.063**	**$1,206,401**	**$60,129**	**192,133**	**9,576**	**$6.28**	**15.493**	**$816,376**	**$52,693**	**125,786**	**8,119**	**$6.49**
2001	050-614-010	1	13.470	$904,920	$67,180	120,656	8,957	$7.50	0.000	$0	$0	0	0	$0.00
2002	050-601-026	1	2.405	$20,601	$8,566	1,324	551	$15.56	2.405	$20,601	$8,566	1,324	551	$15.56
2002	050-601-027	1	2.018	$56,349	$27,923	6,789	3,364	$8.30	2.018	$56,349	$27,923	6,789	3,364	$8.30
2002	050-606-026	1	1.990	$28,431	$14,287	2,430	1,221	$11.70	1.990	$28,431	$14,287	2,430	1,221	$11.70
2002	050-610-003	1	3.187	$88,976	$27,918	10,720	3,364	$8.30	3.187	$88,976	$27,918	10,720	3,364	$8.30
2002	050-620-012	1	2.045	$31,752	$15,527	2,700	1,320	$11.76	2.045	$31,752	$15,527	2,700	1,320	$11.76
2002	050-627-006	2	0.691	$296,142	$428,570	26,922	38,961	$11.00	0.691	$296,142	$428,570	26,922	38,961	$11.00
2002	050-627-008	1	0.296	$3,569	$12,057	366	1,236	$9.75	0.296	$3,569	$12,057	366	1,236	$9.75
2003	050-614-011	1	13.680	$239,729	$17,524	33,860	2,475	$7.08	13.680	$239,729	$17,524	33,860	2,475	$7.08
2004	050-636-003	1	3.010	$231,504	$76,912	21,200	7,043	$10.92	3.010	$231,504	$76,912	21,200	7,043	$10.92
2005	050-601-028	2	0.066	$18,870	$285,909	1,700	25,758	$11.10	0.066	$18,870	$285,909	1,700	25,758	$11.10
2005	050-602-022	1	7.074	$103,011	$14,562	7,470	1,056	$13.79	7.074	$103,011	$14,562	7,470	1,056	$13.79
2005	050-607-032	1	1.578	$147,075	$93,203	15,900	10,076	$9.25	1.578	$147,075	$93,203	15,900	10,076	$9.25
2006	050-602-023	1	0.000	$0	$0	0	0	$0.00	9.295	$994,480	$106,991	85,734	9,224	$11.60
2006	050-602-024	2	0.000	$0	$0	0	0	$0.00	0.188	$9,619	$51,165	743	3,952	$12.95
MOWER			**51.510**	**$2,170,929**	**$42,146**	**252,037**	**4,893**	**$8.61**	**47.523**	**$2,270,108**	**$47,769**	**217,858**	**4,584**	**$10.42**

			2001 thru 2005						*2002 thru 2006*					
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	055-607-013	1	2.026	$124,508	$61,462	15,284	7,545	$8.15	0.000	$0	$0	0	0	$0.00
2001	055-608-011	2	0.681	$156,590	$229,941	17,896	26,279	$8.75	0.000	$0	$0	0	0	$0.00
2001	055-612-017	1	6.579	$10,944	$1,663	1,140	173	$9.60	0.000	$0	$0	0	0	$0.00
2002	055-603-033	1	5.766	$348,589	$60,456	45,154	7,831	$7.72	5.766	$348,589	$60,456	45,154	7,831	$7.72
2002	055-617-004	1	0.198	$12,205	$61,641	1,581	7,985	$7.72	0.198	$12,205	$61,641	1,581	7,985	$7.72
2003	055-606-003	1	4.413	$413,585	$93,720	54,998	12,463	$7.52	4.413	$413,585	$93,720	54,998	12,463	$7.52
2003	055-606-005	1	4.468	$326,302	$73,031	37,420	8,375	$8.72	4.468	$326,302	$73,031	37,420	8,375	$8.72
2004	055-601-014	2	1.750	$187,793	$107,310	17,885	10,220	$10.50	1.750	$187,793	$107,310	17,885	10,220	$10.50
2004	055-603-031	1	3.821	$289,222	$75,693	39,084	10,229	$7.40	3.821	$289,222	$75,693	39,084	10,229	$7.40
2006	055-606-006	1	0.000	$0	$0	0	0	$0.00	2.540	$162,762	$64,080	21,193	8,344	$7.68
OLMSTED			**29.702**	**$1,869,738**	**$62,950**	**230,442**	**7,759**	**$8.11**	**22.956**	**$1,740,458**	**$75,817**	**217,315**	**9,467**	**$8.01**
2002	066-616-013	2	0.591	$53,445	$90,431	9,620	16,277	$5.56	0.591	$53,445	$90,431	9,620	16,277	$5.56
2004	066-602-006	1	4.089	$360,245	$88,101	56,970	13,933	$6.32	4.089	$360,245	$88,101	56,970	13,933	$6.32
2004	066-603-007	1	5.864	$5,213	$889	750	128	$6.95	5.864	$5,213	$889	750	128	$6.95
2005	066-631-006	1	1.936	$193,119	$99,752	29,394	15,183	$6.57	1.936	$193,119	$99,752	29,394	15,183	$6.57
2006	066-612-016	1	0.000	$0	$0	0	0	$0.00	7.713	$10,920	$1,416	1,500	194	$7.28
RICE			**12.480**	**$612,022**	**$49,040**	**96,734**	**7,751**	**$6.33**	**20.193**	**$622,942**	**$30,849**	**98,234**	**4,865**	**$6.34**
2001	074-615-014	1	0.621	$39,525	$63,606	5,747	9,248	$6.88	0.000	$0	$0	0	0	$0.00
2001	074-617-010	1	1.979	$38,412	$19,410	5,820	2,941	$6.60	0.000	$0	$0	0	0	$0.00
2001	074-638-003	2	0.321	$17,404	$54,218	2,895	9,019	$6.01	0.000	$0	$0	0	0	$0.00
2002	074-619-017	1	0.519	$17,612	$33,934	2,072	3,992	$8.50	0.519	$17,612	$33,934	2,072	3,992	$8.50
2002	074-645-019	1	6.640	$776,725	$116,977	121,174	18,249	$6.41	6.640	$776,725	$116,977	121,174	18,249	$6.41
2002	074-645-020	2	0.108	$13,564	$125,593	1,685	15,602	$8.05	0.108	$13,564	$125,593	1,685	15,602	$8.05
2004	074-645-022	1	2.503	$207,706	$82,983	24,875	9,938	$8.35	2.503	$207,706	$82,983	24,875	9,938	$8.35
2005	074-612-031	2	0.409	$1,691	$4,134	151	369	$11.20	0.409	$1,691	$4,134	151	369	$11.20
2005	074-634-011	2	0.744	$16,600	$22,312	1,169	1,571	$14.20	0.744	$16,600	$22,312	1,169	1,571	$14.20
2006	074-635-007	1	0.000	$0	$0	0	0	$0.00	0.735	$77,464	$105,393	6,402	8,710	$12.10
2006	074-645-026	1	0.000	$0	$0	0	0	$0.00	0.610	$65,074	$106,679	5,492	9,003	$11.85
STEELE			**13.844**	**$1,129,239**	**$81,566**	**165,588**	**11,961**	**$6.82**	**12.268**	**$1,176,436**	**$95,895**	**163,020**	**13,288**	**$7.22**

			2001 thru 2005						2002 thru 2006				
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	079-617-007	1	1.839	$16,587	$9,020	3,072	1,670	$5.40	0.000	$0	$0	0	0	$0.00
2001	079-618-007	2	0.830	$72,184	$86,949	8,231	9,915	$8.77	0.000	$0	$0	0	0	$0.00
2001	079-624-005	1	1.756	$122,005	$69,476	15,418	8,780	$7.91	0.000	$0	$0	0	0	$0.00
2002	079-625-014	1	5.258	$291,265	$55,395	46,464	8,837	$6.27	5.258	$291,265	$55,395	46,464	8,837	$6.27
2002	079-650-003	1	0.340	$31,265	$91,956	3,158	9,288	$9.90	0.340	$31,265	$91,956	3,158	9,288	$9.90
2003	079-654-001	1	0.670	$24,439	$36,476	2,726	4,069	$8.97	0.670	$24,439	$36,476	2,726	4,069	$8.97
2004	079-605-011	2	1.525	$127,529	$83,626	15,819	10,373	$8.06	1.525	$127,529	$83,626	15,819	10,373	$8.06
2006	079-633-006	1	0.000	$0	$0	0	0	$0.00	2.820	$26,078	$9,247	2,745	973	$9.50
WABASHA			**12.218**	**$685,274**	**$56,086**	**94,888**	**7,766**	**$7.22**	**10.613**	**$500,576**	**$47,166**	**70,912**	**6,682**	**$7.06**
2001	085-627-010	1	1.896	$250,254	$131,991	29,651	15,639	$8.44	0.000	$0	$0	0	0	$0.00
2001	085-629-023	1	2.051	$36,622	$17,856	3,972	1,937	$9.22	0.000	$0	$0	0	0	$0.00
2002	085-627-011	1	3.838	$74,545	$19,423	8,471	2,207	$8.80	3.838	$74,545	$19,423	8,471	2,207	$8.80
2003	085-629-022	2	0.521	$116,355	$223,330	11,188	21,474	$10.40	0.521	$116,355	$223,330	11,188	21,474	$10.40
2004	085-625-051	1	1.816	$215,550	$118,695	21,555	11,869	$10.00	1.816	$215,550	$118,695	21,555	11,869	$10.00
2005	085-606-016	1	0.474	$95,305	$201,065	8,025	16,930	$11.88	0.474	$95,305	$201,065	8,025	16,930	$11.88
2005	085-621-014	2	1.458	$344,975	$236,608	34,671	23,780	$9.95	1.458	$344,975	$236,608	34,671	23,780	$9.95
2005	085-625-054	1	3.428	$48,714	$14,211	3,450	1,006	$14.12	3.428	$48,714	$14,211	3,450	1,006	$14.12
2005	085-632-013	2	0.142	$19,751	$139,092	1,807	12,725	$10.93	0.142	$19,751	$139,092	1,807	12,725	$10.93
2006	085-612-025	1	0.000	$0	$0	0	0	$0.00	1.666	$300,190	$180,186	29,344	17,613	$10.23
WINONA			**15.624**	**$1,202,071**	**$76,937**	**122,790**	**7,859**	**$9.79**	**13.343**	**$1,215,385**	**$91,088**	**118,511**	**8,882**	**$10.26**
DISTRICT 6			**269.116**	**$14,264,669**	**$53,006**	**1,873,768**	**6,963**	**$7.61**	**257.571**	**$13,870,884**	**$53,853**	**1,718,091**	**6,670**	**$8.07**

				2001 thru 2005						2002 thru 2006				
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	007-610-015	1	10.209	$138,553	$13,572	26,391	2,585	$5.25	0.000	$0	$0	0	0	$0.00
2002	007-620-018	1	0.993	$85,418	$86,020	12,749	12,839	$6.70	0.993	$85,418	$86,020	12,749	12,839	$6.70
2002	007-649-002	1	3.000	$146,231	$48,744	23,397	7,799	$6.25	3.000	$146,231	$48,744	23,397	7,799	$6.25
2003	007-643-004	1	0.304	$21,276	$69,987	3,106	10,217	$6.85	0.304	$21,276	$69,987	3,106	10,217	$6.85
2003	007-682-002	2	0.587	$28,951	$49,320	2,227	3,794	$13.00	0.587	$28,951	$49,320	2,227	3,794	$13.00
2004	007-616-026	2	1.708	$207,322	$121,383	34,073	19,949	$6.08	1.708	$207,322	$121,383	34,073	19,949	$6.08
2004	007-638-004	1	0.812	$100,553	$123,834	15,642	19,264	$6.43	0.812	$100,553	$123,834	15,642	19,264	$6.43
2005	007-624-004	1	2.996	$222,615	$74,304	26,190	8,742	$8.50	2.996	$222,615	$74,304	26,190	8,742	$8.50
2005	007-633-012	1	0.432	$21,338	$49,394	3,138	7,264	$6.80	0.432	$21,338	$49,394	3,138	7,264	$6.80
2005	007-648-003	1	0.895	$83,391	$93,174	9,987	11,159	$8.35	0.895	$83,391	$93,174	9,987	11,159	$8.35
2006	007-620-020	2	0.000	$0	$0	0	0	$0.00	0.606	$100,722	$166,208	12,446	20,538	$8.09
2006	007-657-002	2	0.000	$0	$0	0	0	$0.00	2.454	$251,546	$102,504	33,184	13,522	$7.58
BLUE EARTH			**21.936**	**$1,055,648**	**$48,124**	**156,900**	**7,153**	**$6.73**	**14.787**	**$1,269,363**	**$85,843**	**176,139**	**11,912**	**$7.21**
2001	008-602-011	1	3.022	$27,048	$8,950	3,864	1,279	$7.00	0.000	$0	$0	0	0	$0.00
2002	008-626-003	2	0.240	$11,789	$49,121	1,531	6,379	$7.70	0.240	$11,789	$49,121	1,531	6,379	$7.70
2003	008-602-016	1	1.300	$21,124	$16,249	4,515	3,473	$4.68	1.300	$21,124	$16,249	4,515	3,473	$4.68
2003	008-624-029	1	1.250	$97,963	$78,370	22,296	17,837	$4.39	1.250	$97,963	$78,370	22,296	17,837	$4.39
2004	008-604-007	2	0.813	$51,336	$63,144	8,244	10,140	$6.23	0.813	$51,336	$63,144	8,244	10,140	$6.23
2004	008-624-030	1	1.330	$23,800	$17,895	4,900	3,684	$4.86	1.330	$23,800	$17,895	4,900	3,684	$4.86
2005	008-610-025	1	1.259	$59,415	$47,192	12,401	9,850	$4.79	1.259	$59,415	$47,192	12,401	9,850	$4.79
2006	008-612-005	1	0.000	$0	$0	0	0	$0.00	0.418	$15,838	$37,890	2,376	5,684	$6.67
2006	008-627-016	1	0.000	$0	$0	0	0	$0.00	2.847	$254,550	$89,410	43,168	15,163	$5.90
BROWN			**9.214**	**$292,475**	**$31,742**	**57,751**	**6,268**	**$5.06**	**9.457**	**$535,815**	**$56,658**	**99,431**	**10,514**	**$5.39**

				2001 thru 2005						2002 thru 2006				
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	017-601-018	2	0.634	$49,157	$77,557	7,157	11,292	$6.87	0.634	$49,157	$77,557	7,157	11,292	$6.87
2002	017-604-016	1	4.487	$175,384	$39,089	38,743	8,635	$4.53	4.487	$175,384	$39,089	38,743	8,635	$4.53
2004	017-603-015	1	3.868	$102,870	$26,595	15,309	3,958	$6.72	3.868	$102,870	$26,595	15,309	3,958	$6.72
2004	017-611-013	1	1.000	$45,422	$45,422	8,060	8,060	$5.64	1.000	$45,422	$45,422	8,060	8,060	$5.64
2005	017-613-039	2	0.092	$18,000	$195,652	2,000	21,739	$9.00	0.092	$18,000	$195,652	2,000	21,739	$9.00
2005	017-629-001	1	0.900	$5,632	$6,258	605	672	$9.31	0.900	$5,632	$6,258	605	672	$9.31
2006	017-602-021	1	0.000	$0	$0	0	0	$0.00	4.697	$98,000	$20,864	25,137	5,352	$3.90
2006	017-602-022	1	0.000	$0	$0	0	0	$0.00	5.013	$56,797	$11,330	25,180	5,023	$2.26
COTTONWOOD			**10.981**	**$396,465**	**$36,106**	**71,874**	**6,546**	**$5.52**	**20.691**	**$551,262**	**$26,643**	**122,191**	**5,906**	**$4.51**
2001	022-611-007	1	4.299	$824,500	$191,789	97,000	22,563	$8.50	0.000	$0	$0	0	0	$0.00
2001	022-658-003	2	0.398	$3,613	$9,078	425	1,068	$8.50	0.000	$0	$0	0	0	$0.00
2002	022-616-014	2	0.388	$28,188	$72,649	2,430	6,263	$11.60	0.388	$28,188	$72,649	2,430	6,263	$11.60
2003	022-654-005	2	0.255	$6,965	$27,314	995	3,902	$7.00	0.255	$6,965	$27,314	995	3,902	$7.00
2004	022-616-016	1	3.234	$45,765	$14,151	8,100	2,505	$5.65	3.234	$45,765	$14,151	8,100	2,505	$5.65
2004	022-616-017	1	4.705	$66,388	$14,110	11,750	2,497	$5.65	4.705	$66,388	$14,110	11,750	2,497	$5.65
2004	022-653-006	2	0.485	$50,939	$105,029	9,256	19,085	$5.50	0.485	$50,939	$105,029	9,256	19,085	$5.50
2006	022-621-020	1	0.000	$0	$0	0	0	$0.00	2.836	$520,334	$183,475	54,772	19,313	$9.50
FARIBAULT			**13.764**	**$1,026,358**	**$74,568**	**129,956**	**9,442**	**$7.90**	**11.903**	**$718,579**	**$60,370**	**87,303**	**7,335**	**$8.23**
2001	032-621-007	1	0.133	$2,027	$15,241	365	2,744	$5.55	0.000	$0	$0	0	0	$0.00
2001	032-634-009	1	6.890	$20,298	$2,946	4,820	700	$4.21	0.000	$0	$0	0	0	$0.00
2001	032-636-010	1	0.180	$3,717	$20,650	669	3,717	$5.56	0.000	$0	$0	0	0	$0.00
2003	032-634-019	1	6.358	$72,695	$11,434	14,310	2,251	$5.08	6.358	$72,695	$11,434	14,310	2,251	$5.08
2004	032-634-013	1	7.000	$231,649	$33,093	37,399	5,343	$6.19	7.000	$231,649	$33,093	37,399	5,343	$6.19
2005	032-609-052	1	3.162	$42,928	$13,576	4,310	1,363	$9.96	3.162	$42,928	$13,576	4,310	1,363	$9.96
2005	032-624-030	1	0.093	$13,022	$140,022	766	8,237	$17.00	0.093	$13,022	$140,022	766	8,237	$17.00
2005	032-634-022	1	7.633	$100,852	$13,213	15,327	2,008	$6.58	7.633	$100,852	$13,213	15,327	2,008	$6.58
2006	032-634-015	1	0.000	$0	$0	0	0	$0.00	9.075	$379,873	$41,859	39,819	4,388	$9.54
JACKSON			**31.449**	**$487,188**	**$15,491**	**77,966**	**2,479**	**$6.25**	**33.321**	**$841,019**	**$25,240**	**111,931**	**3,359**	**$7.51**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	040-626-035	1	6.404	$201,922	$31,531	39,515	6,170	$5.11	0.000	$0	$0	0	0	$0.00
2001	040-626-036	1	0.393	$9,378	$23,863	1,800	4,580	$5.21	0.000	$0	$0	0	0	$0.00
2002	040-611-029	1	0.354	$3,380	$9,548	520	1,469	$6.50	0.354	$3,380	$9,548	520	1,469	$6.50
2002	040-660-003	2	0.460	$102,765	$223,402	8,060	17,522	$12.75	0.460	$102,765	$223,402	8,060	17,522	$12.75
2003	040-626-039	2	0.318	$39,780	$125,094	5,200	16,352	$7.65	0.318	$39,780	$125,094	5,200	16,352	$7.65
2004	040-616-004	1	0.040	$1,444	$36,100	175	4,375	$8.25	0.040	$1,444	$36,100	175	4,375	$8.25
2004	040-626-041	2	0.305	$45,344	$148,669	5,212	17,089	$8.70	0.305	$45,344	$148,669	5,212	17,089	$8.70
2004	040-628-017	1	3.009	$214,503	$71,287	29,246	9,720	$7.33	3.009	$214,503	$71,287	29,246	9,720	$7.33
2004	040-628-020	1	0.010	$480	$48,000	40	4,000	$12.00	0.010	$480	$48,000	40	4,000	$12.00
2005	040-613-007	1	0.310	$35,202	$113,555	3,345	10,790	$10.52	0.310	$35,202	$113,555	3,345	10,790	$10.52
2005	040-615-014	1	2.610	$276,000	$105,747	28,550	10,939	$9.67	2.610	$276,000	$105,747	28,550	10,939	$9.67
2005	040-615-015	2	0.292	$36,192	$123,945	4,275	14,640	$8.47	0.292	$36,192	$123,945	4,275	14,640	$8.47
2005	040-646-003	2	0.279	$23,488	$84,186	2,775	9,946	$8.46	0.279	$23,488	$84,186	2,775	9,946	$8.46
LE SUEUR			**14.784**	**$989,878**	**$66,956**	**128,713**	**8,706**	**$7.69**	**7.987**	**$778,578**	**$97,481**	**87,398**	**10,943**	**$8.91**
2002	046-644-010	1	7.647	$236,005	$30,862	33,715	4,409	$7.00	7.647	$236,005	$30,862	33,715	4,409	$7.00
2004	046-653-008	1	5.966	$194,250	$32,560	26,250	4,400	$7.40	5.966	$194,250	$32,560	26,250	4,400	$7.40
MARTIN			**13.613**	**$430,255**	**$31,606**	**59,965**	**4,405**	**$7.18**	**13.613**	**$430,255**	**$31,606**	**59,965**	**4,405**	**$7.18**
2001	052-605-041	1	3.393	$9,050	$2,667	1,000	295	$9.05	0.000	$0	$0	0	0	$0.00
2001	052-615-020	1	1.000	$59,850	$59,850	11,400	11,400	$5.25	0.000	$0	$0	0	0	$0.00
2001	052-620-009	1	0.200	$10,500	$52,500	2,000	10,000	$5.25	0.000	$0	$0	0	0	$0.00
2002	052-640-004	1	1.360	$93,015	$68,393	13,500	9,926	$6.89	1.360	$93,015	$68,393	13,500	9,926	$6.89
2003	052-605-039	1	2.423	$25,959	$10,712	3,366	1,389	$7.71	2.423	$25,959	$10,712	3,366	1,389	$7.71
2004	052-605-044	1	2.043	$35,000	$17,132	5,000	2,447	$7.00	2.043	$35,000	$17,132	5,000	2,447	$7.00
2004	052-605-046	1	3.178	$35,000	$11,013	5,000	1,573	$7.00	3.178	$35,000	$11,013	5,000	1,573	$7.00
2004	052-606-006	1	4.139	$6,160	$1,488	700	169	$8.80	4.139	$6,160	$1,488	700	169	$8.80
2004	052-620-010	2	0.747	$91,200	$122,088	14,364	19,229	$6.35	0.747	$91,200	$122,088	14,364	19,229	$6.35
2005	052-605-048	1	3.314	$31,500	$9,505	4,500	1,358	$7.00	3.314	$31,500	$9,505	4,500	1,358	$7.00
2005	052-605-055	1	2.483	$56,000	$22,553	7,000	2,819	$8.00	2.483	$56,000	$22,553	7,000	2,819	$8.00
2006	052-605-053	1	0.000	$0	$0	0	0	$0.00	2.538	$65,290	$25,725	6,931	2,731	$9.42
NICOLLET			**24.280**	**$453,234**	**$18,667**	**67,830**	**2,794**	**$6.68**	**22.225**	**$439,124**	**$19,758**	**60,361**	**2,716**	**$7.27**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	053-616-023	2	0.553	$28,800	$52,076	4,395	7,947	$6.55	0.000	$0	$0	0	0	$0.00
2001	053-621-007	2	0.477	$29,640	$62,138	2,856	5,987	$10.38	0.000	$0	$0	0	0	$0.00
2001	053-628-003	2	0.457	$24,000	$52,520	3,662	8,014	$6.55	0.000	$0	$0	0	0	$0.00
2003	053-619-020	2	0.272	$14,250	$52,390	2,100	7,721	$6.79	0.272	$14,250	$52,390	2,100	7,721	$6.79
2003	053-620-005	2	0.581	$21,000	$36,145	2,800	4,819	$7.50	0.581	$21,000	$36,145	2,800	4,819	$7.50
2003	053-635-016	1	3.974	$71,008	$17,868	13,202	3,322	$5.38	3.974	$71,008	$17,868	13,202	3,322	$5.38
2003	053-635-019	1	2.015	$38,021	$18,869	6,958	3,453	$5.46	2.015	$38,021	$18,869	6,958	3,453	$5.46
2005	053-635-017	1	8.305	$197,550	$23,787	30,730	3,700	$6.43	8.305	$197,550	$23,787	30,730	3,700	$6.43
NOBLES			**16.634**	**$424,269**	**$25,506**	**66,703**	**4,010**	**$6.36**	**15.147**	**$341,829**	**$22,567**	**55,790**	**3,683**	**$6.13**
2001	067-602-004	1	3.958	$190,859	$48,221	46,752	11,812	$4.08	0.000	$0	$0	0	0	$0.00
2001	067-633-001	2	0.249	$21,144	$84,916	3,524	14,153	$6.00	0.000	$0	$0	0	0	$0.00
2002	067-632-002	2	0.237	$35,250	$148,734	4,700	19,831	$7.50	0.237	$35,250	$148,734	4,700	19,831	$7.50
2003	067-604-019	1	2.746	$128,237	$46,700	24,426	8,895	$5.25	2.746	$128,237	$46,700	24,426	8,895	$5.25
2005	067-637-001	2	0.527	$43,470	$82,486	6,210	11,784	$7.00	0.527	$43,470	$82,486	6,210	11,784	$7.00
2006	067-604-024	1	0.000	$0	$0	0	0	$0.00	4.183	$296,664	$70,921	37,083	8,865	$8.00
ROCK			**7.717**	**$418,960**	**$54,291**	**85,612**	**11,094**	**$4.89**	**7.693**	**$503,621**	**$65,465**	**72,419**	**9,414**	**$6.95**
2003	072-608-042	1	2.321	$7,296	$3,143	3,491	1,504	$2.09	2.321	$7,296	$3,143	3,491	1,504	$2.09
2005	072-608-044	1	0.095	$21,385	$225,105	2,027	21,337	$10.55	0.095	$21,385	$225,105	2,027	21,337	$10.55
2005	072-611-015	1	0.360	$2,720	$7,556	170	472	$16.00	0.360	$2,720	$7,556	170	472	$16.00
2005	072-628-004	2	0.168	$48,050	$286,012	3,100	18,452	$15.50	0.168	$48,050	$286,012	3,100	18,452	$15.50
SIBLEY			**2.944**	**$79,451**	**$26,987**	**8,788**	**2,985**	**$9.04**	**2.944**	**$79,451**	**$26,987**	**8,788**	**2,985**	**$9.04**
2001	083-632-004	1	3.924	$272,310	$69,396	35,494	9,045	$7.67	0.000	$0	$0	0	0	$0.00
2001	083-656-006	2	0.207	$9,044	$43,691	1,799	8,691	$5.03	0.000	$0	$0	0	0	$0.00
2001	083-657-005	2	0.653	$28,624	$43,835	5,695	8,721	$5.03	0.000	$0	$0	0	0	$0.00
2003	083-605-031	2	0.848	$2,900	$3,420	378	446	$7.67	0.848	$2,900	$3,420	378	446	$7.67
2003	083-612-015	1	8.263	$107,300	$12,986	13,986	1,693	$7.67	8.263	$107,300	$12,986	13,986	1,693	$7.67
2004	083-612-016	2	0.358	$32,672	$91,263	3,580	10,000	$9.13	0.358	$32,672	$91,263	3,580	10,000	$9.13
2005	083-658-006	1	1.434	$127,935	$89,215	8,021	5,593	$15.95	1.434	$127,935	$89,215	8,021	5,593	$15.95
2006	083-614-025	1	0.000	$0	$0	0	0	$0.00	2.010	$164,000	$81,592	15,498	7,710	$10.58

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2006	083-624-001	2	0.000	$0	$0	0	0	$0.00	0.248	$18,630	$75,121	1,956	7,887	$9.52
2006	083-659-002	1	0.000	$0	$0	0	0	$0.00	1.009	$90,000	$89,197	8,505	8,429	$10.58
WATONWAN			**15.687**	**$580,785**	**$37,023**	**68,953**	**4,396**	**$8.42**	**14.170**	**$543,437**	**$38,351**	**51,924**	**3,664**	**$10.47**
DISTRICT 7			**183.003**	**$6,634,966**	**$36,256**	**981,011**	**5,361**	**$6.76**	**173.938**	**$7,032,333**	**$40,430**	**993,640**	**5,713**	**$7.08**
2001	012-609-016	1	5.008	$21,250	$4,243	2,500	499	$8.50	0.000	$0	$0	0	0	$0.00
2002	012-615-008	1	0.889	$16,500	$18,560	2,750	3,093	$6.00	0.889	$16,500	$18,560	2,750	3,093	$6.00
2002	012-615-019	2	0.899	$25,840	$28,743	3,230	3,593	$8.00	0.899	$25,840	$28,743	3,230	3,593	$8.00
2003	012-604-007	1	1.038	$31,783	$30,619	5,387	5,190	$5.90	1.038	$31,783	$30,619	5,387	5,190	$5.90
2003	012-604-008	1	3.176	$16,277	$5,125	2,415	760	$6.74	3.176	$16,277	$5,125	2,415	760	$6.74
2003	012-618-002	1	1.560	$44,426	$28,478	7,877	5,049	$5.64	1.560	$44,426	$28,478	7,877	5,049	$5.64
2005	012-605-017	1	4.922	$110,216	$22,393	18,400	3,738	$5.99	4.922	$110,216	$22,393	18,400	3,738	$5.99
CHIPPEWA			**17.492**	**$266,292**	**$15,224**	**42,559**	**2,433**	**$6.26**	**12.484**	**$245,042**	**$19,628**	**40,059**	**3,209**	**$6.12**
2001	034-601-027	1	4.269	$60,761	$14,233	13,354	3,128	$4.55	0.000	$0	$0	0	0	$0.00
2001	034-607-011	2	0.486	$60,624	$124,741	8,420	17,325	$7.20	0.000	$0	$0	0	0	$0.00
2001	034-610-011	2	0.920	$80,568	$87,574	12,689	13,792	$6.35	0.000	$0	$0	0	0	$0.00
2001	034-631-005	1	3.751	$50,759	$13,532	16,588	4,422	$3.06	0.000	$0	$0	0	0	$0.00
2002	034-601-025	1	2.703	$210,287	$77,798	39,827	14,734	$5.28	2.703	$210,287	$77,798	39,827	14,734	$5.28
2002	034-601-028	1	0.628	$49,113	$78,205	10,314	16,424	$4.76	0.628	$49,113	$78,205	10,314	16,424	$4.76
2002	034-601-031	1	4.269	$110,196	$25,813	19,713	4,618	$5.59	4.269	$110,196	$25,813	19,713	4,618	$5.59
2002	034-602-022	1	6.054	$117,102	$19,343	24,653	4,072	$4.75	6.054	$117,102	$19,343	24,653	4,072	$4.75
2002	034-607-012	1	0.581	$50,202	$86,406	8,381	14,425	$5.99	0.581	$50,202	$86,406	8,381	14,425	$5.99
2002	034-628-007	1	1.090	$27,421	$25,157	5,078	4,659	$5.40	1.090	$27,421	$25,157	5,078	4,659	$5.40
2003	034-601-029	1	0.338	$25,911	$76,660	4,737	14,015	$5.47	0.338	$25,911	$76,660	4,737	14,015	$5.47
2003	034-601-032	1	2.967	$26,102	$8,797	4,265	1,437	$6.12	2.967	$26,102	$8,797	4,265	1,437	$6.12
2003	034-602-027	1	5.671	$46,900	$8,270	11,725	2,068	$4.00	5.671	$46,900	$8,270	11,725	2,068	$4.00
2003	034-610-016	1	0.723	$7,004	$9,687	1,484	2,053	$4.72	0.723	$7,004	$9,687	1,484	2,053	$4.72
2003	034-624-006	2	0.926	$117,644	$127,045	23,576	25,460	$4.99	0.926	$117,644	$127,045	23,576	25,460	$4.99
2003	034-628-008	1	1.090	$12,471	$11,441	2,659	2,439	$4.69	1.090	$12,471	$11,441	2,659	2,439	$4.69
2004	034-608-021	1	0.379	$38,700	$102,111	6,684	17,636	$5.79	0.379	$38,700	$102,111	6,684	17,636	$5.79
2004	034-623-018	1	1.020	$19,576	$19,192	4,490	4,402	$4.36	1.020	$19,576	$19,192	4,490	4,402	$4.36

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2004	034-623-019	1	1.020	$15,622	$15,316	3,583	3,513	$4.36	1.020	$15,622	$15,316	3,583	3,513	$4.36
2004	034-644-005	1	2.005	$118,638	$59,171	14,923	7,443	$7.95	2.005	$118,638	$59,171	14,923	7,443	$7.95
2005	034-604-018	1	0.544	$34,890	$64,136	3,489	6,414	$10.00	0.544	$34,890	$64,136	3,489	6,414	$10.00
2005	034-607-013	1	13.409	$951,254	$70,941	153,428	11,442	$6.20	13.409	$951,254	$70,941	153,428	11,442	$6.20
2005	034-623-014	1	1.630	$83,822	$51,425	6,209	3,809	$13.50	1.630	$83,822	$51,425	6,209	3,809	$13.50
2005	034-623-021	2	1.120	$141,475	$126,317	20,039	17,892	$7.06	1.120	$141,475	$126,317	20,039	17,892	$7.06
2005	034-660-001	2	0.056	$2,399	$42,839	387	6,911	$6.20	0.056	$2,399	$42,839	387	6,911	$6.20
2006	034-609-018	1	0.000	$0	$0	0	0	$0.00	0.562	$38,580	$68,648	6,430	11,441	$6.00
2006	034-610-014	1	0.000	$0	$0	0	0	$0.00	5.817	$437,204	$75,160	76,168	13,094	$5.74
2006	034-610-015	1	0.000	$0	$0	0	0	$0.00	2.623	$193,806	$73,887	32,301	12,315	$6.00
KANDIYOHI			**57.649**	**$2,459,441**	**$42,662**	**420,695**	**7,298**	**$5.85**	**57.225**	**$2,876,319**	**$50,263**	**484,543**	**8,467**	**$5.94**
2001	037-607-028	1	2.265	$40,725	$17,980	9,050	3,996	$4.50	0.000	$0	$0	0	0	$0.00
2001	037-620-013	1	7.595	$184,332	$24,270	30,722	4,045	$6.00	0.000	$0	$0	0	0	$0.00
2002	037-602-014	1	7.031	$218,010	$31,007	28,313	4,027	$7.70	7.031	$218,010	$31,007	28,313	4,027	$7.70
2002	037-637-001	1	0.502	$23,750	$47,311	5,320	10,598	$4.46	0.502	$23,750	$47,311	5,320	10,598	$4.46
2003	037-607-030	1	4.073	$74,358	$18,256	13,770	3,381	$5.40	4.073	$74,358	$18,256	13,770	3,381	$5.40
2003	037-802-001	1	0.188	$25,215	$134,122	4,100	21,809	$6.15	0.188	$25,215	$134,122	4,100	21,809	$6.15
2003	037-804-001	2	0.189	$13,698	$72,476	1,535	8,122	$8.92	0.189	$13,698	$72,476	1,535	8,122	$8.92
2004	037-623-013	2	0.343	$59,732	$174,146	8,240	24,023	$7.25	0.343	$59,732	$174,146	8,240	24,023	$7.25
2005	037-619-014	2	1.052	$71,732	$68,186	8,439	8,022	$8.50	1.052	$71,732	$68,186	8,439	8,022	$8.50
2006	037-806-002	2	0.000	$0	$0	0	0	$0.00	0.062	$6,600	$106,452	600	9,677	$11.00
LAC QUI PARLE			**23.238**	**$711,552**	**$30,620**	**109,489**	**4,712**	**$6.50**	**13.440**	**$493,095**	**$36,689**	**70,317**	**5,232**	**$7.01**
2001	041-607-030	1	5.206	$216,130	$41,516	39,950	7,674	$5.41	0.000	$0	$0	0	0	$0.00
2001	041-607-031	1	5.200	$58,655	$11,280	12,614	2,426	$4.65	0.000	$0	$0	0	0	$0.00
2002	041-605-019	1	2.342	$79,800	$34,073	16,800	7,173	$4.75	2.342	$79,800	$34,073	16,800	7,173	$4.75
2002	041-607-032	1	0.493	$19,500	$39,554	3,900	7,911	$5.00	0.493	$19,500	$39,554	3,900	7,911	$5.00
2002	041-617-023	1	1.250	$32,500	$26,000	5,000	4,000	$6.50	1.250	$32,500	$26,000	5,000	4,000	$6.50
2002	041-617-027	1	1.486	$102,000	$68,641	24,000	16,151	$4.25	1.486	$102,000	$68,641	24,000	16,151	$4.25
2003	041-608-022	1	0.502	$22,230	$44,283	3,900	7,769	$5.70	0.502	$22,230	$44,283	3,900	7,769	$5.70
2003	041-608-023	1	2.007	$87,210	$43,453	15,300	7,623	$5.70	2.007	$87,210	$43,453	15,300	7,623	$5.70
2003	041-618-014	1	3.013	$124,825	$41,429	30,445	10,105	$4.10	3.013	$124,825	$41,429	30,445	10,105	$4.10
2003	041-618-015	1	3.013	$62,400	$20,710	12,000	3,983	$5.20	3.013	$62,400	$20,710	12,000	3,983	$5.20

			2001 thru 2005						2002 thru 2006				
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2004	041-601-027	1	4.991	$251,712	$50,433	45,600	9,136	$5.52	4.991	$251,712	$50,433	45,600	9,136	$5.52
2005	041-618-009	1	0.464	$41,688	$89,845	6,670	14,375	$6.25	0.464	$41,688	$89,845	6,670	14,375	$6.25
2006	041-615-018	1	0.000	$0	$0	0	0	$0.00	4.819	$366,727	$76,100	59,825	12,414	$6.13
LINCOLN			**29.967**	**$1,098,650**	**$36,662**	**216,179**	**7,214**	**$5.08**	**24.380**	**$1,190,592**	**$48,835**	**223,440**	**9,165**	**$5.3**
2002	042-602-030	1	5.010	$396,617	$79,165	69,950	13,962	$5.67	5.010	$396,617	$79,165	69,950	13,962	$5.67
2002	042-602-031	1	5.000	$2,250	$450	450	90	$5.00	5.000	$2,250	$450	450	90	$5.00
2002	042-604-004	1	9.130	$51,398	$5,630	9,345	1,024	$5.50	9.130	$51,398	$5,630	9,345	1,024	$5.50
2002	042-608-027	1	4.000	$33,410	$8,353	5,140	1,285	$6.50	4.000	$33,410	$8,353	5,140	1,285	$6.50
2002	042-609-029	1	0.850	$56,477	$66,444	7,632	8,979	$7.40	0.850	$56,477	$66,444	7,632	8,979	$7.40
2002	042-624-013	1	5.420	$50,400	$9,299	6,300	1,162	$8.00	5.420	$50,400	$9,299	6,300	1,162	$8.00
2003	042-610-027	1	2.940	$15,263	$5,191	1,650	561	$9.25	2.940	$15,263	$5,191	1,650	561	$9.25
2004	042-610-028	1	2.940	$181,570	$61,759	28,775	9,787	$6.31	2.940	$181,570	$61,759	28,775	9,787	$6.31
2004	042-613-023	1	3.520	$130,075	$36,953	23,650	6,719	$5.50	3.520	$130,075	$36,953	23,650	6,719	$5.50
2005	042-605-026	1	3.456	$137,144	$39,683	21,099	6,105	$6.50	3.456	$137,144	$39,683	21,099	6,105	$6.50
LYON			**42.266**	**$1,054,604**	**$24,952**	**173,991**	**4,117**	**$6.06**	**42.266**	**$1,054,604**	**$24,952**	**173,991**	**4,117**	**$6.06**
2001	043-601-008	1	6.957	$738,153	$106,099	106,398	15,293	$6.94	0.000	$0	$0	0	0	$0.00
2001	043-601-009	2	1.035	$204,114	$197,164	22,937	22,156	$8.90	0.000	$0	$0	0	0	$0.00
2001	043-603-024	1	0.490	$57,024	$116,376	8,219	16,773	$6.94	0.000	$0	$0	0	0	$0.00
2001	043-618-006	1	6.010	$5,617	$935	1,042	173	$5.39	0.000	$0	$0	0	0	$0.00
2002	043-625-018	2	0.420	$74,620	$177,667	9,100	21,667	$8.20	0.420	$74,620	$177,667	9,100	21,667	$8.20
2003	043-603-027	2	0.234	$261,369	$1,116,962	29,041	124,107	$9.00	0.234	$261,369	$1,116,962	29,041	124,107	$9.00
2004	043-715-002	1	1.482	$102,202	$68,962	15,141	10,217	$6.75	1.482	$102,202	$68,962	15,141	10,217	$6.75
2005	043-615-009	2	0.361	$36,120	$100,055	4,200	11,634	$8.60	0.361	$36,120	$100,055	4,200	11,634	$8.60
2006	043-602-023	1	0.000	$0	$0	0	0	$0.00	3.152	$173,574	$55,068	15,179	4,816	$11.44
MC LEOD			**16.989**	**$1,479,219**	**$87,067**	**196,078**	**11,541**	**$7.54**	**5.649**	**$647,885**	**$114,690**	**72,661**	**12,863**	**$8.92**

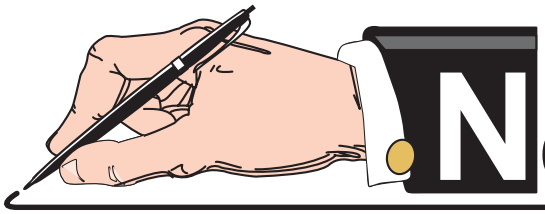
			2001 thru 2005						2002 thru 2006				
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	047-601-015	1	3.830	$183,693	$47,962	36,090	9,423	$5.09	0.000	$0	$0	0	0	$0.00
2001	047-602-007	2	0.720	$39,056	$54,244	4,613	6,407	$8.47	0.000	$0	$0	0	0	$0.00
2001	047-625-014	1	7.930	$289,859	$36,552	74,434	9,386	$3.89	0.000	$0	$0	0	0	$0.00
2002	047-602-006	1	4.120	$183,756	$44,601	38,165	9,263	$4.81	4.120	$183,756	$44,601	38,165	9,263	$4.81
2002	047-611-026	1	0.750	$39,410	$52,547	5,988	7,984	$6.58	0.750	$39,410	$52,547	5,988	7,984	$6.58
2003	047-601-016	1	4.160	$85,650	$20,589	19,186	4,612	$4.46	4.160	$85,650	$20,589	19,186	4,612	$4.46
2004	047-635-006	1	6.093	$223,330	$36,654	57,585	9,451	$3.88	6.093	$223,330	$36,654	57,585	9,451	$3.88
2005	047-601-018	1	8.422	$147,548	$17,519	36,358	4,317	$4.06	8.422	$147,548	$17,519	36,358	4,317	$4.06
2005	047-614-017	1	0.660	$50,682	$76,791	6,592	9,988	$7.69	0.660	$50,682	$76,791	6,592	9,988	$7.69
2005	047-634-014	1	1.717	$25,740	$14,991	3,952	2,302	$6.51	1.717	$25,740	$14,991	3,952	2,302	$6.51
2006	047-614-018	1	0.000	$0	$0	0	0	$0.00	6.743	$299,647	$44,438	57,730	8,561	$5.19
MEEKER			**38.402**	**$1,268,724**	**$33,038**	**282,963**	**7,368**	**$4.48**	**32.665**	**$1,055,763**	**$32,321**	**225,556**	**6,905**	**$4.68**
2001	051-602-016	1	5.030	$350,900	$69,761	63,800	12,684	$5.50	0.000	$0	$0	0	0	$0.00
2001	051-625-010	1	5.002	$113,400	$22,670	27,778	5,553	$4.08	0.000	$0	$0	0	0	$0.00
2002	051-608-012	1	3.255	$227,150	$69,785	41,300	12,688	$5.50	3.255	$227,150	$69,785	41,300	12,688	$5.50
2002	051-625-011	1	5.010	$213,210	$42,557	46,350	9,251	$4.60	5.010	$213,210	$42,557	46,350	9,251	$4.60
2003	051-617-006	1	2.968	$86,185	$29,038	16,735	5,638	$5.15	2.968	$86,185	$29,038	16,735	5,638	$5.15
2003	051-617-007	1	1.072	$31,853	$29,714	6,185	5,770	$5.15	1.072	$31,853	$29,714	6,185	5,770	$5.15
2003	051-640-002	1	2.326	$101,150	$43,487	13,856	5,957	$7.30	2.326	$101,150	$43,487	13,856	5,957	$7.30
2003	051-645-005	1	4.339	$126,072	$29,056	24,480	5,642	$5.15	4.339	$126,072	$29,056	24,480	5,642	$5.15
2004	051-617-008	1	4.047	$167,844	$41,474	28,400	7,018	$5.91	4.047	$167,844	$41,474	28,400	7,018	$5.91
2004	051-640-003	1	2.326	$89,490	$38,474	15,700	6,750	$5.70	2.326	$89,490	$38,474	15,700	6,750	$5.70
2004	051-645-006	1	4.339	$170,799	$39,364	28,900	6,661	$5.91	4.339	$170,799	$39,364	28,900	6,661	$5.91
MURRAY			**39.714**	**$1,678,053**	**$42,253**	**313,484**	**7,893**	**$5.35**	**29.682**	**$1,213,753**	**$40,892**	**221,906**	**7,476**	**$5.47**

			2001 thru 2005						*2002 thru 2006*				
Year	**Project**	**Rural/Urban**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**	**Length****	**Total Cost**	**Cost per Mile**	**Total Qty**	**Qty Per Mile**	**Unit Price**
2001	059-616-024	1	3.928	$194,065	$49,406	46,206	11,763	$4.20	0.000	$0	$0	0	0	$0.00
2001	059-618-020	1	1.484	$13,505	$9,100	2,701	1,820	$5.00	0.000	$0	$0	0	0	$0.00
2001	059-618-021	1	1.491	$74,464	$49,942	12,473	8,366	$5.97	0.000	$0	$0	0	0	$0.00
2002	059-611-003	1	3.979	$319,282	$80,242	72,564	18,237	$4.40	3.979	$319,282	$80,242	72,564	18,237	$4.40
2002	059-616-025	1	3.920	$58,922	$15,031	13,864	3,537	$4.25	3.920	$58,922	$15,031	13,864	3,537	$4.25
2004	059-604-003	1	4.657	$494,956	$106,282	89,992	19,324	$5.50	4.657	$494,956	$106,282	89,992	19,324	$5.50
2005	059-609-002	1	6.157	$371,372	$60,317	82,527	13,404	$4.50	6.157	$371,372	$60,317	82,527	13,404	$4.50
2005	059-609-004	1	0.576	$44,150	$76,649	8,830	15,330	$5.00	0.576	$44,150	$76,649	8,830	15,330	$5.00
2005	059-635-002	2	0.356	$44,378	$124,657	5,917	16,621	$7.50	0.356	$44,378	$124,657	5,917	16,621	$7.50
PIPESTONE			**26.548**	**$1,615,094**	**$60,837**	**335,074**	**12,621**	**$4.82**	**19.645**	**$1,333,060**	**$67,857**	**273,694**	**13,932**	**$4.87**
2001	064-604-043	1	1.976	$91,650	$46,382	15,275	7,730	$6.00	0.000	$0	$0	0	0	$0.00
2001	064-613-011	1	5.141	$92,829	$18,055	15,504	3,015	$5.99	0.000	$0	$0	0	0	$0.00
2002	064-613-014	1	2.875	$41,370	$14,392	4,343	1,511	$9.53	2.875	$41,370	$14,392	4,343	1,511	$9.53
2003	064-606-026	1	10.602	$239,372	$22,578	43,130	4,068	$5.55	10.602	$239,372	$22,578	43,130	4,068	$5.55
2004	064-611-010	1	6.240	$13,466	$2,158	2,517	403	$5.35	6.240	$13,466	$2,158	2,517	403	$5.35
2005	064-606-027	1	3.544	$193,970	$54,732	27,710	7,819	$7.00	3.544	$193,970	$54,732	27,710	7,819	$7.00
2005	064-607-035	1	5.605	$364,156	$64,970	53,084	9,471	$6.86	5.605	$364,156	$64,970	53,084	9,471	$6.86
REDWOOD			**35.983**	**$1,036,813**	**$28,814**	**161,563**	**4,490**	**$6.42**	**28.866**	**$852,334**	**$29,528**	**130,784**	**4,531**	**$6.52**
2001	065-608-010	1	0.836	$30,022	$35,903	3,532	4,224	$8.50	0.000	$0	$0	0	0	$0.00
2001	065-633-003	2	0.149	$44,800	$300,671	5,600	37,584	$8.00	0.000	$0	$0	0	0	$0.00
2002	065-606-011	1	7.100	$333,344	$46,950	55,650	7,838	$5.99	7.100	$333,344	$46,950	55,650	7,838	$5.99
2003	065-621-018	1	0.360	$30,408	$84,467	5,559	15,442	$5.47	0.360	$30,408	$84,467	5,559	15,442	$5.47
2004	065-609-009	1	6.348	$375,564	$59,163	71,400	11,248	$5.26	6.348	$375,564	$59,163	71,400	11,248	$5.26
2005	065-609-010	1	7.304	$378,200	$51,780	61,000	8,352	$6.20	7.304	$378,200	$51,780	61,000	8,352	$6.20
2005	065-611-042	1	5.233	$862,274	$164,776	132,700	25,358	$6.50	5.233	$862,274	$164,776	132,700	25,358	$6.50
2006	065-604-016	1	0.000	$0	$0	0	0	$0.00	5.949	$479,500	$80,602	68,500	11,515	$7.00
RENVILLE			**27.330**	**$2,054,612**	**$75,177**	**335,441**	**12,274**	**$6.13**	**32.294**	**$2,459,290**	**$76,153**	**394,809**	**12,225**	**$6.23**

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	087-602-018	1	1.219	$52,835	$43,343	8,977	7,364	$5.89	0.000	$0	$0	0	0	$0.00
2001	087-618-018	1	5.977	$248,615	$41,595	42,812	7,163	$5.81	0.000	$0	$0	0	0	$0.00
2001	087-622-007	2	0.292	$70,948	$242,973	7,248	24,822	$9.79	0.000	$0	$0	0	0	$0.00
2002	087-614-012	1	0.360	$20,482	$56,894	2,607	7,242	$7.86	0.360	$20,482	$56,894	2,607	7,242	$7.86
2002	087-640-003	1	4.000	$225,666	$56,417	39,004	9,751	$5.79	4.000	$225,666	$56,417	39,004	9,751	$5.79
2002	087-644-003	1	0.859	$71,207	$82,895	7,581	8,825	$9.39	0.859	$71,207	$82,895	7,581	8,825	$9.39
2004	087-604-016	1	4.000	$222,750	$55,688	38,500	9,625	$5.79	4.000	$222,750	$55,688	38,500	9,625	$5.79
2004	087-645-001	2	0.053	$9,750	$183,962	1,229	23,189	$7.93	0.053	$9,750	$183,962	1,229	23,189	$7.93
2004	087-647-002	2	0.539	$86,250	$160,019	10,868	20,163	$7.94	0.539	$86,250	$160,019	10,868	20,163	$7.94
2005	087-604-015	1	4.580	$257,400	$56,201	43,680	9,537	$5.89	4.580	$257,400	$56,201	43,680	9,537	$5.89
2005	087-617-012	1	4.340	$315,414	$72,676	41,580	9,581	$7.59	4.340	$315,414	$72,676	41,580	9,581	$7.59
2005	087-642-002	2	0.120	$31,855	$265,458	3,154	26,283	$10.10	0.120	$31,855	$265,458	3,154	26,283	$10.10
YELLOW MEDICINE			**26.339**	**$1,613,172**	**$61,247**	**247,240**	**9,387**	**$6.52**	**18.851**	**$1,240,774**	**$65,820**	**188,203**	**9,984**	**$6.59**
DISTRICT 8			**381.918**	**$16,336,226**	**$42,774**	**2,834,756**	**7,422**	**$5.76**	**317.447**	**$14,662,511**	**$46,189**	**2,499,963**	**7,875**	**$5.87**
2001	013-614-004	1	1.529	$125,820	$82,308	17,668	11,558	$7.12	0.000	$0	$0	0	0	$0.00
2001	013-623-006	1	0.675	$197,078	$291,967	26,277	38,929	$7.50	0.000	$0	$0	0	0	$0.00
2002	013-637-004	1	3.610	$253,326	$70,179	32,852	9,101	$7.71	3.610	$253,326	$70,179	32,852	9,101	$7.71
2004	013-623-004	1	2.829	$404,565	$143,006	55,802	19,725	$7.25	2.829	$404,565	$143,006	55,802	19,725	$7.25
2004	013-637-005	1	3.759	$501,834	$133,485	87,115	23,172	$5.76	3.759	$501,834	$133,485	87,115	23,172	$5.76
2005	013-607-011	1	4.670	$632,528	$135,445	67,650	14,486	$9.35	4.670	$632,528	$135,445	67,650	14,486	$9.35
2005	013-609-024	1	0.351	$22,697	$64,664	2,522	7,185	$9.00	0.351	$22,697	$64,664	2,522	7,185	$9.00
2006	013-617-005	2	0.000	$0	$0	0	0	$0.00	1.739	$252,583	$145,246	28,768	16,543	$8.78
CHISAGO			**17.423**	**$2,137,848**	**$122,704**	**289,886**	**16,638**	**$7.37**	**16.958**	**$2,067,533**	**$121,920**	**274,709**	**16,199**	**$7.53**
2001	019-611-005	2	0.398	$27,168	$68,261	2,830	7,111	$9.60	0.000	$0	$0	0	0	$0.00
2001	019-631-029	2	1.998	$134,431	$67,283	27,464	13,746	$4.89	0.000	$0	$0	0	0	$0.00
2001	019-642-039	2	0.463	$23,000	$49,676	2,300	4,968	$10.00	0.000	$0	$0	0	0	$0.00
2001	019-643-001	2	1.210	$202,360	$167,240	41,342	34,167	$4.89	0.000	$0	$0	0	0	$0.00
2001	019-646-001	2	0.598	$67,929	$113,518	13,878	23,192	$4.89	0.000	$0	$0	0	0	$0.00

			2001 thru 2005						2002 thru 2006					
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2002	019-660-003	2	0.749	$146,753	$195,932	20,334	27,148	$7.22	0.749	$146,753	$195,932	20,334	27,148	$7.22
2003	019-609-012	1	0.369	$32,683	$88,572	6,980	18,916	$4.68	0.369	$32,683	$88,572	6,980	18,916	$4.68
2004	019-650-011	2	1.113	$76,705	$68,917	9,998	8,983	$7.67	1.113	$76,705	$68,917	9,998	8,983	$7.67
2004	019-660-004	2	0.380	$68,933	$181,401	7,445	19,592	$9.26	0.380	$68,933	$181,401	7,445	19,592	$9.26
2005	019-609-015	1	0.253	$10,303	$40,723	1,053	4,162	$9.78	0.253	$10,303	$40,723	1,053	4,162	$9.78
2005	019-626-015	2	1.080	$109,727	$101,599	30,319	28,073	$3.62	1.080	$109,727	$101,599	30,319	28,073	$3.62
2005	019-631-031	2	1.000	$149,061	$148,994	27,767	27,755	$5.37	1.000	$149,061	$148,994	27,767	27,755	$5.37
2005	019-660-005	2	1.090	$318,326	$292,042	31,665	29,050	$10.05	1.090	$318,326	$292,042	31,665	29,050	$10.05
2005	019-670-009	1	0.497	$28,989	$58,328	2,962	5,960	$9.79	0.497	$28,989	$58,328	2,962	5,960	$9.79
2006	019-626-018	2	0.000	$0	$0	0	0	$0.00	0.327	$14,784	$45,211	1,136	3,474	$13.01
2006	019-631-033	2	0.000	$0	$0	0	0	$0.00	0.796	$35,621	$44,750	2,737	3,438	$13.01
DAKOTA			**11.199**	**$1,396,368**	**$124,688**	**226,337**	**20,211**	**$6.17**	**7.654**	**$991,885**	**$129,583**	**142,396**	**18,603**	**$6.97**
2001	062-625-022	1	2.000	$73,945	$36,973	6,076	3,038	$12.17	0.000	$0	$0	0	0	$0.00
2001	062-649-007	1	0.444	$4,707	$10,601	403	908	$11.68	0.000	$0	$0	0	0	$0.00
2001	062-651-039	2	0.200	$23,573	$117,865	2,751	13,755	$8.57	0.000	$0	$0	0	0	$0.00
2002	062-610-001	1	2.250	$46,314	$20,584	6,657	2,959	$6.96	2.250	$46,314	$20,584	6,657	2,959	$6.96
2002	062-615-024	2	0.557	$44,550	$79,982	5,320	9,551	$8.37	0.557	$44,550	$79,982	5,320	9,551	$8.37
2002	062-637-016	1	0.524	$63,692	$121,550	6,938	13,240	$9.18	0.524	$63,692	$121,550	6,938	13,240	$9.18
2002	062-644-021	2	1.800	$108,865	$60,481	12,315	6,842	$8.84	1.800	$108,865	$60,481	12,315	6,842	$8.84
2002	062-644-027	2	0.960	$145,301	$151,355	21,125	22,005	$6.88	0.960	$145,301	$151,355	21,125	22,005	$6.88
2002	062-649-003	2	1.816	$220,820	$121,615	23,455	12,918	$9.41	1.816	$220,820	$121,615	23,455	12,918	$9.41
2003	062-612-014	2	0.960	$101,319	$105,541	9,132	9,513	$11.09	0.960	$101,319	$105,541	9,132	9,513	$11.09
2003	062-696-010	2	1.162	$200,184	$172,305	23,815	20,498	$8.41	1.162	$200,184	$172,305	23,815	20,498	$8.41
2004	062-603-014	1	0.668	$69,116	$103,467	6,250	9,356	$11.06	0.668	$69,116	$103,467	6,250	9,356	$11.06
2004	062-623-040	2	1.540	$322,430	$209,367	32,073	20,826	$10.05	1.540	$322,430	$209,367	32,073	20,826	$10.05
2004	062-651-041	2	0.278	$25,456	$91,568	2,302	8,281	$11.06	0.278	$25,456	$91,568	2,302	8,281	$11.06
2004	062-668-043	2	0.380	$19,000	$50,000	1,436	3,779	$13.23	0.380	$19,000	$50,000	1,436	3,779	$13.23
2004	062-677-023	2	0.120	$13,250	$110,417	1,002	8,350	$13.22	0.120	$13,250	$110,417	1,002	8,350	$13.22
2005	062-619-025	1	0.413	$39,825	$96,429	5,066	12,266	$7.86	0.413	$39,825	$96,429	5,066	12,266	$7.86
2005	062-651-038	2	0.679	$56,032	$82,521	7,004	10,315	$8.00	0.679	$56,032	$82,521	7,004	10,315	$8.00
RAMSEY			**16.751**	**$1,578,379**	**$94,228**	**173,120**	**10,335**	**$9.12**	**14.107**	**$1,476,154**	**$104,643**	**163,890**	**11,618**	**$9.01**

			2001 thru 2005						2002 thru 2006				
Year	Project	Rural/Urban	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price
2001	082-613-009	1	0.423	$25,624	$60,577	3,091	7,307	$8.29	0.000	$0	$0	0	0	$0.00
2001	082-613-015	2	0.146	$12,753	$87,349	996	6,822	$12.80	0.000	$0	$0	0	0	$0.00
2001	082-621-025	1	4.345	$2,200	$506	220	51	$10.00	0.000	$0	$0	0	0	$0.00
2002	082-613-018	1	1.041	$65,354	$62,780	8,760	8,415	$7.46	1.041	$65,354	$62,780	8,760	8,415	$7.46
2003	082-613-007	1	1.270	$253,208	$199,376	27,346	21,532	$9.26	1.270	$253,208	$199,376	27,346	21,532	$9.26
2003	082-613-020	1	0.508	$175,800	$346,063	16,613	32,703	$10.58	0.508	$175,800	$346,063	16,613	32,703	$10.58
2004	082-619-013	1	0.120	$5,400	$45,000	450	3,750	$12.00	0.120	$5,400	$45,000	450	3,750	$12.00
2005	082-613-023	2	0.710	$51,272	$72,214	6,409	9,027	$8.00	0.710	$51,272	$72,214	6,409	9,027	$8.00
2005	082-616-017	1	0.918	$10,075	$10,975	1,172	1,277	$8.60	0.918	$10,075	$10,975	1,172	1,277	$8.60
WASHINGTON			**9.481**	**$601,686**	**$63,462**	**65,057**	**6,862**	**$9.25**	**4.567**	**$561,109**	**$122,862**	**60,750**	**13,302**	**$9.24**
DISTRICT 9			**54.853**	**$5,714,281**	**$104,174**	**754,400**	**13,753**	**$7.57**	**43.286**	**$5,096,681**	**$117,744**	**641,745**	**14,826**	**$7.94**
STATE TOTALS			**2,538.532**	**$111,943,121**	**$44,098**	**18,476,607**	**7,278**	**$6.06**	**2,347.079**	**$113,266,422**	**$48,258**	**17,523,961**	**7,466**	**$6.46**



NOTES and COMMENTS

Hardship Transfers

June 2007

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

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

Hardship Transfers		
CY 1997		
Big Stone	$600,000	Abnormal winter conditions
Grant	500,000	Abnormal winter conditions
Mahnomen	250,000	Abnormal winter conditions
Pennington	150,000	Snow & spring flooding
Pope	250,000	Abnormal winter conditions
Stevens	500,000	Abnormal winter conditions
Swift	100,000	Abnormal winter conditions
Traverse	480,000	Abnormal 1997 winter conditions
Traverse	420,000	Spring 1997 flood damage
	$3,250,000	
CY 2001		
Pennington	$296,000	#24 & #27 County Road System
	$296,000	
CY 2003		
Traverse	$268,915	Disastrous fire destroying
	$268,915	Wheaton Hwy shop
CY 2004		
Kittson	$100,000	wet weather, poor drying &
	$100,000	heavy comm truck damage
CY 2005		
Kittson	$125,000	Heavy rain 7/3/2005 weekend
Otter Tail	500,000	High water, CSAH 12 & 10
	$625,000	
Total	**$4,539,915**	

Maintenance Facilities

June 2007

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

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

Maintenance Facilities

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

Maintenance Facilities

CY 2000		
Carver	$343,632.04	Public Work Bldg
Mahnomen	422,867.00	Maintenance Facility
Pine	363,848.03	Sandstone Bldg Addition
	$1,130,347.07	
CY 2001		
Carver	$500,000.00	Public Work Bldg
Nobles	500,000.00	Maintenance Facility
	$1,000,000.00	
CY 2002		
Carver	$168,398.26	Public Work Bldg
Dodge	109,816.45	Access to maintenance facility
Hennepin	260,000.00	Salt/Sand storage facility-Orono
	$538,214.71	
CY 2003		
Cottonwood	$90,458.55	Salt shed
	$90,458.55	
CY 2004		
Carlton	$550,000.00	Maintenance Facility
Cottonwood	$147,429.02	Windom addition
	$697,429.02	
CY 2005		
Dodge	$160,000.00	Maintenance Facility
Morrison	1,134,368.89	Public Works Bldg
Swift	417,102.00	Admin office & Outshops
	$1,134,368.89	
CY 2006		
Hubbard	$280,000.00	Maintenance Facility
Kandiyohi	$1,164576.40	Maintenance Facility
Meeker	$1,000,000.00	Maintenance Facility
Pennington	$66,811.40	Hwy Facility Upgrade
Renville	313,500.00	Franklin Facility
	$2,824,887.80	
Total to Date	**$11,049,950,35**	

* - Projects funded with bonds

MAINTENANCE FACILITIES – CURRENT PROCESS

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

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

Approval Process

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

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

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

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

Partial Payment Process

1. County obtains State Aid Project number from SALT.

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

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

Final Payment Process

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

COUNTY STATE AID CONSTRUCTION ADVANCE GUIDELINES
Regular & Municipal Accounts

State Aid Advances

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

The formula used to determine if advances will be available is based on the current fund balance, expenditure trends, repayments and a $40,000,000 recommended threshold.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE	Code RED - SEVERE - Fund Balances too low. NO ADVANCES - NO EXCEPTIONS
HIGH	Code ORANGE - HIGH - Fund Balance expected to drop below acceptable balance. Priority system in use. Advances approved by State Aid Engineer only. Resolution required. Reserve form not used.
GUARDED	Code BLUE - GUARDED - Fund balance low. Priority System in use. Advances approved on a case-by-case basis. Resolution required. Reserve option available only prior to bid advertisement by email or phone.
LOW	Code GREEN - LOW - Plush Fund Balance. Advances approved on first-come-first-serve basis while funds are available. Resolution required. Request to Reserve form optional.

General Guidelines for State Aid Advances & Federal Aid Advance Construction

1. County Board Resolution
    - Must be received by State Aid Finance before funds can be advanced.
    - Required at all code levels.
    - Is not project specific.
    - Should be for the amount actually needed, not maximum allowable.
    - Resolution will take effect when account balance reaches zero.
    - Must include a mutually acceptable repayment schedule up to 3 years.
        - Federal Aid Advances must include when project is programmed in the STIP and repayment will be made at time of conversion.
        - Federal Aid Advances must authorize repayments from a state aid account or local funds should the project fail to receive federal funds for any reason.

- Does not reserve funds but gives State Aid Finance the authority to make project payments to the county that will result in a negative account balance.
- Good for year of submission only. If advance amount is not maximized, the resolution amount is reduced to actual advance amount and repayments are adjusted accordingly. If more funds are required, a new resolution must be submitted.
- Form can be obtained from SALT website.
    - #SALT 501(4/04) for State Aid projects.
    - #SALT 504(4/04) for Federal Aid projects.
- Mail completed form to Sandra Martinez in State Aid Finance.
    - E-mail will be sent to County Engineer acknowledging receipt of resolution.

2. "Request to Reserve Advanced Funding" form
    - Not required.
    - Will allow funds to be reserved for up to twelve weeks from date form is signed by County Engineer.
    - Not used for Federal Aid Advance Construction projects.
    - Used in Code Green only.
    - Form #SALT 502(4/04), obtain from SALT website.
    - Mail completed form to Sandra Martinez in State Aid Finance.
        - Form will be signed and returned to County Engineer
3. Priority System
    - Resolution required.
        - Mail completed form to Sandra Martinez in State Aid Finance.
        - E-mail will be sent to County Engineer acknowledging receipt of resolution.
    - Projects include, but are not limited, to projects where agreements with other agencies have mandated the county's participation or projects using Advance Federal Aid.
    - Requests are submitted to DSAE for prioritization within each district.
    - Requests should include negative impact if project had to be delayed or advance funding was not available; include significance of the project.
    - DSAE's submit prioritized lists to SALT for final prioritization.
    - Funds may be reserved (if available) prior to bid advertisement by phone call or e-mail to Joan Peters. Do not use Request to Reserve Form.
    - Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations

No statutory limitation. Ref. M.S.162.08, Supd 5, 6 & 7.
No state aid rule limitation. Ref. State Aid Rules 8820.1500, Subp 5 & 8 thru 9

State Aid Guidelines limit advances as follows:

- Advance is limited to counties last construction allotment, with payback from next years allocation.
- Any similar outstanding obligations and/or Bond Principle payments due reduce advance limit.
- Limitation may be exceeded by federal aid advance construction projects programmed by the ATP in the STIP where Sate Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted.

Local Road Research Board Program for Calendar Year 2007

JUNE 2007

3/27/2006

INV	TITLE	PROJECT TOTAL	2005 Spent	2006	2007	2008
645	Implementation of Research Findings	**Ongoing**	$200,000	**$200,000**	*$200,000*	*$200,000*
668*	Technology Transfer Center, U of M - Base	**Ongoing**	185,000	**185,000**	*185,000*	*185,000*
	Technology Transfer Center, U of M - Cont. Projects:					
	Circuit Training & Assist.Program (CTAP), Instructor-$74,500, T[2]	**Ongoing**	127,500	**158,500**	*158,500*	*158,500*
	Minnesota Maintenance Research Expos	**Ongoing**	26,000	**26,000**	*26,000*	*26,000*
	Transportation Student Development	**Ongoing**	5,500	**5,500**	*5,500*	*5,500*
676	MN Road Research: Facility Sprt-$500,000, Staff Sprt-$60,000	**Ongoing**	560,000	**560,000**	*560,000*	*560,000*
745	Library Services for Local Governments	**Ongoing**	60,000	**60,000**	*60,000*	*60,000*
753	Duration of Spring Road Restrictions on Gravel Roads	**51,000**		**45,158**		
768	Geosynthetics in Roadway Design thru CY10	**30,000**	6,000	**3,000**	3,000	
771	Use of GPR to Review Cross Section Road	**75,000**		**31,987**		
773*	Shredded Tires Used for Road Bases	**150,000**	25,000	**36,424**		
784	Guidelines for using Rumble Strips	**149,659**		**149,659**		
787	Risk Asses Tool for Selection of Erosion Control Practicies	**100,000**		**40,000**		
791	Safety & Operational Characteristics 2-Way Left Turns	**51,456**	7,718	**43,738**		
792*	Pavement Research Institute funded thru CY2007	**800,000**	60,000	**60,000**	60,000	
797*	Urbanization of MN's Countryside: 2000-2005 - Future Geographics & Trans. Impacts	**138,277**	3,000	**13,000**		
801	Adaptation of Mechanistic 2003 Guide for Design of MN-Low Volume PCC	**89,900**	7,277	**68,069**		
804	Determ of Low Temp Fracture Properties on 3 Mn/Road Asphalt Mixtures	**60,914**		**60,914**		
805	Safety Impacts of Street Lighting at Isolated Rural Intersections – Phase II	**51,180**	17,060	**10,072**		
808*	Pavement Rehabilitation Selection	**102,000**		**30,600**	20,400	
809	Research Tracking for Local Roads funded thru CY08	**60,000**		**20,000**	20,000	20,000
810*	Coal Ash Utilization in Gravel Roads	**212,995**		**149,280**		
812	Resilient Modulus & Strength of Base Course with Recycled Asphalt Pavements	**94,000**		**33,000**	61,000	
813	Human-Centered Interventions Twrd Zero Deaths in Rural MN	**188,804**		**188,804**		
815*	Calibration of the 2002 AASHTO Pavement Design Guide for Minnesota Portland Cement Concrete Pavements and Hot Mix Asphalt Pavements	**292,383**		**126,600**		
817*	Determination of Optimum Time for the Application of Surface Treatments to Asphalt Concrete Pavements	**226,000**		**93,000**		
822	Crack Sealing & Filling Performance	**72,802**		**72,802**		
823	The Road to a Thoughtful Street Tree Master Plan	**30,450**		**15,225**	15,225	
824	Dev of Improved Proof Rolling Methods for Roadway Embankment Construction thru CY07	**110,000**		**44,825**	50,000	15,175
825*	Perf Monitoring of Olmsted CR 177/104 & Aggregate Base Material Update CY09 $40K	**100,000**				
826	Appropriate Use of RAP	**30,789**	5,770	**9,624**	15,395	
827	Investigation of Winter Pavement Tenting	**25,126**		**25,126**		
828	Local Road Material Properties and Calibration of MnPAVE	**56,000**		**56,000**		
829	Validation of DCP/LWD Moisture Specs for Granular Material	**32,700**		**32,700**		
830	Evaluating Roadway Subsurface Drainage Practices	**186,734**		**127,302**	50,082	9,350
831*	Investigation of Stripping in MN Class 7 (Rap) & Full Depth Reclamation Base Material	**81,656**		**40,828**		
832*	Volume Warrants for Right Turn Lanes	**55,000**		**15,000**		
833*	Design Tool for Controlling Runoff & Sediment from Highway Construction	**89,000**		**10,000**	34,500	
834	Assessment of Storm Water Management Practices on the Water Quality of Runoff	**138,000**		**87,728**	50,272	
835	Best Use of Cone Penetration Testing	**55,000**		**22,000**	33,000	
836	Design Procedures for Bituminous Stabilized Road Surfaces for low	**60,080**		**32,137**	27,943	
837	Mn/Road Low Volume Road Reconstruction Assistance	**55,000**	24,980	**30,020**		
838*	Petroleum Glass Spun Glass Paving Fabric	**30,000**		**10,000**		
839	Warrants for Roundabouts	**39,988**		**19,994**	19,994	
840	Performance of PG 52-34 Oil thru CY 08	**76,200**		**40,000**	20,000	16,200
841	Long-Term Maintenace Effect on Hot Mix Asphalts	**43,257**		**14,419**	28,838	
842	Best Practices for Dust Control on Agg Surfc Road	**75,000**		**18,750**	37,500	18,750
843	Predicting Bumps in Overlays	**64,540**		**19,680**	25,320	19,540
844	Update Vehicle Classification for CR Pavement Dsgn	**54,094**		**37,094**	17,000	
845	Documentation of Crash Characteristics & Safety Strategies at horizontal curves on Rural Highways	**70,373**		**46,000**	24,373	

INV	TITLE	PROJECT TOTAL	2005 Spent	2006	2007	2008
846	Hydraulic, Mechanical, and Leaching Characteristics of Recylcled Materials	**135,000**		**33,750**	67,500	33,750
847	Use of Fly Ash for Reconstruction of Bitum Roads	**170,056**		**42,514**	85,028	42,514
848	Warning Efficacy of Active Passive Warnings for Unsignalized Intersection & Mid-Block Pedestrian Sidewalks	**119,000**		**50,000**	69,000	
849	Environmental Effects of De-Icing Salt on Water Quality	**94,000**		**68,000**	26,000	
850	Mechanistic Modeling of DCP Test	**105,000**		**62,200**	42,800	
851	Allowable Axle Loads on Pavements	**110,000**		**30,000**	55,000	25,000
852	Subsurface Drainage Manual for Pavements in MN	**71,638**		**23,879**	47,759	
853	Development of Flexural Vibration Equipment PhsII	**52,980**		**47,682**	5,298	
854*	Pavement Peformance/Failure under Overweight Farm Loads-	**475,000**		**35,000**	35,000	35,000
855*	A Property-Based Spec for Coarse Aggregate in Pavement Apps	**65,550**		**21,850**	10,925	
856*	Investigation of In-Place Asphalt Film Thickness and Performance of	**78,000**		**26,000**	13,000	
857*	Report & Analysis of Effects of Seasonal and Climatic Changes on Ride Quality as Observed in MnROAD Low & High Volume Roads	**79,500**		**39,750**		
858*	Crack & Concrete Deck Sealant Performance-Pooled Fnd Prjct	**75,000**		**37,500**		
859	Toward Next Generation of Traffic Counting & Predicition Methods	**55,000**		**18,000**	37,000	
860	Compaction Specifications for Unbound Materials	**105,000**		**52,500**	52,500	
861	Best Mgmt Practices for Pavement Preservation of Hot mix Asphalt	**71,050**		**35,525**	35,525	
862*	Real Time Arterial Performance - co-fund W/ITS	**140,000**		**10,000**	60,000	
863*	Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements- Pooled Fund Prjct	**335,000**		**75,000**		
864*	Recycled Asphalt Pavements-Pooled Fund Prjct	**350,000**		**75,000**		
865*	Low Temp Cracking in Asphalt Phase II-Pooled Fund Prjct	**400,000**		**100,000**		
866*	Recycled Unbound Pavement Materials-Pooled Fund Prjct	**525,000**		**75,000**		
997	TERRA Board Support	**Ongoing**		**30,000**		*12,500*
998	Operational Research Program	**Ongoing**	33,000	**70,000**	*70,000*	*70,000*
999	Program Administration	**Ongoing**	331,400	**250,000**	*250,000*	*250,000*
	TOTALS		**$1,685,205**	**$4,532,703**	$2,769,170	$1,760,771

Footnotes from Page 1 & 2:
*Projects co-funded from other sources

Funding Approval Notes:
INV 822 -836 approved 12/2004 for 2005 Program
INV 837 - Apprvd 3/05 and increase approved of $15K 3/16/06
INV 838 - Apprvd 6/05
INV 839 -858 approved 12/2005 for 2006 Program
INV 859 -866 & 997 Approved 3/16/06 for 2006 Program
INV 999 - Increase approved of $30K 3/16/06

2006 SUMMARY:

Funds Allotted for 2006 (rcv July 07)	$ 2,352,127	$556,984	City
		1,795,143	County
TOTAL AVAILABLE	**$ 2,352,127**		

Funded Projects in 06 (includes new & old)	4,532,703
Projects Under Contract & Encumbered	-2,358,097
TOTAL NEED	**2,174,606**

2006 Funds Available for Programming	**$177,521**
(Total Available - Total Need)	

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
OCTOBER 25 & 26, 2006
RUTTGER'S SUGAR LAKE LODGE NEAR GRAND RAPIDS

Chairman, Mitch Anderson, Stearns County Engineer called the meeting to order at 1:05 p.m., October 25, 2006.

ATTENDANCE

Roll call of members:

Chuck Schmit, Cook	District 1	
Dan Sauve, Clearwater	District 2	
Mitch Anderson, Stearns	District 3	
Brad Wentz, Becker	District 4	
Mitch Rasmussen, Scott	Metro	
Roger Gustafson, Carver	Metro	
Guy Kohlnhofer, Dodge	District 6	for John Grindeland
Wayne Stevens, Brown	District 7	
Randy Groves, Murray	District 8	
Wayne Sandberg, Washington	Urban	
Doug Fischer, Anoka	Urban	
Mark Krebsbach, Dakota	Urban	
Jim Grube, Hennepin	Urban	
Ken Haider, Ramsey	Urban	
Marcus Hall, St. Louis	Urban	

Chairman, Mitch Anderson asked for a motion to approve the May 31 & June 1, 2006 Screening Board Minutes held at Arrowwood Resort near Alexandria. Motion by Marcus Hall and seconded by Jim Grube, motion passed unanimously.

Chairman Mitch Anderson had the secretary recognized the following alternates and other engineers in attendance:

Dave Christy, Itasca	District 1	
Bruce Hasbargen, Lake of the Woods	District 2	
John Welle, Aitkin	District 3	
Brian Noetzelman, Pope	District 4	absent
Bill Malin, Chisago	Metro	
Guy Kohlnhofer, Dodge	District 6	
John McDonald, Faribault	District 7	
John Brunkhorst, McLeod	District 8	

Chairman Mitch Anderson recognized the Mileage Subcommittee, Chairman, John Brunkhorst, McLeod County, Jim Grube, Hennepin County and Bruce Hasbargen, Lake of the Woods 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
Kim DeLaRosa	Manager, County State Aid Needs Unit
Marshall Johnston	Manager, Municipal State Aid Needs Unit
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	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

Others in attendance were:

Nathan Richman, Waseca
Anita Benson, Lyon
Mike Sheehan, Olmsted
Kaye Bieniek, Olmsted
Lyndon Robjent, Anoka
Mark Sehr, Rock
Joel Ulring, Wadena

REVIEW OF SCREENING BOARD REPORT

Chairman, Mitch Anderson asked Kim DeLaRosa to review the Screening Board book. Kim commented that Dick Larson will retire the 1st of November from Mille Lacs, County and the new engineer's were Joel Ulring, Wadena, Loren Fellbaum, Todd, Deitrich Flesch, Wabasha, Dave Kramer, Winona and Marcus Evans, Houston. Kim mentioned the map showing the Associate members and the changes. Kim reviewed the report which she had previously done out in all the Districts. Chairman, Mitch Anderson suggested that any action taken on the report should wait until Thursday, October 26, 2006.

A) **General Information and Basic Needs Data** - Pages 1-6, is general information showing the CSAH Mileage, Needs and Apportionment from 1958 through 2006, Kim stated that 27% of those miles are adequate with the remaining 73% being deficient. Page 4 shows the comparison of the Basic 2005 to the Basic 2006 25-Year Construction Needs which is broken down into four sections: 1) Normal Update which reflects the changes in needs because of construction accomplishments, system revisions, needs reinstatement; anything that happened on your system in calendar year 2005, (along with changing all our arch pipe to box culverts) which shows a 0.4% increase state wide; 2) effect of the 39 counties Traffic updates counted in 2005 (11 dropped, 9 stayed the same and 19 increased), which

shows a minus 0.2 decrease state wide 3) effect of the Unit Price Update approved from the spring meeting, the effect is a 8.0% increase to the needs, which is due to 85 counties increasing their gravel unit base price and higher bituminous prices; 4) effect of the 2006 Structure and RR updates with an increase of 1.3%, so overall the total change with all the updates was a 9.7% increase State wide.

B) **Needs Adjustment** - Pages 7-11, the resolution states that the CSAH construction needs change in anyone county from the previous year's restricted CSAH needs to the current year's basic 25 year CSAH construction needs shall be restricted to 20 percentage points greater than or 5 percentage points lesser than the statewide average, which was 9.5%. There were 16 counties restricted same as last year which had to be brought up to 4.5% based on the approved resolution. There were no comments or questions.

B1) **Grading Cost Comparisons** - Pages 12-22, Rural Design Grading Construction costs; Pages 24-34, Urban Design Grading Construction Cost. This compares grading construction costs on projects that were let from 1984 to 2004 for rural projects and 1987 to 2004 for urban projects to the needs cost on those same sections of road that are in the needs study. The second part uses that comparison to adjust the remaining complete grading needs in your needs study, so the results in the last column of all the charts is actually what your county is receiving in needs for complete rural design and for complete urban design grading. **Note the book shows 2004 figures and before the allocation the new 2005 figures will be distributed after we receive our information to review**.

B2) **Construction Fund Balance "Needs" Deductions** - Pages 36-39 (see REVISED pink pages), this is based on your construction fund balance, the adjustments shown are as of September 1, 2006, however the ending balance will be as of December 31, 2006. Brad Wentz, District 4 suggested that the Municipal Account balance restriction be changed from 100,000 to 500,000 so they could carry a larger balance and save for a project before a deduction is made. Some discussion followed.

B3) **Bond Account Adjustments and Transportation Revolving Loan Fund** - Pages 40-41, bond amount applied to project minus the principal paid to date is how the Bond Account adjustment is made. No comments or questions.

B4) **Special Resurfacing Projects** - Pages 42-44, this is where a county uses construction money to overlay or recondition segments of road still drawing complete needs in the needs study. This is a ten-year adjustment. Guy Kohlnhofer, District 6 asked if this could be reviewed by a committee being more and more counties are into a preservation mode rather than construction. They could determine if we should remove it or make some adjustments. Some discussion followed. Julie commented that she would like to see what may or may not come out of the Mission Study review so we are not duplicating our efforts. Jim Grube suggested that reconditioning be also looked at the same time. Julie agreed and stated that it would be possible to see some results by next spring.

B5) **After the Fact Bridge Deck Rehabilitation Needs** - Page 45, this is only eligible on adequate structures in the needs study, which is earned for 15 years.

B6) **After the Fact Mn/DOT Bridge Needs** - Page 46, an improvement to a trunk highway bridge carrying a CSAH route, which is earned for 35 years.

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

B8) **After the Fact Miscellaneous Needs** - Pages 50-51, Traffic Signals, Lighting, Retaining Walls, Sidewalk, Wetland Mitigation, RR-Xing Surfacing, and Concrete Paving items earn needs for 25 years.

B9) **Needs Adjustments for Variances Granted on CSAHs** - Page 52, this is where a county asks for a variance to the rules and the adjustment is the difference between what you've been drawing in needs and what the variance allows you to build, these were approved at the June Screening Board meeting, this is a one time adjustment. No comments or questions.

B10) **Credit for Local Effort Needs Adjustment** - Pages 53-54, this is similar to After the Fact Needs but quite different. It's an adjustment for local dollars that are used on State Aid projects that reduce needs and has to be reported to your DSAE by July 1, which earned for 25 years. No comments or questions.

B11) **Non Existing CSAH Needs Adjustment** - Pages 55, this is where there are designated CSAH's that do not exist and have been on the system longer than the resolution allows. The needs are subtracted but mileage is still counted. Guy Kohlnhofer, District 6 asked if these miles should be removed if they are never worked on. Jim Grube asked if the county could have an opportunity to resolve the issue before a change was considered.

B12) **Mill Levy Deductions** - Pages 56-58, 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, which is an annual deduction, this up $ 7 million from last year. No comments or questions.

C) **Tentative 2007 CSAH Money Needs Apportionment** - Page 60 and Figure A, this is a development of a tentative 2007 CSAH Money Needs Apportionment. (All the information is based on last year's dollars so we can make a comparison.) No comments.

Kim commented page 61 through 66 is a copy of the letter to the Lieutenant Governor & Transportation Commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used for apportioning to the counties the 2007 Apportionment Sum. (The letter states that any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2007.) Pages 66 through 68 shows a tentative 2007 CSAH Apportionment by the four factors, equalization (10%), motor vehicle

registration (10%), lane miles (30%) and money needs (50%), based on all the figures in this book. Pages 68-70, shows a Comparison of the Actual 2006 to the Tentative 2007 CSAH Apportionment.

D) **CSAH Mileage requests** pages 71 through 75, a list of criteria for State Aid Designation is included. Also shown is a history of previous mileage requests with Wright County being added last year. Banked mileage is shown on page 76. This is where a county has made a change in their system and they end up with less mileage then they started with, so this becomes banked mileage until they want to use it sometime in the future. Kim advised not to leave it there too long because it does not draw needs or mileage apportionment.

Mileage request from Olmsted County starts on page 77 and starting on page 83 the minutes of the CSAH Mileage Subcommittee.

Mike Sheehan presented a power point presentation to the group showing his reasons for proposed changes to his system. Olmsted County is requesting a total of 19.83 additional miles, however after review by the Mileage Subcommittee they recommended only 5.35 additional miles. Mike commented that he felt the recommendation of the mileage subcommittee was fair and he may be back some day to discuss the remaining miles that were denied. John Brunkhorst was asked for his comments as the chair of the Mileage Subcommittee. He stated the minutes were a reflection of a very long day reviewing Olmsted County's request and complimented Mike and his staff for their participation There were no comments or questions.

Pages 87 through 93 shows a recap of Anoka, Carver, Dakota, Lake, St. Louis, Washington, and Wright County's recent requests. These have not been totally completed as they are completed they are removed from the book.

E) **State Park Road Account**, pages 95 to 102, shows a Historical review of projects and the project from Steele County does not need to be in the book.

F) **Traffic Project Factors**, pages 104 & 105, shows those counties counted in 2005 with 11 counties dropped, 9 stayed the same and 19 increased and the CSAH 20-Year Traffic Projection Factors state wide. No comments or questions.

F1) **Hardship Transfers** are shown on page 106 two counties that were missed were Kittson County receiving $125,000 and Otter Tail County receiving $500,000 for 2005 high water problems and **Maintenance Facilities** information is shown on pages 107 to 109, where it shows (we paid 98%) behind Kandiyohi that can be removed.

G) **Minutes** of the May 31 & June 1, 2006 Screening Board, pages 110 through 115.

H) **Current list of the resolutions of the Screening Board**, pages 116 through 127. The current County Engineers and addresses are shown on pages 128 to 134.

Chairman, Mitch Anderson asked if Julie or Rick had any comments for the group. Rick

mentioned there was going to be a Bridge Rating class offered next spring. Mitch commented that the Research Account resolution should be approved Thursday, it reads: "Be it resolved that an amount of $1,781,946 (not to exceed ½ of 1% of the 2006 CSAH Apportionment sum of $356,389,259) shall be set aside from the 2007 Apportionment Fund and be credited to the research account."

Chairman, Mitch Anderson asked for a motion to recess the meeting until 8:30 a.m. on Thursday morning, motion by Dan Sauvé second by Guy Kohlnhofer, motion carried.

Chairman, Mitch Anderson reconvened the meeting at 8:30 a.m. Thursday, October 26, 2006.

Mitch wanted to cover several items before the book was approved. First item was to approve a motion for the General Subcommittee to work with the Mission Study Group and a consultant to visit the effect of the Special Resurfacing, motion by Doug Fischer, second by Guy Kohlnhofer, motion passed unanimously.
Mitch then asked District 4 to entertain a motion to change the minimum amount penalty from $100,000 to $500,000 in the Municipal Account, motion by Brad Wentz, second by Marcus Hall, discussion by Roger Gustafson wondering why this would not be reviewed by the General Subcommittee, Kim said there isn't much to review because we were just changing the wording in the resolution, Mitch felt the intent was to buildup funds to do a project due to higher costs, Roger Gustafson commented why do really need the deduction if we keep increasing the penalty, Rick Kjonaas commented that in the past where a county did not have an engineer they have used this to put pressure on the county, Guy Kohlnhofer commented that we should vote on the motion on the floor and in the future discuss other options with our districts at a later date, motion passed. Kim stated that this effect will happen for the 2007 apportionment.

Julie asked if a page should be in the Spring book so every District talks about the issue of removing this resolution, everyone was in agreement.

Mitch asked District 6, Guy Kohlnhofer for a motion to remove the mileage needs and the mileage apportionment from non-existing CSAH's effective in 2008, roads older than 10 years and 25 years if they are in a transportation plan, Julie asked why they wanted to do this. Guy stated it just didn't make sense to draw needs on a road that does not exist. Roger stated that he felt it makes perfect sense because of your overall transportation plans. Motion died for a lack of a second.

ACTION ON SCREENING BOOK

Chairman, Mitch Anderson asked for a motion to accept the book as reviewed and discussed Wednesday and approve the letter to the Lieutenant Governor/Commissioner of Transportation, Marcus Hall made a motion to accept, seconded by Jim Grube. Motion passed unanimously.

Chairman, Mitch Anderson asked for discussion on the Olmsted County mileage request. Marcus Hall asked the question on Phase 5 was not approved because it was out to far, Marcus made a motion to add the 0.77 miles to the Mileage Subcommittee recommendation, second by Roger Gustafson. Discussion by Mark Krebsbach, Jim Grube and Wayne Sandberg stating that this was looked at in the past and present with Olmsted's request, motion failed 6 to 7. Mitch asked the

members to vote by ballot on the request of 5.35 miles as recommended by the General Subcommittee., ballot vote passed unanimously.

Resolution for the research account, Chairman, Mitch Anderson stated the resolution: ""Be it resolved that an amount of $1,781,946 (not to exceed ½ of 1% of the 2006 CSAH Apportionment sum of $356,389,259) shall be set aside from the 2007 Apportionment Fund and be credited to the research account." Motion by Dan Sauvé and second by Guy Kohlnhofer, the motion passed unanimously.

Chairman, Mitch Anderson thanked John Brunkhorst for his work on the Mileage Subcommittee and appointed Guy Kohlnhofer, District 6 to take his place.

Julie Skallman had no additional comments for the group. Rick Kjonaas has some information for the DSAE.

Mitch asked Doug Fischer to review his views on the new wetland issues taking place presently.

Chairman, Mitch Anderson asked the secretary to thank the outgoing district representatives from District 1, Chuck Schmit, District 3, Mitch Anderson and District 7, Wayne Stevens. Mark Krebsbach will be next year's Chairman.

Mitch thanked Julie Skallman and her staff for an easy transition from Diane to Kim.

Chairman, Mitch Anderson announced the Spring Screening Board meeting will meet June 20 -22 at Bloomington at our Summer Conference.

Chairman, Mitch Anderson asked for any other discussion to come before the Screening Board, hearing no comments, the meeting was adjourned by a motion by Randy Groves, second by Doug Fischer, motion carried unanimously.

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

Minutes of the CSAH General Subcommittee Meeting

April 23, 2007

The meeting was started at 10:30 a.m. April 23, 2007 at the Transportation Building, St. Paul, Minnesota.

Members Present:	Doug Fischer, Chairman	Anoka County
	Brian Giese - by phone	Stevens County
	Anita Benson	Lyon County
Others in attendance:	Kim DeLaRosa	State Aid
	Diane Gould	State Aid
	Lisa Krenz	State Aid

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

Unit Prices

Kim explained the procedure for inflating gravel base unit prices. The inflated gravel base unit price is calculated by taking four years of inflated cost plus the current years cost and the total is divided by the total quantity for those five years.

Four counties had less than 50,000 tons of gravel base and had to use surrounding counties. They are; Traverse, Sibley, Chippewa and Waseca. The inflated gravel base unit prices for these counties were determined by taking the tonnage used in their county, adding enough gravel base from the surrounding counties to reach 50,000 tons.

The gravel base unit price map was reviewed. The map shows the 2006 Needs Study gravel base price on the top, number of 2002-2006 gravel base projects, miles, tons (in 1,000's), the five year average unit price, and the 2006 inflated gravel base price on the bottom for each county.

Only three of the county's inflated gravel base prices decreased this year; Cottonwood, Faribault and Isanti. Five counties have gravel base prices greater than $12.00. It was noted that the large increase in prices this year is due the larger than usual inflation factors.

Kim explained the process to gather the unit prices and the difficulty they are having determining accurate unit costs based on an abstract of bids. The process in the field has changed compared to years ago when the unit price study was started and simply taking the spec item quantities and costs from an abstract is not an accurate process to determine a gravel base cost anymore.

With guidance from the general subcommittee, State Aid will put together a guide for the counties to self report their gravel base costs. Currently the needs section determines costs and sends them to the counties, the counties verify and update their costs and send it back. Self reporting will help us to obtain a higher level of accuracy since the counties are already familiar with what the needs unit has done.

The needs unit does not look at the plans or the special provisions to know what costs should be included in the base costs. It was agreed that it would save everyone time if the counties would submit their costs to their DSAE for approval and submit them to the needs office.

Along with gravel base costs the needs unit would like an electronic abstract of bids or the awarded bid for all the counties' state aid projects in the calendar year. This will allow them to review the normal update and complete the grading cost comparison in a timelier manner. Electronic files of bids could also be used by the bridge office.

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

The 2006 gravel base Needs Study Unit Price cost for the outstate counties at $7.40, metro $9.76 and average state combined price of $7.93.

For Rural Design:

Outstate Bituminous/ton	$36.90 -$7.40(GB)= GB + $29.50
Gravel Surf 2118/ton	$7.21 - $7.93(GB) = GB - $0.72
Gravel Shldr 2221/ton	$9.05 - $7.93(GB) = GB + $1.12

The gravel surface unit price was redone by looking at all projects in the study to include only those projects where the gravel surface was used on the roadway. In the past, projects have been included that only had gravel surfacing on driveways, entrances and intersections. There were no gravel surface projects in 2006 so the 4.1% cost index was applied to the new 2005 cost of $6.93.

For Urban Design:

Outstate Bituminous/ton	$36.27-$7.40(GB)= GB + $28.87

Metro (Rural & Urban):

Bituminous/ton	$49.68-$9.76(GB)= GB +$39.92

The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Mn/DOT recommended $271,117/mile for complete storm sewer construction and $88,102/mile for partial storm sewer systems. The Subcommittee recommends using these prices for the 2007 CSAH Needs Study.

The approved cost for curb and gutter is $10.15/linear foot. This cost was received from the MSAS Needs Unit because of the high volume of C & G used on the MSAS system. The Subcommittee recommends using this price for the 2007 CSAH Needs Study.

The 2006 average bridge costs were compiled based on 2006 project information received from the State Aid Bridge Office on SAP and SP bridges. In addition to the normal bridge materials and construction costs; prorated mobilization, bridge removal and riprap costs are included if these items are part of the contract. Traffic control, field office, and field lab costs **are not included**. The average unit prices for 2006 bridge construction were:

$126/sq. ft. for 0 – 149 ft. long bridges
$93/sq. ft. for 150 ft. and over bridges

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

There were no RR/Hwy bridges constructed in 2006. The sub-committee recommends $18,950/linear foot price for a 1 track bridge and $5,400/linear foot for each additional track. These prices were calculated by increasing the current prices by 4.1%, the construction cost index from the Engineering News Record.

Mn/DOT's Railroad Administration section projected a cost of $1,000 per crossing for signs and $750 per crossing for pavement markings, $175,000 per signal system and $175,000 to $250,000 per signal and gate system. The General Subcommittee recommends $1,400 for signs, $175,000 per signal and a price of $250,000 per signal and gate system.

Meeting adjourned at 12:30 p.m.

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED*:*

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

Construction Cut Off Date - Oct. 1962 (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 2005)

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as December 31 of the last two years; 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:

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

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

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

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

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

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

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

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

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

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

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

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

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

Non-existing County State Aid Highway Designations - Oct. 1990 - (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 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. 14a shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.

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

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

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

Loops and Ramps - May 1966

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

AFTER THE FACT NEEDS

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

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

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

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

Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation 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.

County Engineers

1 John Welle
D 3 Aitkin County Engineer
1211 Airpark Drive
Aitkin, MN 56431
Main: (218) 927-3741
FAX: (218) 927-2356

2 Douglas Fischer
D 5 Anoka County Engineer
1440 Bunker Lake Blvd NW
Andover, MN 55304
Main: (763) 862-4200
FAX: (763) 862-4201

3 Brad C Wentz
D 4 Becker County Engineer
200 East State St
Detroit Lakes, MN 56501
Main: (218) 847-4463
FAX: (218) 846-2360

4 Jim Worcester
D 2 Beltrami County Engineer
2491 Adams Avenue NW
Bemidji, MN 56601
Main: (218) 333-8173
FAX: (218) 759-1214

5 Robert Kozel
D 3 Benton County Engineer
PO Box 247
321 6th Ave
Foley, MN 56329
Main: (320) 968-5051
FAX: (320) 968-5333

6 Nicholas Anderson
D 4 Big Stone County Engineer
437 North Minnesota
Ortonville, MN 56278
Main: (320) 839-2594
FAX: (320) 839-3747

7 Alan Forsberg
D 7 Blue Earth County Engineer
Box 3083 35 Map Dr
Mankato, MN 56001
Main: (507) 304-4025
FAX: (507) 304-4049

8 Wayne Stevens
D 7 Brown County Engineer
1901 No Jefferson St
New Ulm, MN 56073
Main: (507) 233-5700
FAX: (507) 354-6857

9 Wayne Olson
D 1 Carlton County Engineer
1630 County Road 61
Carlton, MN 55718
Main: (218) 384-4281
FAX: (218) 384-9123

10 Roger M Gustafson
D 5 Carver County Engineer
11360 Highway 212 West, Suite 1
Cologne, MN 55322
Main: (952) 466-5206
FAX: (952) 466-5223

11 David E Enblom
D 3 Cass County Engineer
Dept Of Public Works
PO Box 579
Walker, MN 56484
Main: (218) 547-1211
FAX: (218) 547-1099

12 Steve Kubista
D 8 Chippewa County Engineer
902 N 17Th Street
Montevideo, MN 56265
Main: (320) 269-2151
FAX: (320) 269-2153

13 Bill Malin
D 5 Chisago County Engineer
400 Government Center
313 North Main
Center City, MN 55012
Main: (651) 213-0769
FAX: (651) 213-0772

14 David Overbo
D 4 Clay County Engineer
2951 41 1/2 St. South
Moorhead, MN 56560
Main: (218) 299-5099
FAX: (218) 299-7304

15 Dan Sauve
D 2 Clearwater County Engineer
113 - 7th St NE Box A
Bagley, MN 56621
Main: (218) 694-6132
FAX: (218) 694-3169

16 Charles P Schmit
D 1 Cook County Engineer
609 E. Fourth Avenue
Grand Marais, MN 55604
Main: (218) 387-3014
FAX: (218) 387-3012

17 Ronald Gregg
D 7 Cottonwood County Engineer
1355 - 9th Avenue
Windom, MN 56101
Main: (507) 831-1389
FAX: (507) 831-2367

18 Duane A Blanck
D 3 Crow Wing County Engineer
611 Oak Street
Brainerd, MN 56401
Main: (218) 824-1110
FAX: (218) 824-1111

19 Mark Krebsbach
D 5 Dakota County Engineer
14955 Galaxie Avenue
3rd Floor
Apple Valley, MN 55124-8579
Main: (952) 891-7102
FAX: (952) 891-7127

20 Guy W Kohlnhofer
D 6 Dodge County Engineer
PO Box 370
16 So Airport Rd
Dodge Center, MN 55927
Main: (507) 374-6694
FAX: (507) 374-2552

21 Dave Robley
D 4 Douglas County Engineer
509 3rd Ave West
PO Box 398
Alexandria, MN 56308
Main: (320) 763-6001
FAX: (320) 763-7955

22 John P McDonald
D 7 Faribault County Engineer
5th & Walnut
Box 325
Blue Earth, MN 56013
Main: (507) 526-3291
FAX: (507) 526-5159

23 John Grindeland
D 6 Fillmore County Engineer
909 Houston Street NW
Preston, MN 55965
Main: (507) 765-3854
FAX: (507) 765-4476

24 Sue G Miller
D 6 Freeborn County Engineer
PO Box 1147
411 S Broadway
Albert Lea, MN 56007
Main: (507) 377-5188 or 5190
FAX: (507) 377-5189

25 Gregory Isakson
D 6 Goodhue County Engineer
2140 Pioneer Rd.
PO Box 404
Red Wing, MN 55066
Main: (651) 385-3025
FAX: (651) 388-8437

26 Luthard Hagen
D 4 Grant County Engineer
Box 1005
3rd Street SE
Elbow Lake, MN 56531
Main: (218) 685-4481
FAX: (218) 685-5347

27 James Grube
D 5 Hennepin County Engineer
1600 Prairie Drive
Medina, MN 55340-5421
Main: (612) 596-0307
FAX: (763) 478-4000

28 Vacant
D 6 Houston County Engineer
1124 E Washington St
Caledonia, MN 55921
Main: (507) 725-3925
FAX: (507) 725-5417

29 David A Olsonawski
D 2 Hubbard County Engineer
101 Crocus Hill St.
Park Rapids, MN 56470
Main: (218) 732-3302
FAX: (218) 732-7640

30 Richard Heilman
D 3 Isanti County Engineer
232 North Emerson
Cambridge, MN 55008
Main: (763) 689-1870
FAX: (763) 689-9823

31 David T. Christy
D 1 Itasca County Engineer
County Courthouse
123 4th Street NE
Grand Rapids, MN 55744-2600
Main: (218) 327-2853
FAX: (218) 327-0688

32 Tim Stahl
D 7 Jackson County Engineer
Box 64
West Hwy 16
Jackson, MN 56143
Main: (507) 847-2525
FAX: (507) 847-2539

33 Gregory A. Nikodym
D 3 Kanabec County Engineer
903 East Forest Ave
Mora, MN 55051
Main: (320) 679-6300
FAX: (320) 679-6304

34 Gary D Danielson
D 8 Kandiyohi County Engineer
Box 976
1801 East Hwy 12
Willmar, MN 56201
Main: (320) 235-3266
FAX: (320) 235-0055

35 Kelly D Bengtson
D 2 Kittson County Engineer
401 2nd St. SW
Hallock, MN 56728
Main: (218) 843-2686
FAX: (218) 843-2488

36 Douglas L Grindall
D 1 Koochiching County Engr
Courthouse Annex
715 4Th St
Intl Falls, MN 56649
Main: (218) 283-1186
FAX: (218) 283-1188

37 Steve Kubista
D 8 Lac Qui Parle County Engr
308 - 6th Ave. So.
RR3 Box 1AA
Madison, MN 56256
Main: (320) 598-3878
FAX: (320) 598-3020

38 Alan D Goodman
D 1 Lake County Engineer
1513 Hwy 2
Two Harbors, MN 55616
Main: (218) 834-8380
FAX: (218) 834-8384

39 Bruce Hasbargen
D 2 Lake of the Woods County Engineer
County Highway Dept
Po Box 808
Baudette, MN 56623
Main: (218) 634-1767
FAX: (218) 634-1768

40 Darrell Pettis
D 7 LeSueur County Engineer
Box 205
88 So Park Ave
LeCenter, MN 56057
Main: (507) 357-2251
FAX: (507) 357-4520

41 Lee Amundson
D 8 Lincoln County Engineer
221 North Wallace Avenue
PO Box 97
Ivanhoe, MN 56142
Main: (507) 694-1464
FAX: (507) 694-1101

42 Anita Benson
D 8 Lyon County Engineer
504 Fairgrounds Road
Marshall, MN 56258
Main: (507) 532-8200
FAX: (507) 532-8216

43 John Brunkhorst
D 8 McLeod County Engineer
2397 Hennepin Avenue
Glencoe, MN 55336
Main: (800) 350-3156
FAX: (320) 864-1302

44 Jon Large
D 4 Mahnomen County Engineer
1440 Hwy. 200
PO Box 399
Mahnomen, MN 56557
Main: (218) 935-2296
FAX: (218) 935-2920

45 Lon Aune
D 2 Marshall County Engineer
447 S Main St
Warren, MN 56762-1423
Main: (218) 745-4381
FAX: (218) 745-4570

46 Kevin Peyman
D 7 Martin County Engineer
1200 Marcus Street
Fairmont, MN 56031
Main: (507) 235-3347
FAX: (507) 235-3689

47 Ron Mortensen
D 8 Meeker County Engineer
114 N. Holcombe Ave.
Suite 210
Litchfield, MN 55355
Main: (320) 693-5360
FAX: (320) 693-5369

48 Richard C Larson
D 3 Mille Lacs County Engr
565 8th Street NE
Milaca, MN 56353
Main: (320) 983-8201
FAX: (320) 983-8383

49 Steve Backowski
D 3 Morrison County Engineer
213 First Ave SE
Little Falls, MN 56345-3196
Main: (320) 632-0121
FAX: (320) 632-9510

50 Mike Hanson
D 6 Mower County Engineer
1105 8th Ave NE
Austin, MN 55912
Main: (507) 437-7718
FAX: (507) 437-7609

51 Randy Groves
D 8 Murray County Engineer
3051 20Th Street
Slayton, MN 56172-9212
Main: (507) 836-6327
FAX: (507) 836-8891

52 Michael C Wagner
D 7 Nicollet County Engineer
Box 518
1700 Sunrise Dr
St Peter, MN 56082
Main: (507) 931-1760
FAX: (507) 931-6978

53 Stephen P Schnieder
D 7 Nobles County Engineer
960 Diagonal Road
PO Box 187
Worthington, MN 56187-0187
Main: (507) 376-3109
FAX: (507) 372-8348

54 Milton Alm
D 2 Norman County Engineer
814 E Main St
Ada, MN 56510-1318
Main: (218) 784-7126
FAX: (218) 784-3430

55 Michael Sheehan
D 6 Olmsted County Engineer
2122 Campus Drive SE
Rochester, MN 55904-4744
Main: (507) 285-8231
FAX: (507) 287-2320

56 Richard K West
D 4 Otter Tail County Engineer
Otter Tail Co. Hwy. Dept.
505 S Court St., Suite #1
Fergus Falls, MN 56537
Main: (218) 998-8470
FAX: (218) 998-8488

57 Michael Flaagan
D 2 Pennington Co. Engineer
250 - 125th Avenue NE
Thief River Falls, MN 56701
Main: (218) 683-7017
FAX: (218) 683-7016

58 Mark LeBrun
D 1 Pine County Engineer
1610 Hwy 23 North
Sandstone, MN 55072
Main: (320) 245-6702
FAX: (320) 245-6756

59 David Halbersma
D 8 Pipestone County Engineer
Box 276
Pipestone, MN 56164
Main: (507) 825-6710
FAX: (507) 825-6712

60 Rich Sanders
D 2 Polk County Engineer
Polk County Highway Department
820 Old Highway 75 South
Crookston, MN 56716
Main: (218) 281-3952
FAX: (218) 281-3976

61 Brian Noetzelman
D 4 Pope County Engineer
114 West Minnesota Ave
Glenwood, MN 56334
Main: (320) 634-4561
FAX: (320) 634-4388

62 Ken Haider
D 5 Ramsey County Engineer
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Main: (651) 266-7100
FAX: (651) 266-7110

63 Courtney Kleven
D 2 Red Lake County Engineer
204 7th St SE
Red Lake Falls, MN 56750
Main: (218) 253-2697
FAX: (218) 253-2954

64 Ernest G. Fiala
D 8 Redwood County Engineer
Box 6
635 W Bridge St
Redwood Falls, MN 56283
Main: (507) 637-4056
FAX: (507) 637-4068

65 Marlin Larson
D 8 Renville County Engineer
Renville County Office Building
410 E Depue Room 319
Olivia, MN 56277
Main: (320) 523-3759
FAX: (320) 523-3755

66 Dennis Luebbe
D 6 Rice County Engineer
PO Box 40
610 NW 20th St
Faribault, MN 55021
Main: (507) 332-6110
FAX: (507) 332-8335

67 Mark Sehr
D 7 Rock County Engr
Box 808
1120 N Blue Mound Ave
Luverne, MN 56156-0808
Main: (507) 283-5010
FAX: (507) 283-5012

68 Brian Ketring
D 2 Roseau County Engineer
407 5th Ave NW
Roseau, MN 56751
Main: (218) 463-2063
FAX: (218) 463-2064

69 Marcus Jay Hall
D 1 St Louis County Engineer
4787 Midway Road
Duluth, MN 55811
Main: (218) 625-3830
FAX: (218) 625-3888

70 Mitch Rasmussen
D 5 Scott County Engineer
600 Country Trail East
Jordan, MN 55352-9339
Main: (952) 496-8346
FAX: (952) 496-8365

71 Rhonda Lewis
D 3 Sherburne County Engineer
425 Jackson Avenue
Elk River, MN 55330
Main: (763) 241-7000
FAX: (763) 241-2264

72 Darin N. Mielke
D 7 Sibley County Engineer
SCSC, 111 - 8th St.
PO Box 897
Gaylord, MN 55334
Main: (507) 237-4092
FAX: (507) 237-4356

73 Mitch Anderson
D 3 Stearns County Engineer
455 28th Ave So
Waite Park, MN 56387
Main: (320) 255-6180
FAX: (320) 255-6186

74 Gary Bruggeman
D 6 Steele County Engineer
635 Florence Avenue
PO Box 890
Owatonna, MN 55060
Main: (507) 444-7671
FAX: (507) 444-7684

75 Brian Giese
D 4 Stevens County Engineer
Highway 9 North
Morris, MN 56267
Main: (320) 589-7430
FAX: (320) 589-2822

76 Andy Sander
D 4 Swift County Engineer
Box 241
1000 15Th St So
Benson, MN 56215
Main: (320) 842-5251
FAX: (320) 843-3543

77 Duane G Lorsung
D 3 Todd County Engineer
Todd County Public Works
44 Riverside Drive
Long Prairie, MN 56347
Main: (320) 732-2722
FAX: (320) 732-4525

78 Larry Haukos
D 4 Traverse County Engineer
County Courthouse
PO Box 485
Wheaton, MN 56296
Main: (320) 563-4848
FAX: (320) 563-8734

79 David Shanahan
D 6 Wabasha County Engineer
821 Hiawatha Drive W
Wabasha, MN 55981
Main: (651) 565-3366
FAX: (651) 565-4696

80 Vacant
D 3 Wadena County Engineer
221 Harry And Rich Drive
Wadena, MN 56482-2411
Main: (218) 631-7636
FAX: (218) 631-7638

81 Nathan Richman
D 7 Waseca County Engineer
1495-5th street SE
Box 487
Waseca, MN 56093
Main: (507) 835-0660
FAX: (507) 835-0669

82 Don J Theisen
D 5 Washington County Engineer
11660 Myeron Road North
Stillwater, MN 55082
Main: (651) 430-4304
FAX: (651) 430-4350

83 Roger Risser
D 7 Watonwan County Engineer
1304 7th Ave. So.
P.O. Box 467
St. James, MN 56081
Main: (507) 375-3393
FAX: (507) 375-1301

84 Tom Richels
D 4 Wilkin County Engineer
515 So 8Th Street
Breckenridge, MN 56520
Main: (218) 643-4772
FAX: (218) 643-5251

85 Vacant
D 6 Winona County Engineer
5300 Highway 61 West
Winona, MN 55987-1398
Main: (507) 457-8840
FAX: (507) 454-3699

86 Wayne A Fingalson
D 3 Wright County Engineer
1901 Hwy 25 N
Buffalo, MN 55313
Main: (763) 682-7388
FAX: (763) 682-7313

87 Andy Sander
D 8 Yellow Medicine Co. Engineer
County Highway Dept
1320 13Th Street
Granite Falls, MN 56241-1286
Main: (320) 564-3331
FAX: (320) 564-2140