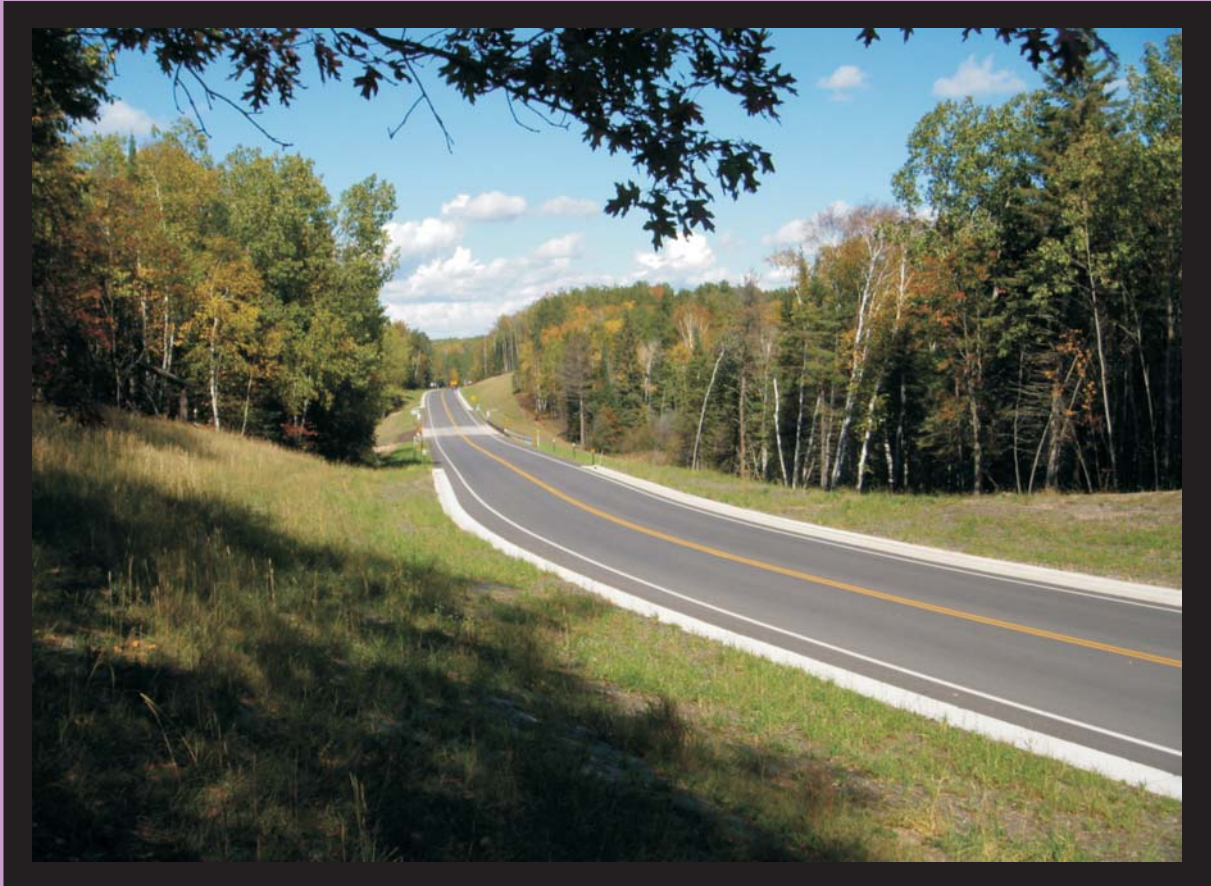


# **2009 COUNTY SCREENING BOARD DATA**



**Beltrami County  
CSAH 19  
2008 Project of the Year**

**JUNE 2009**

# 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:

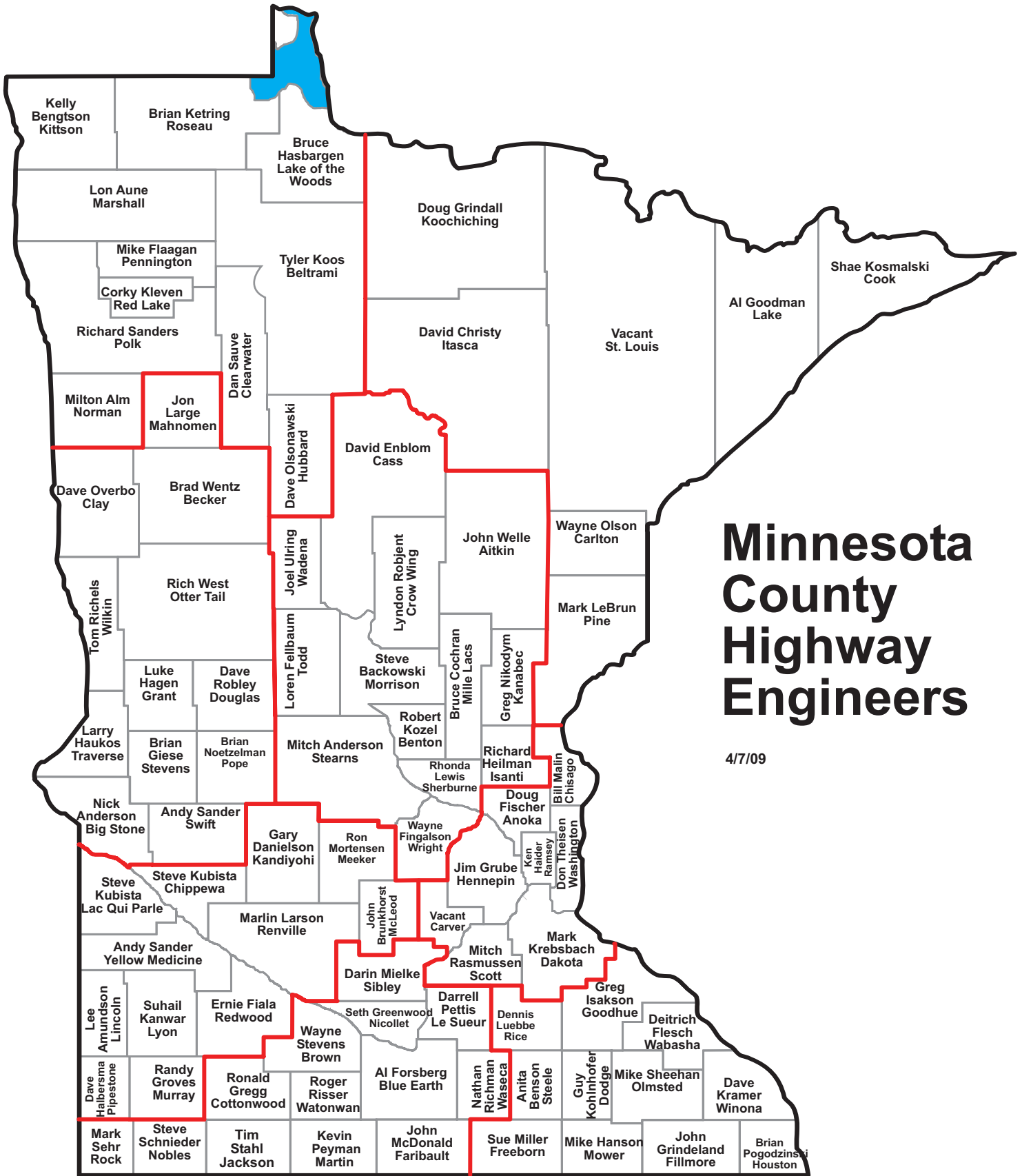
- A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial
- B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial 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.

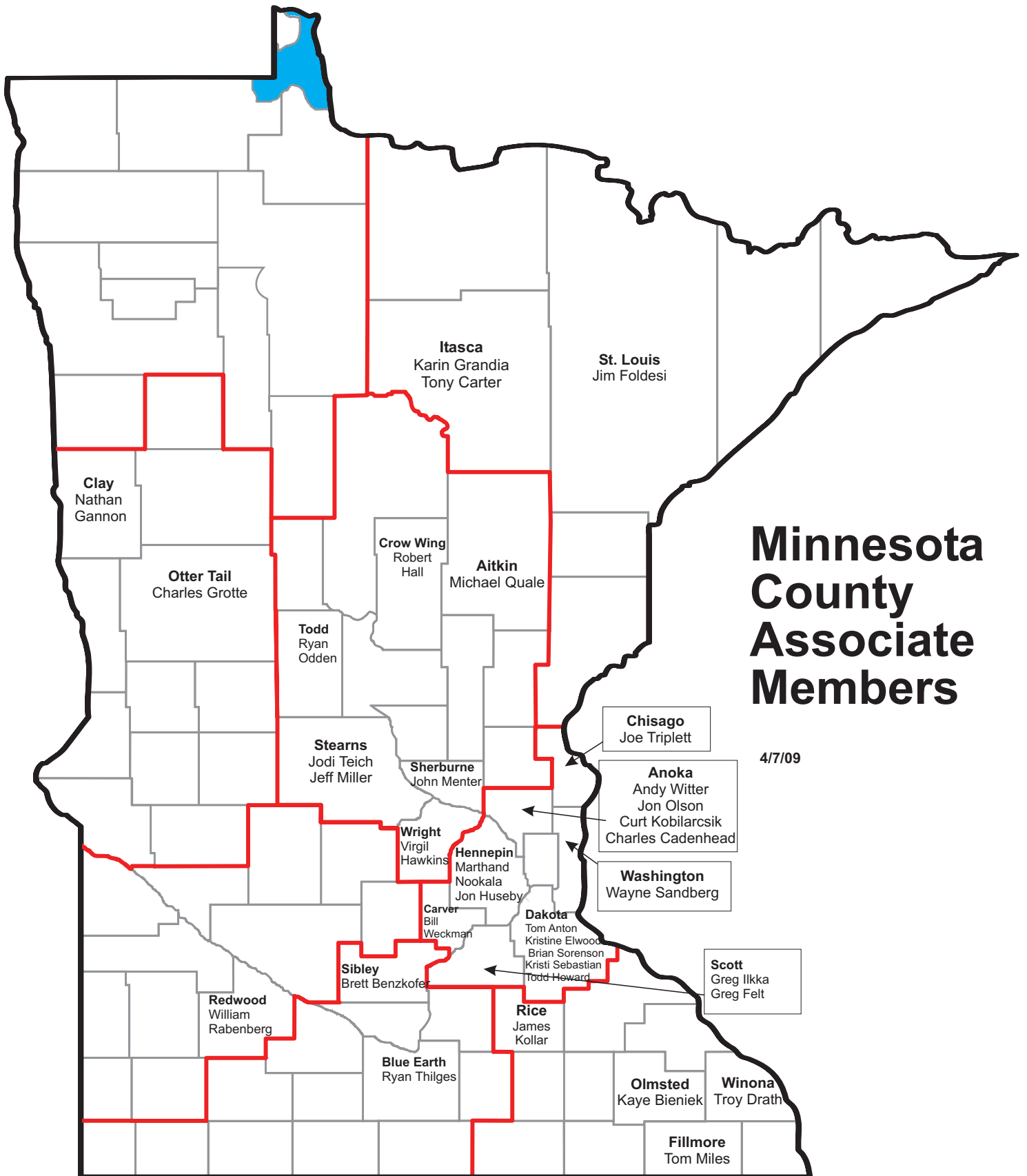




# Minnesota County Highway Engineers

4/7/09







## 2009 COUNTY SCREENING BOARD

Mark LeBrun	(09-10)	Pine County	District 1
Bruce Hasbargen	(08-09)	Lake of the Woods County	District 2
Bob Kozel	(09-10)	Benton County	District 3
Brian Noetzelman	(08-09)	Pope County	District 4
Mitch Rasmussen	(06-09)	Scott County	Metro
Bill Malin	(08-11)	Chisago County	Metro
Guy Kohlnhofer	(08-09)	Dodge County	District 6
Tim Stahl	(09-10)	Jackson County	District 7
John Brunkhorst	(08-09)	McLeod County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Ken Haider	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Don Theisen	Permanent	Washington County	Urban
John Welle, Secretary		Aitkin County	

## 2009 SCREENING BOARD ALTERNATES

Shae Kosmalski		Cook County	District 1
Mike Flaagan		Pennington County	District 2
Rhonda Lewis		Sherburne County	District 3
Brian Giese		Stevens County	District 4
Vacant		Carver County	Metro
Dietrich Flesch		Wabasha County	District 6
Kevin Peyman		Martin County	District 7
Ron Mortenson		Meeker County	District 8

## 2009 CSAH GENERAL SUBCOMMITTEE

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

## 2009 CSAH MILEAGE SUBCOMMITTEE

Guy Kohlnhofer	October 2009	Dodge, County
Bill Malin	October 2010	Chisago County
Dave Enblom	October 2011	Cass County





# TABLE OF CONTENTS

## **GENERAL INFORMATION & UNIT PRICE RECOMMENDATIONS**

**Pages 1-19**

Introduction .....	1
Gravel Base Inflation Factor Study .....	2
Procedure for Inflating Gravel Base Unit Price .....	3-4
Calculation of Gravel Base Unit Prices for Counties with less than 50,000 Tons .....	5-6
2008 CSAH Base Unit Price Data.....	7
Gravel Base Map .....	8
Gravel Base Spec 2215 .....	9
Bituminous Inflation Factor Study .....	10
Procedure for Inflating Bituminous Prices .....	11-12
Bituminous Surface .....	13
CSAH Roadway Unit Price Report.....	14
CSAH Miscellaneous Unit Price Report.....	15
Storm Sewer Construction Costs for 2008.....	16
Bridges Built in Calendar Year 2008.....	17
Minor Structure Unit Prices .....	18-19

## **MILEAGE REQUESTS**

**Pages 20-32**

Criteria Necessary for County State Aid Highway Designation .....	21
History of the CSAH Additional Mileage Requests .....	22-24
Banked CSAH Mileage .....	25
Historical Documentation for the Anoka County CSAH Mileage Request.....	26
Historical Documentation for the Dakota County CSAH Mileage Request.....	27
Historical Documentation for the Lake County CSAH Mileage Request .....	28
Historical Documentation for the Olmsted County CSAH Mileage Request.....	29
Historical Documentation for the St. Louis County CSAH Mileage Request.....	30
Historical Documentation for the Washington County CSAH Mileage Request.....	31
Historical Documentation for the Wright County CSAH Mileage Request.....	32

## **STATE PARK ROAD ACCOUNT**

**Pages 34-38**

State Park Road Account Statute .....	35
Historical Review of 2007 State Park Road Account.....	36
Historical Review of 2008 State Park Road Account.....	37
Historical Review of 2009 State Park Road Account.....	38

## **REFERENCE MATERIAL**

**Pages 40-122**

Unit Price Gravel Base 2211 Class 5 – 5 Year Average Comparison.....	41-82
Bituminous Comparison .....	83-84
Variances Requested for 2008-2009 .....	85
Hardship Transfers.....	86
Maintenance Facilities.....	87-89
County State Aid Construction Advance Guidelines.....	90-91
Local Road Research Board Program for Calendar Year 2009 .....	92-94
Minutes of the October 22 & 23, 2008 County Engineers Screening Board Meeting .....	95-101
Minutes of the April 16, 2009 General Sub-Committee .....	102-104
Current Resolutions of the County Screening Board.....	105-114
County Engineers Addresses and Phone Numbers .....	115-122

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

# **Introduction**

**June 2009**

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2009 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 2003 construction projects and added the 2008 construction projects. The abstracts of bids on all State Aid and Federal Aid projects, let from 2004 through 2008, are the basic source of information for compiling the data used for computing the recommended 2009 unit prices. As directed by the 1986 Screening Board, urban design projects have been included in the five-year average unit price study. Each county was asked to submit their gravel base costs for 2008 projects.

Minutes of the General Subcommittee meetings held April 23, 2009 are included in the "Reference Material" section of this report. Anita Benson, Steele County, Chairman, along with Al Goodman, Lake County and Mitch Rasmussen, Scott County will attend the Screening Board meeting to review and explain the recommendations of the group.

# Gravel Base Inflation Factor Study

June 2009

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

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

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

<u>Gravel Base</u>					
Year	Quantity	Cost	Annual Average	Inflation Factor	
2004	3,742,756	\$22,689,144	\$6.06	$\$7.37/\$6.06=$	1.22
2005	3,779,041	\$26,102,765	\$6.91	$\$7.37/\$6.91=$	1.07
2006	3,213,456	\$24,987,514	\$7.78	$\$7.37/\$7.78=$	0.95
2007	3,051,526	\$23,744,054	\$7.78	$\$7.37/\$7.78=$	0.95
2008	2,512,906	\$18,530,588	\$7.37		

In order to reflect current prices in the 2004-2008 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 2009

01-May-09

NO.	COUNTY	INFLATED 2004 COSTS (X 1.22)		INFLATED 2005 COSTS (X 1.07)		INFLATED 2006 COSTS (X 0.96)		INFLATED 2007 COSTS (X 0.95)		2008 COSTS	TOTAL 2004-2008 INFLATED COSTS	TOTAL 2004-2008 QUANTITY	2004-2008 INFLATED UNIT PRICE	COUNTY	
		2004 COSTS	2004 COSTS	2005 COSTS	2005 COSTS	2006 COSTS	2006 COSTS	2007 COSTS	2007 COSTS						
9	Carlton	\$0	\$135,813	\$145,320	\$334,999	\$318,249	\$0	\$0	\$0	\$0	463,569	56,793	\$7.88	Carlton	
16	Cook	51,056	62,288	186,120	199,148	0	351,520	333,944	0	595,380	54,167	10,99	10.99	Cook	
31	Itasca	944,830	1,152,693	719,055	769,389	233,176	77,484	73,610	549,115	2,777,983	368,245	7.54	7.54	Itasca	
36	Koochiching	59,850	73,017	921,644	986,159	0	139,000	132,050	416,555	1,607,781	205,738	7.81	7.81	Koochiching	
38	Lake	273,918	334,180	382,742	406,534	0	1,418,585	1,347,656	637,064	2,728,434	456,514	5.98	5.98	Lake	
58	Pine	156,585	191,034	124,973	133,721	242,707	244,734	232,437	170,239	958,063	128,433	7.46	7.46	Pine	
69	St. Louis	1,592,475	1,942,820	233,768	250,132	459,832	436,840	157,717	633,039	3,412,662	513,820	6.64	6.64	St. Louis	
<b>District 1 Totals</b>		<b>3,078,714</b>	<b>3,756,032</b>	<b>2,704,115</b>	<b>2,893,403</b>	<b>1,282,986</b>	<b>1,218,837</b>	<b>2,389,040</b>	<b>2,406,012</b>	<b>12,543,872</b>	<b>1,785,710</b>	<b>7.02</b>	<b>7.02</b>	<b>District 1 Totals</b>	
4	Beltrami	120,185	146,626	546,574	584,834	514,672	488,938	539,700	512,715	685,790	350,376	6.90	6.90	Beltrami	
15	Clearwater	342,585	417,954	23,600	25,252	193,600	183,920	332,325	315,709	303,563	253,075	4.93	4.93	Clearwater	
29	Hubbard	55,250	67,405	404,522	432,839	294,233	279,521	651,107	618,552	1,398,317	250,025	5.59	5.59	Hubbard	
35	Kittson	228,871	279,223	763,198	816,622	0	225,437	214,165	26,048	1,336,058	184,782	7.23	7.23	Kittson	
39	Lake of the Woods	180,158	219,793	70,470	75,403	76,197	72,387	0	0	367,583	57,674	6.37	6.37	Lake of the Woods	
45	Marshall	0	0	579,720	620,300	304,723	289,487	730,516	693,990	220,835	1,824,612	327,446	5.57	5.57	Marshall
54	Norman	492,092	600,352	278,176	297,648	426,828	405,487	65,593	62,313	1,365,800	191,693	7.12	7.12	Norman	
57	Pennington	0	0	438,256	468,934	1,050,994	998,444	392,605	372,975	227,669	2,068,022	294,191	7.03	7.03	Pennington
60	Polk	469,451	572,730	666,580	713,241	837,900	796,005	152,822	145,181	825,495	466,456	6.54	6.54	Polk	
63	Red Lake	293,120	357,606	131,250	140,438	0	0	0	0	498,044	89,000	5.60	5.60	Red Lake	
68	Roseau	193,171	235,669	385,990	413,009	498,674	473,740	127,088	120,734	1,243,152	169,095	7.35	7.35	Roseau	
<b>District 2 Totals</b>		<b>2,374,883</b>	<b>2,897,358</b>	<b>4,288,336</b>	<b>4,588,520</b>	<b>4,197,821</b>	<b>3,987,929</b>	<b>3,217,193</b>	<b>3,056,334</b>	<b>2,289,400</b>	<b>16,819,541</b>	<b>2,633,813</b>	<b>6.39</b>	<b>6.39</b>	<b>District 2 Totals</b>
1	Aitkin	492,294	600,599	0	0	357,704	339,819	110,367	104,849	202,830	1,248,097	158,092	7.89	7.89	Aitkin
5	Benton	373,283	455,405	696,573	745,333	119,024	113,073	38,909	36,964	688,556	2,039,331	243,166	8.39	8.39	Benton
11	Cass	814,237	993,369	25,724	27,525	214,237	203,525	471,167	447,609	96,969	1,768,997	232,878	7.60	7.60	Cass
18	Crow Wing	311,025	379,451	5,694	6,093	18,144	17,237	0	0	356,974	759,754	98,028	7.75	7.75	Crow Wing
30	Isanti	161,855	197,463	71,981	77,020	478,907	454,962	0	0	238,871	968,316	131,059	7.39	7.39	Isanti
33	Kanabec	305,799	373,075	295,440	316,121	154,261	146,548	333,657	316,974	620,959	1,773,677	293,053	6.05	6.05	Kanabec
48	Mille Lacs	140,136	170,966	0	0	259,685	246,701	58,927	55,981	278,345	751,993	114,181	6.59	6.59	Mille Lacs
49	Morrison	304,850	371,917	340,021	363,822	4,806	4,566	50,798	48,258	298,813	1,087,376	178,076	6.11	6.11	Morrison
71	Sherburne	0	0	345,653	369,849	420,165	399,157	773,949	735,252	464,102	1,968,360	227,214	8.66	8.66	Sherburne
73	Stearns	629,299	767,745	330,348	353,472	254,510	241,785	205,505	195,230	0	1,558,232	178,442	8.73	8.73	Stearns
77	Todd	156,623	191,080	30,240	32,357	146,688	139,354	191,400	181,830	156,531	544,621	91,988	5.92	5.92	Todd
80	Wadena	0	0	61,690	66,008	0	0	255,997	243,197	640,735	1,930,881	200,391	9.64	9.64	Wadena
86	Wright	389,780	475,532	593,270	634,799	0	0	189,279	179,815	0	1,930,881	200,391	9.64	9.64	Wright
<b>District 3 Totals</b>		<b>4,079,181</b>	<b>4,976,602</b>	<b>2,796,632</b>	<b>2,992,399</b>	<b>2,428,131</b>	<b>2,306,727</b>	<b>2,679,955</b>	<b>2,545,959</b>	<b>4,043,684</b>	<b>16,865,371</b>	<b>2,228,857</b>	<b>7.57</b>	<b>7.57</b>	<b>District 3 Totals</b>
3	Becker	306,680	374,150	180,645	193,290	938,444	891,522	280,276	266,262	132,124	1,857,348	308,890	6.01	6.01	Becker
6	Big Stone	296,329	361,521	30,600	32,742	24,528	23,302	0	0	51,042	468,607	66,707	7.02	7.02	Big Stone
14	Clay	208,339	254,174	104,436	111,747	15,705	14,920	0	0	122,400	1,467,683	245,951	5.97	5.97	Clay
21	Douglas	120,576	147,103	0	0	363,860	345,667	58,259	55,346	84,151	632,267	118,218	5.35	5.35	Douglas
26	Grant	225,500	275,110	201,327	215,420	49,591	47,111	0	0	537,641	84,258	6.38	6.38	Grant	
44	Mahnomen	15,000	18,300	848,805	908,221	994,551	944,823	378,426	359,505	300,133	2,530,982	433,100	5.84	5.84	Mahnomen
56	Otter Tail	102,404	124,933	318,481	340,775	248,775	236,336	293,952	279,254	104,500	1,085,798	213,370	5.09	5.09	Otter Tail
61	Pope	315,746	385,210	879,471	941,034	0	0	0	0	1,326,244	282,449	4.70	4.70	Pope	
75	Stevens	25,026	30,532	0	0	0	0	589,840	560,348	189,240	590,880	62,870	9.40	9.40	Stevens
76	Swift	34,401	41,969	179,172	191,714	0	0	0	0	422,923	54,448	7.77	7.77	Swift	
78	Traverse	0	0	718,364	768,649	0	0	716,429	680,608	0	1,449,257	149,320	9.71	9.71	Traverse
84	Wilkin	0	0	0	0	0	0	0	0	0	0	0	0	Wilkin	
<b>District 4 Totals</b>		<b>2,017,294</b>	<b>2,461,099</b>	<b>4,299,793</b>	<b>4,600,778</b>	<b>2,635,454</b>	<b>2,503,681</b>	<b>2,317,182</b>	<b>2,201,323</b>	<b>1,217,149</b>	<b>12,984,030</b>	<b>2,140,186</b>	<b>6.07</b>	<b>6.07</b>	<b>District 4 Totals</b>

# Procedure for Inflating Gravel Base Unit Prices

June 2009

01-May-09

NO.	COUNTY	INFLATED 2004 COSTS (X 1.22)	2004 COSTS	INFLATED 2005 COSTS (X 1.07)	2005 COSTS	INFLATED 2006 COSTS (X 0.95)	2006 COSTS	INFLATED 2007 COSTS (X 0.95)	2007 COSTS	2008 COSTS	TOTAL 2004-2008 INFLATED COSTS	TOTAL 2004-2008 QUANTITY	2004-2008 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
2	Anoka	551,958	673,267	158,279	147,924	672,145	638,538	3,107,228	2,951,867	225,906	4,647,857	555,714	8.36	Anoka
10	Carver	29,422	35,895	1,642	1,642	2,365,330	2,247,064	0	0	740,163	3,024,899	309,467	9.77	Carver
27	Hennepin	617,616	753,492	1,338,478	1,250,914	2,218,812	2,107,871	298,143	283,236	553,995	5,037,072	441,558	11.41	Hennepin
70	Scott	1,038,174	1,266,572	806,007	806,007	1,259,719	1,196,733	1,256,426	1,193,605	4,519,337	4,519,337	550,967	8.20	Scott
<b>District 5 Totals</b>		<b>2,237,070</b>	<b>2,729,226</b>	<b>2,206,487</b>	<b>2,206,487</b>	<b>6,516,006</b>	<b>6,190,206</b>	<b>4,661,797</b>	<b>4,428,708</b>	<b>1,520,064</b>	<b>17,229,145</b>	<b>1,857,706</b>	<b>9.27</b>	<b>District 5 Totals</b>
20	Dodge	\$571,699	697,473	195,047	\$182,287	\$329,945	313,448	\$436,546	414,719	\$0	1,620,687	156,545	\$10.35	Dodge
23	Fillmore	0	0	365,562	341,647	555,346	527,579	0	0	235,358	1,128,499	132,246	8.53	Fillmore
24	Freeborn	274,955	335,445	264,727	247,408	120,360	114,342	36,465	34,642	30,163	779,319	116,240	6.70	Freeborn
25	Goodhue	326,473	398,297	317,244	317,244	382,549	363,422	254,149	241,442	0	1,342,612	178,896	7.50	Goodhue
28	Houston	243,303	296,830	136,305	136,305	145,846	0	65,521	62,245	0	504,921	54,007	9.35	Houston
50	Mower	231,504	282,435	288,956	288,956	1,074,039	1,020,337	320,217	304,206	199,700	2,094,461	253,708	8.26	Mower
55	Olmsted	477,015	581,958	0	0	162,762	154,624	278,880	264,936	0	1,001,518	104,722	9.56	Olmsted
66	Rice	365,458	445,859	193,119	182,287	51,686	49,102	80,595	76,565	194,403	972,566	131,172	7.41	Rice
74	Steele	207,706	253,401	18,291	18,291	142,538	135,411	174,455	165,732	57,056	408,383	38,089	10.72	Steele
79	Wabasha	127,529	155,585	0	0	26,078	24,774	293,029	278,378	0	403,147	56,335	7.16	Wabasha
85	Winona	215,550	262,971	508,745	508,745	300,190	285,181	0	0	1,370,887	124,419	11.02	Winona	
<b>District 6 Totals</b>		<b>3,041,192</b>	<b>3,710,254</b>	<b>2,214,002</b>	<b>2,214,002</b>	<b>3,145,493</b>	<b>2,988,220</b>	<b>1,939,857</b>	<b>1,842,865</b>	<b>716,680</b>	<b>11,627,000</b>	<b>1,346,379</b>	<b>8.64</b>	<b>District 6 Totals</b>
7	Blue Earth	307,875	375,608	327,344	327,344	352,268	334,655	110,512	104,986	124,945	1,290,452	159,579	8.09	Blue Earth
8	Brown	75,136	91,666	59,415	59,415	270,388	256,869	59,200	56,240	0	468,349	81,204	5.77	Brown
17	Cottonwood	148,292	180,916	23,632	23,632	154,797	147,057	707,705	672,320	237,349	353,259	76,291	4.63	Cottonwood
22	Faribault	163,092	198,972	0	0	520,334	494,317	0	0	0	1,602,958	154,157	10.40	Faribault
32	Jackson	231,649	282,612	156,802	156,802	379,873	360,879	94,838	90,096	138,062	1,039,427	116,144	8.95	Jackson
40	Le Sueur	261,771	319,361	370,862	370,862	0	0	97,100	92,245	89,100	897,550	96,559	9.30	Le Sueur
46	Marlin	194,250	236,985	0	0	402,123	382,017	0	0	0	619,002	65,065	9.51	Marlin
52	Nicollet	167,360	204,179	87,500	87,500	236,044	224,242	31,014	29,463	0	551,509	60,052	9.18	Nicollet
53	Nobles	0	0	197,550	197,550	0	0	203,775	193,586	0	404,965	59,990	6.75	Nobles
67	Rock	0	0	43,470	43,470	296,664	281,831	0	0	49,020	328,344	43,293	7.58	Rock
72	Sibley	0	0	72,155	72,155	0	0	446,402	424,082	0	126,226	23,827	5.30	Sibley
81	Waseca	0	0	0	0	0	0	0	0	0	424,082	49,200	9.07	Waseca
83	Watsonwan	32,672	39,860	127,935	127,935	272,630	258,999	0	0	0	435,749	37,560	11.60	Watsonwan
<b>District 7 Totals</b>		<b>1,582,097</b>	<b>1,930,159</b>	<b>1,466,685</b>	<b>1,466,685</b>	<b>2,482,998</b>	<b>2,358,849</b>	<b>2,152,669</b>	<b>2,045,035</b>	<b>638,476</b>	<b>8,541,872</b>	<b>1,022,921</b>	<b>8.35</b>	<b>District 7 Totals</b>
12	Chippewa	0	0	110,216	110,216	0	0	0	0	436,996	554,927	66,867	8.30	Chippewa
34	Kandiyohi	192,536	234,894	1,213,840	1,213,840	669,590	636,111	411,973	391,374	314,020	2,875,208	416,514	6.90	Kandiyohi
37	Lac Qui Parle	59,732	72,873	71,732	71,732	6,600	6,270	0	0	0	155,896	17,279	9.02	Lac Qui Parle
41	Lincoln	251,712	307,089	41,688	41,688	366,727	348,391	38,080	36,176	756,400	700,086	112,095	6.25	Lincoln
42	Lyon	311,645	380,207	137,144	137,144	173,574	164,895	488,171	463,762	363,646	1,319,527	194,524	6.78	Lyon
43	McLeod	102,202	124,886	36,120	36,120	0	0	0	0	0	1,155,637	160,039	7.22	McLeod
47	Meeker	223,330	272,463	223,970	223,970	299,647	284,665	141,600	134,520	295,784	931,296	184,617	5.04	Meeker
51	Murray	428,133	522,322	0	0	0	0	0	0	0	818,106	108,410	7.55	Murray
59	Pipestone	494,956	603,846	459,900	459,900	0	0	256,705	243,870	41,220	1,381,029	235,422	5.87	Pipestone
64	Redwood	13,486	16,429	558,126	558,126	479,500	455,525	0	0	487,090	1,110,714	162,186	6.85	Redwood
65	Renville	375,564	458,188	1,240,474	1,240,474	1,327,307	1,240,474	0	0	732,291	2,973,311	431,223	6.90	Renville
87	Yellow Medicine	318,750	388,875	604,669	604,669	646,996	646,996	1,031,993	980,393	212,100	2,228,364	287,292	7.76	Yellow Medicine
<b>District 8 Totals</b>		<b>2,772,026</b>	<b>3,381,872</b>	<b>4,697,879</b>	<b>4,697,879</b>	<b>1,995,638</b>	<b>1,895,857</b>	<b>2,368,522</b>	<b>2,250,095</b>	<b>3,649,547</b>	<b>16,204,101</b>	<b>2,376,468</b>	<b>6.82</b>	<b>District 8 Totals</b>
13	Chisago	906,399	1,105,807	655,225	655,225	252,583	239,954	414,359	393,641	473,467	2,913,960	333,040	8.75	Chisago
19	Dakota	145,638	177,678	616,406	616,406	50,405	47,885	863,059	819,906	772,446	2,477,469	360,847	6.87	Dakota
62	Ramsey	449,252	548,087	95,857	95,857	0	0	47,111	44,755	236,264	931,673	177,393	12.04	Ramsey
82	Washington	5,400	6,588	61,347	61,347	0	0	693,310	658,645	567,399	1,298,273	136,365	9.52	Washington
<b>District 9 Totals</b>		<b>1,506,689</b>	<b>1,838,160</b>	<b>1,428,835</b>	<b>1,428,835</b>	<b>302,988</b>	<b>287,839</b>	<b>2,017,839</b>	<b>1,916,947</b>	<b>2,049,576</b>	<b>7,621,375</b>	<b>907,645</b>	<b>8.40</b>	<b>District 9 Totals</b>
<b>STATE TOTALS</b>		<b>\$22,689,144</b>	<b>\$27,680,758</b>	<b>\$26,102,765</b>	<b>\$26,102,765</b>	<b>\$24,987,515</b>	<b>\$23,738,145</b>	<b>\$23,744,054</b>	<b>\$22,556,854</b>	<b>18,530,588</b>	<b>\$120,436,302</b>	<b>16,299,685</b>	<b>\$7.39</b>	<b>STATE TOTALS</b>

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

June 2009

District 6	TONS (1,000)		INFLATED UNIT PRICE		
<b>STEELE</b>	38	X	10.72	=	407.36
Surrounding	<u>12</u>	X	<u>9.14</u>	=	<u>109.68</u>
	50				517.04 = <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">\$10.34</span>
<b>Inflated</b>					
<u>Surrounding Counties -</u>	<u>Cost</u>		<u>Quantity</u>		
Rice	\$972,566	-	131,172		
Goodhue	1,342,612	-	178,896		
Dodge	1,620,687	-	156,545		
Mower	2,094,461	-	162,498		
Freeborn	<u>779,319</u>	-	<u>116,240</u>		
	<u>\$6,809,645</u>		<u>745,351</u>	=	\$9.14

District 7	TONS (1,000)		INFLATED UNIT PRICE		
<b>ROCK</b>	43	X	7.58	=	325.94
Surrounding	<u>7</u>	X	<u>6.45</u>	=	<u>45.15</u>
	50				371.09 = <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">\$7.42</span>
<b>Inflated</b>					
<u>Surrounding Counties -</u>	<u>Cost</u>		<u>Quantity</u>		
Pipestone	\$1,381,029	-	235,422		
Murray	818,106	-	108,410		
Nobles	<u>404,965</u>	-	<u>59,990</u>		
	<u>\$2,604,100</u>		<u>403,822</u>	=	\$6.45

District 7	TONS (1,000)		INFLATED UNIT PRICE		
<b>SIBLEY</b>	24	X	5.30	=	127.20
Surrounding	<u>26</u>	X	<u>8.16</u>	=	<u>212.16</u>
	50				339.36 = <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">\$6.79</span>
<b>Inflated</b>					
<u>Surrounding Counties -</u>	<u>Cost</u>		<u>Quantity</u>		
LeSueur	\$897,550	-	96,559		
Nicollet	551,509	-	60,052		
McLeod	1,155,637	-	160,039		
Carver	3,024,879	-	309,467		
Scott	4,519,337	-	550,967		
Renville	<u>2,973,311</u>	-	<u>431,223</u>		
	<u>\$13,122,223</u>		<u>1,608,307</u>	=	\$8.16

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

June 2009

District 7	TONS (1,000)		INFLATED UNIT PRICE		
<b>WASECA</b>	49	X	9.07	=	444.43
Surrounding	<u>1</u>	X	<u>8.43</u>	=	<u>8.43</u>
	50			=	452.86 = <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">\$9.06</span>
<b>Inflated</b>					
<u>Surrounding Counties -</u>	<u>Cost</u>		<u>Quantity</u>		
Faribault	\$1,602,958	-	154,157		
Freeborn	779,319	-	116,240		
Le Sueur	897,550	-	96,559		
Rice	972,566	-	131,172		
Blue Earth	<u>1,290,452</u>	-	<u>159,579</u>		
	<u>\$5,542,845</u>		<u>657,707</u>	=	\$8.43

District 7	TONS (1,000)		INFLATED UNIT PRICE		
<b>WATONWAN</b>	38	X	11.60	=	440.80
Surrounding	<u>12</u>	X	<u>7.57</u>	=	<u>90.84</u>
	50			=	531.64 = <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">\$10.63</span>
<b>Inflated</b>					
<u>Surrounding Counties -</u>	<u>Cost</u>		<u>Quantity</u>		
Jackson	\$1,039,427	-	116,144		
Cottonwood	353,259	-	76,291		
Brown	468,349	-	81,204		
Blue Earth	1,290,452	-	159,579		
Martin	<u>619,002</u>	-	<u>65,065</u>		
	<u>\$3,770,489</u>		<u>498,283</u>	=	\$7.57

District 8	TONS (1,000)		INFLATED UNIT PRICE		
<b>LAC QUI PARLE</b>	17	X	9.02	=	153.34
Surrounding	<u>33</u>	X	<u>7.62</u>	=	<u>251.46</u>
	50			=	404.80 = <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">\$8.10</span>
<b>Inflated</b>					
<u>Surrounding Counties -</u>	<u>Cost</u>		<u>Quantity</u>		
Big Stone	\$468,607	-	66,707		
Yellow Medicine	<u>2,228,364</u>	-	<u>287,292</u>		
	<u>\$2,696,971</u>		<u>353,999</u>	=	\$7.62



# **2008 CSAH Gravel Base Unit Price Data**

June 2009

The map indicates each county's 2008 CSAH needs study gravel base unit price, the gravel base data in the 2004-2008 five-year average unit price study for each county, and an inflated gravel base unit price which is the Subcommittee's recommendation for 2009. 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.

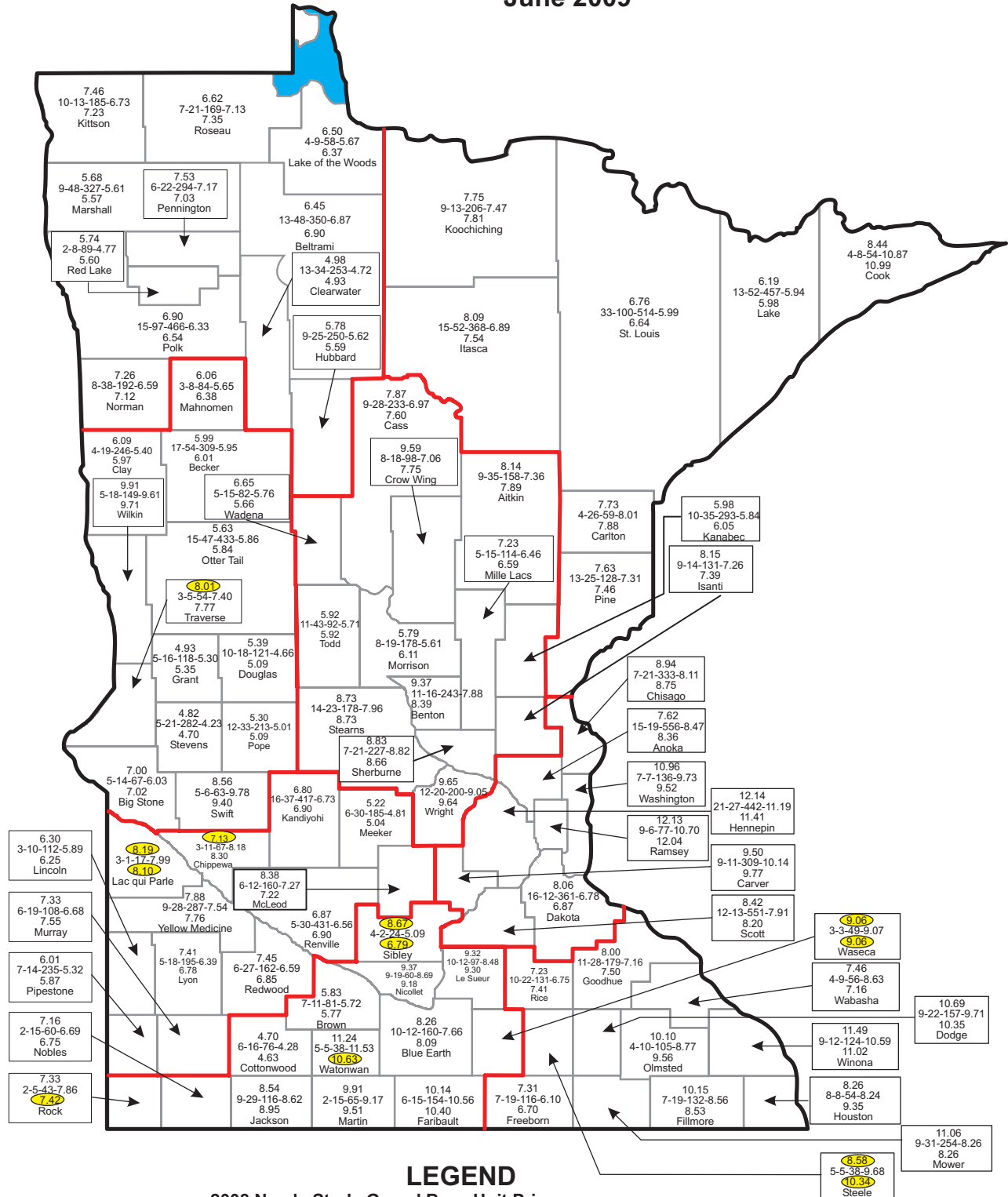
The following procedure, initially adopted at the 1981 Spring Screening Board meeting, was modified by the June 2003 Screening Board to determine the 2009 gravel base unit prices.

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 are shown on the previous pages.

# 2004-2008 CSAH Gravel Base Unit Price Data (Rural and Urban Projects Included) June 2009



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



# GRAVEL BASE

## Rural & Urban Projects let during 2008

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	14 (3 Urban) (11 Rural)	\$2,406,012	359,865	\$6.69	38.76
2	14 (4 Urban) (10 Rural)	2,289,400	350,098	6.54	39.01
3	20 (4 Urban) (16 Rural)	4,043,684	535,845	7.55	54.34
4	12 (0 Urban) (12 Rural)	1,217,149	190,761	6.38	49.08
6	7 (2 Urban) (5 Rural)	716,680	93,407	7.67	18.32
7	7 (3 Urban) (4 Rural)	638,476	68,820	9.28	8.75
8	15 (4 Urban) (11 Rural)	3,649,547	486,882	7.50	46.16
<b>Metro</b>	<b>15 (11 Urban) (4 Rural)</b>	<b>3,569,640</b>	<b>427,228</b>	<b>8.36</b>	<b>21.60</b>
<b>State Total</b>	<b>104 (29 Urban) (75 Rural)</b>	<b>\$18,530,588</b>	<b>2,512,906</b>	<b>\$7.37</b>	<b>276.01</b>
<b>Outstate</b>	<b>89 (19 Urban) (71 Rural)</b>	<b>14,960,948</b>	<b>2,085,678</b>	<b>7.17</b>	<b>254.41</b>

## Urban\* Projects let during 2008

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	3	\$170,102	20,031	\$8.49	1.31
2	4	508,132	75,346	6.74	5.78
3	4	469,748	52,536	8.94	3.35
4	0	0	0	0.00	0.00
6	2	194,403	20,626	9.43	1.38
7	3	411,314	47,029	8.75	2.20
8	4	272,658	27,171	10.03	2.64
<b>Metro</b>	<b>11</b>	<b>2,816,172</b>	<b>333,805</b>	<b>8.44</b>	<b>15.49</b>
<b>State Total</b>	<b>31</b>	<b>\$4,842,529</b>	<b>576,544</b>	<b>\$8.40</b>	<b>32.15</b>
<b>Outstate</b>	<b>20</b>	<b>2,026,357</b>	<b>242,739</b>	<b>8.35</b>	<b>16.66</b>

## Rural Projects let during 2008

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	11	\$2,235,910	339,834	\$6.58	37.45
2	10	1,781,268	274,752	6.48	33.23
3	16	3,573,936	483,309	7.39	50.99
4	12	1,217,149	190,761	6.38	49.08
6	5	522,277	72,781	7.18	16.94
7	4	227,162	21,791	10.42	6.55
8	11	3,376,889	459,711	7.35	43.52
<b>Metro</b>	<b>4</b>	<b>753,468</b>	<b>93,423</b>	<b>8.07</b>	<b>6.11</b>
<b>State Total</b>	<b>73</b>	<b>\$13,688,059</b>	<b>1,936,362</b>	<b>\$7.07</b>	<b>243.86</b>
<b>Outstate</b>	<b>69</b>	<b>12,934,591</b>	<b>1,842,939</b>	<b>7.02</b>	<b>237.75</b>

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

# Bituminous Inflation Factor Study

June 2009

As requested by the Needs Task Force and District 8 the General Subcommittee took a look at using a five year individual, inflated bituminous price instead of the increment method. They recommend using the bituminous prices on the following pages.

The individual bituminous process is treated the same as the gravel base price for each county.

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

<u>Bituminous</u>					
Year	Quantity	Cost	Annual Average	Inflation Factor	
2004	3,789,014	\$97,204,872	\$25.65	$\$46.43/\$25.65=$	1.81
2005	3,187,804	\$91,697,733	\$28.77	$\$46.43/\$28.77=$	1.61
2006	2,522,176	\$95,988,291	\$38.06	$\$46.43/\$38.06=$	1.22
2007	2,783,200	\$110,718,049	\$39.78	$\$46.43/\$39.78=$	1.17
2008	2,521,097	\$117,046,278	\$46.43		

In order to reflect current prices in the 2004-2008 five-year average unit price study, each county's bituminous cost was multiplied by the appropriate factor.

# Procedure for Inflating Bituminous Prices

June 2009

04-May-09

NO.	COUNTY	2004 COSTS	INFLATED 2004 COSTS (X 1.81)	2005 COSTS	INFLATED 2005 COSTS (X 1.61)	2006 COSTS	INFLATED 2006 COSTS (X 1.22)	2007 COSTS	INFLATED 2007 COSTS (X 1.17)	2008 COSTS	TOTAL 2003-2007 INFLATED COSTS	TOTAL 2003-2007 QUANTITY	2003-2007 INFLATED BITUMINOUS PRICE	COUNTY
9	Carlton	\$0	\$0	\$1,799,102	\$2,896,554	\$0	\$0	\$2,030,643	\$2,375,852	\$494,206	5,766,612	137,791	\$41.85	Carlton
16	Cook	233,893	423,346	775,595	1,248,708	288,583	315,471	253,800	296,946	0	2,284,471	38,657	59.10	Cook
31	Itasca	503,120	910,647	1,891,681	3,045,606	3,529,312	4,305,761	2,633,858	3,081,614	2,886,400	14,230,028	314,695	45.22	Itasca
36	Koochiching	1,107,395	2,004,385	64,492	103,832	0	0	1,267,985	1,483,542	48,250	3,640,009	76,104	47.83	Koochiching
38	Lake	1,890,638	3,422,055	1,305,276	2,101,494	0	0	56,014	65,536	2,916,956	8,506,041	176,164	48.28	Lake
58	Pine	3,166,443	5,731,262	2,046,709	3,295,201	629,100	767,502	667,729	781,243	2,729,299	13,304,507	302,483	43.98	Pine
69	St. Louis	8,272,505	14,973,234	1,798,061	2,894,878	4,659,282	5,684,324	705,414	825,334	4,198,805	26,578,575	628,287	45.48	St. Louis
<b>District 1 Totals</b>		<b>15,173,994</b>	<b>27,464,929</b>	<b>9,680,916</b>	<b>15,586,273</b>	<b>9,076,277</b>	<b>11,073,058</b>	<b>7,615,443</b>	<b>8,910,067</b>	<b>13,273,916</b>	<b>76,308,243</b>	<b>1,674,181</b>	<b>45.58</b>	<b>District 1 Totals</b>
4	Beltrami	778,252	1,408,636	1,723,521	2,774,869	1,650,281	2,013,343	1,677,815	1,963,044	1,239,759	9,399,651	209,542	44.86	Beltrami
15	Clearwater	1,059,725	1,918,102	1,367,347	2,233,629	706,645	862,107	643,710	753,141	687,413	6,454,392	161,825	39.89	Clearwater
29	Hubbard	568,219	1,028,476	777,300	1,251,453	508,805	620,742	1,009,560	1,181,185	0	4,081,856	92,695	44.04	Hubbard
35	Kittson	553,095	1,001,102	122,753	197,632	1,600,315	1,992,394	1,41,363	166,395	1,185,131	4,501,644	97,927	45.97	Kittson
39	Lake of the Woods	1,088,986	1,934,865	101,937	164,119	1,313,646	1,602,648	1,106,577	1,297,035	1,061,304	6,059,971	134,074	45.20	Lake of the Woods
45	Marshall	1,168,538	2,115,054	168,710	271,623	629,450	767,929	1,184,245	1,385,567	1,810,603	6,350,776	142,016	44.72	Marshall
54	Norman	1,034,557	1,872,548	0	0	1,653,339	2,017,074	635,123	743,094	1,744,070	6,376,786	152,799	41.73	Norman
57	Pennington	1,364,871	2,470,417	467,876	753,280	952,577	1,162,144	618,976	724,202	387,512	5,497,555	129,805	42.35	Pennington
60	Polk	4,261,601	7,713,498	4,131,801	6,652,007	75,242	91,795	1,299,554	1,520,478	3,588,232	19,566,203	442,223	44.25	Polk
63	Red Lake	433,906	785,370	1,108,700	1,785,007	827,554	1,009,616	610,305	714,057	1,043,861	5,337,911	133,678	39.93	Red Lake
68	Roseau	1,104,524	1,999,188	908,817	1,463,195	0	0	2,551,374	2,985,108	842,636	7,290,127	153,427	47.52	Roseau
<b>District 2 Totals</b>		<b>13,396,274</b>	<b>24,247,256</b>	<b>10,898,762</b>	<b>17,547,007</b>	<b>9,917,854</b>	<b>12,099,782</b>	<b>11,480,602</b>	<b>13,432,306</b>	<b>13,590,521</b>	<b>80,916,872</b>	<b>1,850,011</b>	<b>43.74</b>	<b>District 2 Totals</b>
1	Aitkin	1,293,037	2,340,397	0	0	1,469,174	1,792,392	807,181	944,402	2,574,775	7,651,966	165,313	46.29	Aitkin
5	Benton	565,305	1,023,202	861,064	1,386,313	325,582	397,210	415,292	485,892	1,437,401	4,730,018	90,467	52.28	Benton
11	Cass	1,618,696	2,929,840	54,518	87,774	0	0	1,248,651	1,460,922	1,511,146	4,989,682	106,609	46.80	Cass
18	Crow Wing	2,026,417	3,667,815	690,603	1,111,871	679,730	829,271	1,432,474	1,675,995	1,890,637	9,175,589	202,856	45.23	Crow Wing
30	Isanti	492,035	890,583	339,192	546,099	775,470	946,073	1,114,639	1,304,128	736,430	4,423,313	93,730	47.19	Isanti
33	Kanabec	719,972	1,303,149	581,384	936,028	476,400	585,433	684,957	2,432,076	2,432,076	5,937,418	136,322	43.55	Kanabec
48	Millie Lacs	1,384,137	2,505,288	1,221,808	1,967,111	1,223,494	1,492,663	813,350	951,620	639,408	7,556,090	185,869	40.65	Millie Lacs
49	Morrison	611,869	1,107,483	846,481	1,362,834	24,111	29,415	1,755,763	2,054,243	2,085,526	6,639,501	169,175	39.25	Morrison
71	Sherburne	0	0	1,136,384	1,829,578	1,959,486	2,390,573	2,252,361	2,635,262	710,016	7,565,429	154,560	48.95	Sherburne
73	Stearns	2,341,545	4,238,196	572,745	922,119	2,612,956	3,187,806	1,564,736	1,830,736	3,321,222	13,500,079	283,944	47.54	Stearns
77	Todd	1,188,104	2,150,468	714,612	1,150,525	1,326,762	1,618,650	833,075	974,698	1,011,103	6,905,444	186,629	37.00	Todd
80	Wadena	0	0	600,718	967,156	0	0	532,280	622,768	1,205,246	2,795,170	62,347	44.83	Wadena
86	Wright	1,511,497	2,735,810	1,338,970	2,155,742	0	0	684,098	800,395	2,210,448	7,902,395	161,047	49.07	Wright
<b>District 3 Totals</b>		<b>13,752,614</b>	<b>24,892,231</b>	<b>8,958,479</b>	<b>14,423,150</b>	<b>10,873,165</b>	<b>13,265,261</b>	<b>14,039,329</b>	<b>16,426,018</b>	<b>20,765,434</b>	<b>89,772,094</b>	<b>1,998,868</b>	<b>44.91</b>	<b>District 3 Totals</b>
3	Becker	1,285,000	2,325,850	1,032,378	1,662,129	2,369,900	2,891,278	1,767,486	2,067,959	2,707,696	11,654,912	289,510	40.26	Becker
6	Big Stone	246,724	446,570	409,872	659,894	1,021,562	1,246,306	0	0	987,540	3,340,310	76,680	43.56	Big Stone
14	Clay	924,293	1,672,080	1,038,892	1,480,822	0	0	240,513	281,400	1,910,625	5,434,927	142,858	38.04	Clay
21	Douglas	380,310	688,361	186,680	1,672,616	2,129,756	2,598,302	1,517,135	1,775,048	1,490,003	9,208,939	234,969	39.19	Douglas
26	Grant	1,106,764	2,003,243	444,550	300,555	0	0	946,106	1,106,944	897,885	2,993,745	68,481	43.72	Grant
44	Mahnomen	526,566	953,084	2,666,021	4,292,294	1,735,103	2,116,826	491,281	574,799	3,941,289	10,398,883	46,222	46.99	Mahnomen
56	Otter Tail	60,251	109,054	603,237	971,212	602,706	735,301	1,058,134	1,238,017	523,147	3,576,731	87,770	40.75	Otter Tail
61	Pope	1,025,436	1,856,039	633,913	1,020,600	0	0	879,033	1,028,469	434,371	4,339,479	101,850	42.61	Pope
75	Stevens	1,099,244	1,989,632	646,358	1,040,636	0	0	1,979,973	2,316,568	979,866	5,286,066	135,417	39.04	Stevens
76	Swift	213,120	385,747	974,622	1,569,141	329,540	402,039	1,361,805	1,593,312	2,152,745	8,516,856	205,513	65.08	Swift
78	Traverse	1,546,751	2,799,619	956,288	1,585,625	8,719,322	10,637,573	10,386,856	12,152,622	14,950,451	70,118,520	1,673,828	41.44	Traverse
84	Wilkin	9,387,984	16,992,249	9,556,288	15,369,625	8,719,322	10,637,573	10,386,856	12,152,622	14,950,451	70,118,520	1,673,828	41.89	Wilkin
<b>District 4 Totals</b>		<b>9,387,984</b>	<b>16,992,249</b>	<b>9,556,288</b>	<b>15,369,625</b>	<b>8,719,322</b>	<b>10,637,573</b>	<b>10,386,856</b>	<b>12,152,622</b>	<b>14,950,451</b>	<b>70,118,520</b>	<b>1,673,828</b>	<b>41.89</b>	<b>District 4 Totals</b>

Procedure for Inflating Bituminous Prices

June 2009

04-May-09

NO.	COUNTY	2004 COSTS	INFLATED 2004 COSTS (X 1.81)	2005 COSTS	INFLATED 2005 COSTS (X 1.61)	2006 COSTS	INFLATED 2006 COSTS (X 1.22)	2007 COSTS	INFLATED 2007 COSTS (X 1.17)	2008 COSTS	TOTAL 2003-2007 INFLATED COSTS	TOTAL 2003-2007 QUANTITY	2003-2007 INFLATED BITUMINOUS PRICE	COUNTY
2	Anoka	1,465,528	2,652,606	740,293	1,191,872	3,185,724	3,886,583	4,808,639	5,626,108	1,075,086	14,432,255	231,077	62.46	Anoka
10	Carver	98,343	178,001	448,986	722,867	5,021,838	6,126,642	687,843	8,047,776	3,833,171	11,665,457	287,286	43.64	Carver
27	Hennepin	2,538,771	4,595,176	5,534,226	8,910,104	8,387,502	10,232,752	2,476,165	2,897,113	1,367,127	28,002,272	60,177	465.416	Hennepin
70	Scott	2,770,225	5,014,107	1,581,936	2,546,917	3,718,390	4,536,436	4,721,022	5,523,596	190,341	17,811,397	290,891	61.23	Scott
<b>District 5 Totals</b>		<b>6,872,867</b>	<b>12,439,890</b>	<b>8,305,441</b>	<b>13,371,760</b>	<b>20,313,454</b>	<b>24,782,413</b>	<b>12,683,669</b>	<b>14,851,593</b>	<b>6,465,725</b>	<b>71,911,381</b>	<b>1,254,670</b>	<b>57.31</b>	<b>District 5 Totals</b>
20	Dodge	505,870	915,625	891,686	1,435,614	983,935	1,200,401	\$1,743,288	2,039,659	\$635,925	6,227,224	131,001	\$47.54	Dodge
23	Fillmore	0	0	819,537	1,319,455	1,475,141	1,799,672	1,816,175	1,816,175	1,890,402	6,825,704	135,741	50.28	Fillmore
24	Freeborn	1,320,025	2,389,245	1,188,799	1,913,966	1,017,004	1,240,745	1,288,526	1,507,575	1,202,494	8,254,025	209,948	39.31	Freeborn
25	Goodhue	1,347,040	2,439,446	1,540,041	2,479,466	759,881	927,055	2,149,109	2,514,458	1,971,915	10,332,340	250,872	41.19	Goodhue
28	Houston	1,155,388	2,091,252	407,892	656,706	23,084	28,162	1,416,302	1,657,073	1,129,675	5,562,868	90,272	61.62	Houston
50	Mower	0	0	1,677,594	2,700,926	363,639	443,640	1,265,719	1,480,891	1,877,747	6,503,204	149,432	43.52	Mower
55	Olmsted	97,378	176,254	850,961	1,535,022	1,870,047	1,872,727	1,150,783	1,346,416	109,921	4,875,365	92,996	52.43	Olmsted
66	Rice	1,825,884	3,304,850	804,411	1,295,102	1,439,995	1,756,794	748,136	875,319	1,079,308	8,311,373	171,602	48.43	Rice
74	Steele	480,321	869,381	176,914	284,832	1,096,430	1,337,645	0	0	0	2,491,858	52,773	47.22	Steele
79	Wabasha	1,306,819	2,365,342	438,680	706,291	2,286,612	2,789,667	1,242,237	1,453,417	933,677	8,248,394	154,001	53.56	Wabasha
85	Winona	1,384,733	2,506,367	993,435	1,599,430	2,164,791	2,641,045	1,590,049	1,860,357	1,351,128	9,968,327	156,910	63.47	Winona
<b>District 6 Totals</b>		<b>9,424,178</b>	<b>17,057,762</b>	<b>9,789,960</b>	<b>15,761,835</b>	<b>13,145,534</b>	<b>16,037,553</b>	<b>14,146,445</b>	<b>16,551,340</b>	<b>12,182,192</b>	<b>77,590,682</b>	<b>1,595,548</b>	<b>48.63</b>	<b>District 6 Totals</b>
7	Blue Earth	1,377,512	2,493,297	2,005,928	3,229,544	1,773,995	2,164,274	1,112,227	1,301,306	1,286,003	10,474,424	298,926	35.04	Blue Earth
8	Brown	1,767,424	3,199,037	0	0	0	0	2,006,349	2,347,428	1,280,617	6,827,082	135,957	50.22	Brown
17	Cottonwood	1,550,289	2,806,023	657,539	1,058,638	0	0	1,460,080	1,708,294	0	5,572,955	129,705	42.97	Cottonwood
22	Fairbault	1,443,295	2,612,364	0	0	530,144	646,776	1,318,330	1,542,446	1,758,342	6,559,928	146,542	44.76	Fairbault
32	Jackson	0	0	2,289,303	3,685,778	0	0	3,605,411	4,218,331	824,695	8,728,804	172,343	50.65	Jackson
40	Le Sueur	1,339,422	2,424,354	1,749,044	2,815,961	0	0	2,180,055	2,550,664	5,063,600	12,854,579	229,932	55.91	Le Sueur
46	Marlin	1,288,764	2,332,663	980,894	1,579,239	0	0	1,601,055	1,812,723	0	3,911,902	78,609	49.76	Marlin
52	Nicollet	2,241,620	4,057,332	2,386,983	3,843,043	2,813,638	3,432,638	1,549,336	1,812,723	973,240	14,118,976	305,881	46.16	Nicollet
53	Nobles	0	0	2,078,848	3,346,945	520,870	635,461	2,759,416	3,228,517	1,480,195	8,691,118	203,660	42.68	Nobles
67	Rock	0	0	1,580,206	2,544,132	834,617	1,018,233	0	0	1,196,816	4,759,181	122,204	38.94	Rock
72	Sibley	559,965	1,013,537	720,663	1,160,267	596,624	727,881	834,769	976,680	1,024,136	4,902,501	107,816	45.47	Sibley
81	Waseca	998,625	1,807,511	525,074	845,369	675,605	824,238	580,378	679,042	844,153	5,000,313	116,577	42.89	Waseca
83	Watonswan	607,701	1,099,939	826,678	1,330,952	843,770	1,029,399	647,297	757,337	906,181	5,123,808	102,499	49.99	Watonswan
<b>District 7 Totals</b>		<b>13,174,617</b>	<b>23,846,057</b>	<b>15,801,160</b>	<b>25,439,868</b>	<b>8,589,263</b>	<b>10,478,900</b>	<b>18,053,648</b>	<b>21,122,768</b>	<b>16,637,978</b>	<b>97,525,571</b>	<b>2,150,641</b>	<b>45.35</b>	<b>District 7 Totals</b>
12	Chippewa	0	0	1,429,454	2,301,421	2,370,214	2,891,661	404,029	472,714	66,290	5,732,086	145,601	39.37	Chippewa
34	Kandiyohi	604,124	1,093,464	790,762	1,273,127	2,490,945	3,038,953	4,409,888	5,159,569	2,332,053	12,897,166	262,093	49.21	Kandiyohi
37	Lac qui Parle	1,704,559	3,085,252	1,267,007	2,039,881	1,609,618	1,963,734	1,083,296	1,267,456	1,071,541	9,427,864	218,089	43.23	Lac qui Parle
41	Lincoln	995,081	1,801,097	364,735	587,223	0	0	1,587,302	1,857,143	844,800	5,090,263	121,345	41.95	Lincoln
42	Lyon	919,604	1,664,483	1,053,977	1,696,903	1,269,178	1,548,397	1,421,542	1,663,204	0	6,572,987	155,662	42.23	Lyon
43	McLeod	289,942	524,795	808,249	1,301,281	740,900	903,898	0	0	0	2,729,974	55,572	49.12	McLeod
47	Meeker	953,543	1,725,913	860,750	1,385,808	0	0	1,322,268	1,547,054	0	4,658,775	118,259	39.39	Meeker
51	Murray	2,171,475	3,930,370	651,158	1,048,364	1,439,766	1,756,515	0	0	2,446,122	9,181,371	210,807	43.55	Murray
59	Pipestone	1,083,783	1,961,647	1,597,047	2,571,246	875,547	1,068,167	627,212	733,838	0	6,334,898	138,964	45.39	Pipestone
64	Redwood	1,150,929	2,083,181	1,475,119	2,374,942	2,052,220	2,052,308	432,775	506,347	2,430,368	9,447,146	238,231	39.66	Redwood
65	Renville	1,321,177	2,391,330	2,092,272	3,368,558	1,542,331	1,881,644	0	0	1,797,986	9,439,518	192,345	49.08	Renville
87	Yellow Medicine	848,755	1,536,247	1,597,392	2,571,801	0	0	2,125,731	2,487,105	559,791	7,154,944	150,133	47.66	Yellow Medicine
<b>District 8 Totals</b>		<b>12,042,972</b>	<b>21,797,779</b>	<b>13,987,922</b>	<b>22,520,555</b>	<b>14,020,719</b>	<b>17,105,277</b>	<b>13,474,043</b>	<b>15,694,430</b>	<b>11,548,951</b>	<b>86,666,992</b>	<b>2,007,101</b>	<b>44.18</b>	<b>District 8 Totals</b>
13	Chisago	2,195,782	3,974,365	1,514,354	2,438,110	1,190,570	1,452,495	1,577,530	1,845,710	1,088,969	10,799,649	201,593	53.57	Chisago
19	Dakota	839,111	1,518,791	1,140,490	1,787,889	142,133	173,402	3,282,772	3,852,543	3,208,059	10,540,684	197,390	53.40	Dakota
62	Ramsey	925,600	1,675,336	1,239,333	1,995,326	0	0	1,039,657	1,216,399	1,220,944	6,108,005	92,009	66.38	Ramsey
82	Washington	18,880	34,173	854,628	1,375,951	0	0	2,978,055	3,484,324	2,113,138	7,007,586	107,451	65.22	Washington
<b>District 9 Totals</b>		<b>3,979,373</b>	<b>7,202,665</b>	<b>4,718,805</b>	<b>7,597,276</b>	<b>1,332,703</b>	<b>1,625,897</b>	<b>8,888,014</b>	<b>10,398,976</b>	<b>7,631,110</b>	<b>34,455,924</b>	<b>598,443</b>	<b>57.58</b>	<b>District 9 Totals</b>
<b>STATE TOTALS</b>		<b>\$97,204,871</b>	<b>\$175,940,814</b>	<b>\$91,697,733</b>	<b>\$147,633,349</b>	<b>\$95,988,291</b>	<b>\$117,105,714</b>	<b>\$110,718,049</b>	<b>\$129,540,120</b>	<b>\$117,046,278</b>	<b>\$687,266,274</b>	<b>14,803,291</b>	<b>\$46.43</b>	<b>STATE TOTALS</b>

# ALL BITUMINOUS

## Rural & Urban Projects let during 2008

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	23 (3 Urban) (20 Rural)	\$13,273,916	266,223	\$49.86	65.75
2	33 (6 Urban) (27 Rural)	13,590,521	329,816	41.21	106.05
3	41 (5 Urban) (36 Rural)	20,765,434	446,283	46.53	129.41
4	25 (0 Urban) (25 Rural)	14,950,451	362,735	41.22	110.98
6	24 (3 Urban) (21 Rural)	12,182,192	264,297	46.09	71.12
7	42 (2 Urban) (40 Rural)	16,637,978	351,313	47.36	104.44
8	21 (3 Urban) (18 Rural)	11,548,951	254,968	45.30	71.81
<b>Metro</b>	<b>15</b> (10 Urban) (5 Rural)	<b>14,096,835</b>	<b>245,462</b>	<b>57.43</b>	<b>29.10</b>
<b>State Total</b>	<b>224</b> (32 Urban) (192 Rural)	<b>\$117,046,278</b>	<b>2,521,097</b>	<b>\$46.43</b>	<b>688.65</b>
<b>Outstate</b>	<b>209</b> (22 Urban) (187 Rural)	<b>102,949,443</b>	<b>2,275,635</b>	<b>45.24</b>	<b>659.56</b>

## Urban Projects let during 2008

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	3	\$533,595	7,975	\$66.91	1.31
2	6	1,388,123	28,872	48.08	6.89
3	5	2,208,144	38,535	57.30	3.56
4	0	0	0	0.00	0.00
6	3	1,168,236	19,678	59.37	1.89
7	2	1,042,785	20,242	51.52	1.59
8	3	719,160	11,953	60.17	2.16
<b>Metro</b>	<b>10</b>	<b>11,468,700</b>	<b>191,175</b>	<b>59.99</b>	<b>15.50</b>
<b>State Total</b>	<b>32</b>	<b>\$18,528,743</b>	<b>318,430</b>	<b>\$58.19</b>	<b>32.92</b>
<b>Outstate</b>	<b>22</b>	<b>7,060,043</b>	<b>127,255</b>	<b>55.48</b>	<b>17.42</b>

## Rural Projects let during 2008

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	20	\$12,740,321	258,248	\$49.33	64.44
2	27	12,202,398	300,944	40.55	99.15
3	36	18,557,290	407,748	45.51	125.85
4	25	14,950,451	362,735	41.22	110.98
6	21	11,013,956	244,619	45.02	69.22
7	40	15,595,193	331,071	47.11	102.85
8	18	10,829,791	243,015	44.56	69.65
<b>Metro</b>	<b>5</b>	<b>2,628,135</b>	<b>54,287</b>	<b>48.41</b>	<b>13.60</b>
<b>State Total</b>	<b>192</b>	<b>\$98,517,535</b>	<b>2,202,667</b>	<b>\$44.73</b>	<b>655.74</b>
<b>Outstate</b>	<b>187</b>	<b>95,889,400</b>	<b>2,148,380</b>	<b>44.63</b>	<b>642.14</b>

# CSAH Roadway Unit Price Report

June 2009

Construction Item	2008 CSAH Needs Study Average	2004-2008 CSAH 5-Year Const. Average	2008 CSAH Const. Average	Increment Method
-------------------	---	--	-----------------------------------	---------------------

## Rural & Urban Design

Gravel Base CI 5 & 6/Ton	\$7.58	\$7.12	\$7.37	\$7.37	*
Outstate(Gravel Base CI 5 & 6/Ton)	7.23	6.77	7.17	7.17	
Metro (Gravel Base CI 5 & 6/Ton)	9.00	8.84	8.36	8.36	

## Rural Design

Outstate (Bituminous/Ton)	37.64	32.91	44.63	$\$44.63 - \$7.17 =$ G.B.+37.46	
Gravel Surf. 2118/Ton	6.74	6.93	8.93	$\$8.93 - \$7.37 =$ G.B. +1.56	*
Gravel Shldr. 2221/Ton	10.55	8.41	9.80	$\$9.80 - \$7.37 =$ G.B. +2.43	*

## Urban Design

Outstate (Bituminous/Ton)	44.84	35.46	55.48	$\$55.48 - \$7.17 =$ G.B. +48.31	
---------------------------	-------	-------	-------	----------------------------------	--

## Rural & Urban Design

Metro (Bituminous/Ton)	49.25	46.32	57.43	$\$57.43 - \$8.36 =$ G.B. +49.07	
------------------------	-------	-------	-------	----------------------------------	--

\* Recommended cost by General Subcommittee

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

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



# CSAH Miscellaneous Unit Price Report

June 2009

Construction Item	2008 CSAH Needs Study Average	Prices Recommended For 2009 By Mn\DOT or Average 2008 Construction Prices	2009 CSAH Unit Price Recommended by CSAH Subcommittee
-------------------	---	--	--

### Other Urban Design

Storm Sewer - Complete/Mi.	\$277,895	\$289,290	
Storm Sewer - Partial/Mi.	89,687	92,772	
Curb & Gutter Const./Lin.Ft.	10.45	10.72*	

### Bridges

0-149 Ft.Long/Sq.Ft.	\$113.00	\$117.00	
150 Ft. & Longer/Sq.Ft.	117.00	138.00	
Widening/Sq.Ft.	150.00	****	

\*MSAS - 77 projects 43 cities in 2008



## Minnesota Department of Transportation

---

# Memo

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

Date: March 16, 2009

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

From: Mike Leuer *ML*  
State Aid Hydraulic Specialist

Phone: (651) 366-4469

Subject: State Aid Storm Sewer  
Construction Costs for 2008

We have completed our analysis of storm sewer construction costs incurred for 2008 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately \$289,290 for new construction, and
- Approximately \$92,772 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 62 plans for 2008.

CC: Andrea Hendrickson (file)

# Bridges Built in Calendar Year 2008

June 2009

After compiling the information received from the State Aid Bridge Office, these are the average costs arrived at for 2008. In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

## BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
49J44	SAP 049-651-011	54.00	C ARCH	1,836	728,032	397
23578	SP 023-606-002	60.42	PCB	2,135	249,124	117
22609	SAP 022-631-008	64.42	PCB	2,534	237,286	94
28540	SAP 028-631-001	65.19	C-SLAB	1,913	162,252	85
32567	SAP 032-628-012	66.92	PCB	2,632	307,030	117
07586	SAP 007-598-025	69.00	PC BOX	2,369	566,420	239
01528	SAP 001-632-003	71.67	PCB	2,819	273,898	97
07585	SAP 007-599-047	72.63	PCB	2,462	213,370	87
59528	SAP 059-599-055	81.42	PCB	2,551	286,502	112
78520	SP 078-604-021	82.58	C-SLAB	3,248	416,917	128
24544	SAP 024-628-005	86.52	PCB	3,057	381,823	125
27B36	SP 027-661-037	89.88	PCB	8,568	1,415,003	165
32566	SP 032-599-079	90.92	PCB	2,849	337,967	119
08550	SP 008-599-045	92.08	PCB	2,885	258,092	89
07565	SAP 007-599-046	93.75	C-SLAB	2,938	269,584	92
22603	SAP 022-599-099	93.94	C-SLAB	3,133	305,367	97
42563	SAP 042-608-029	100.50	C-SLAB	3,953	405,968	103
58550	SAP 058-661-021	102.21	PCB	4,429	425,162	96
58550	SAP 058-661-021	102.21	PCB	4,429	420,301	95
67558	SAP 067-599-153	110.00	C-SLAB	3,447	354,135	103
56534	SAP 056-599-054	110.00	PCB	3,447	460,649	134
70542	SAP 070-701-003	113.79	PCB	9,559	1,171,336	123
72542	SAP 072-599-054	115.50	C-SLAB	3,619	370,170	102
28538	SP 028-610-018	116.42	PCB	4,831	475,302	98
69625	SAP 069-616-038	120.92	PCB	5,240	665,610	127
31553	SAP 031-598-019	126.78	C-SLAB	4,856	448,907	92
83544	SP 083-598-018	130.00	C-SLAB	4,593	383,869	84
72540	SAP 072-617-023	131.92	PCB	5,189	617,047	119
77534	SAP 077-599-055	139.13	C-SLAB	4,916	460,877	94
60559	SAP 060-599-242	141.92	PCB	4,329	562,840	130
37552	SAP 037-615-009	143.04	C-SLAB	5,054	501,141	99
43552	SAP 043-599-030	147.00	C-SLAB	5,782	635,268	110
31559	SAP 031-608-008	149.69	C-SLAB	5,888	658,437	112
<b>TOTAL</b>		<b>131,490</b>		<b>131,490</b>	<b>\$15,425,686.62</b>	<b>\$117</b>

## BRIDGE LENGTH 150 FEET & OVER

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
74553	SAP 074-599-028	151.69	PCB	4,753	479,912	101
85565	SAP 085-639-021	166.32	PCB	5,877	695,853	118
60558	SAP 060-599-241	166.42	PCB	5,068	617,766	122
82517	SAP 082-618-008	195.42	PCB	8,566	1,290,850	151
17532	SP 017-599-086	196.02	PCB	6,142	679,602	111
27533	SAP 027-661-038	200.04	STEEL	19,871	2,765,684	139
67553	SP 067-604-022	231.67	STEEL	12,664	1,849,700	146
79546	SAP 079-602-035	317.71	PCB	16,493	1,801,791	109
36528	SAP 036-601-008	423.92	STEEL	16,674	2,769,785	166
14549	SP 014-611-020	525.34	PCB	22,765	2,694,480	118
54549	SAP 054-603-010	693.67	STEEL	27,284	4,558,342	167
<b>TOTAL</b>		<b>146,157</b>		<b>146,157</b>	<b>\$20,203,764</b>	<b>\$138</b>

# Minor Structure Unit Prices

June 2009

The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts.

CULVERT SIZE	Cost/Lineal Foot		From County Projects	Recommended Price	+ End Sections		From County Projects	Recommended End Section Costs
	CURRENT COST	From Estimating			CURRENT COST	From Estimating		
Less than 10'	\$540	\$389	\$386	\$400	\$0	\$12,638	\$9,590	\$11,000
10 x 4 single	\$1,080	\$260	\$472	\$500	\$0	\$7,222	\$8,767	\$11,000
10 x 5 single	\$1,080	\$731	\$464	\$500	\$0	\$12,100	\$10,997	\$11,000
10 x 6 single	\$1,080	\$434	\$479	\$500	\$0	\$14,166	\$11,343	\$11,000
10 x 7 single	\$1,080	\$496	\$914	\$600	\$0	\$16,854	\$15,620	\$16,000
10 x 8 single	\$1,080	\$484	\$571	\$600	\$0	\$18,870	\$14,592	\$16,000
10 x 9 single	\$1,080	\$650	\$599	\$600	\$0	\$20,000	\$18,680	\$20,000
10 x 10 single	\$1,080	\$554	\$653	\$600	\$0	\$19,678	\$21,703	\$20,000
12 x 4 single			\$553	\$600			\$11,055	\$11,000
12 x 5 single			\$554	\$600			\$12,304	\$12,500
12 x 6 single	\$1,080	\$644	\$540	\$700	\$0	\$14,252	\$14,084	\$15,000
12 x 7 single			\$579	\$700			\$14,261	\$15,000
12 x 8 single	\$1,080	\$704	\$632	\$700	\$0	\$19,466	\$19,658	\$20,000
12 x 9 single			\$669	\$700			\$17,544	\$20,000
12 x 10 single	\$1,080	\$697	\$781	\$800	\$0	\$22,274	\$24,492	\$24,500
12 x 12 single	\$1,080	\$695	\$780	\$800	\$0	\$21,400	\$24,075	\$24,500
14 x 5 single			\$660	\$700			\$11,012	\$11,000
14 x 7 single			\$704	\$700			\$18,650	\$22,000
14 x 8 single			\$840	\$900			\$22,255	\$22,000
14 x 10 single			\$1,012	\$900			\$22,733	\$22,000
Less than 10' Double	\$756	\$778	\$772	\$800	\$20,800	\$25,276	\$19,180	\$22,000
10 x 4 Double	\$800	\$520	\$944	\$1,000	\$22,000	\$14,444	\$17,534	\$22,000
10 x 5 Double	\$830	\$1,462	\$928	\$1,000	\$22,400	\$24,200	\$21,994	\$22,000
10 x 6 Double	\$840	\$868	\$958	\$1,000	\$24,000	\$28,332	\$22,686	\$22,000
10 x 7 Double	\$850	\$992	\$1,828	\$1,200	\$25,200	\$33,708	\$31,240	\$32,000
10 x 8 Double	\$860	\$968	\$1,142	\$1,200	\$25,956	\$37,740	\$29,184	\$32,000
10 x 9 Double	\$870	\$1,300	\$1,198	\$1,200	\$27,292	\$40,000	\$37,360	\$40,000
10 x 10 Double	\$890	\$1,108	\$1,306	\$1,200	\$32,000	\$39,356	\$43,406	\$40,000
12 x 4 Double			\$1,106	\$1,200			\$22,110	\$22,000
12 x 5 Double			\$1,108	\$1,200			\$24,608	\$25,000

## Minor Structure Unit Prices

June 2009

The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts.

CULVERT SIZE	Cost/Lineal Foot		From County Projects	Recommended Price	+ End Sections		From County Projects	Recommended End Section Costs
	CURRENT COST	From Estimating			CURRENT COST	From Estimating		
12 x 6 Double	\$846	\$1,288	\$1,080	\$1,400	\$26,800	\$28,504	\$28,168	\$30,000
12 x 7 Double			\$1,158	\$1,400			\$28,522	\$30,000
12 x 8 Double	\$980	\$1,408	\$1,264	\$1,400	\$33,200	\$38,932	\$39,316	\$40,000
12 x 9 Double			\$1,338	\$1,400			\$35,088	\$40,000
12 x 10 Double	\$1,350	\$1,394	\$1,562	\$1,600	\$40,000	\$44,548	\$48,984	\$49,000
12 x 12 Double	\$1,750	\$1,390	\$1,560	\$1,600	\$46,800	\$42,800	\$48,150	\$49,000
14 x 5 Double			\$1,320	\$1,400			\$22,024	\$22,000
14x 7 Double			\$1,408	\$1,400			\$37,300	\$44,000
14 x 8 Double			\$1,680	\$1,800			\$44,510	\$44,000
14 x 10 Double			\$2,024	\$1,800			\$45,466	\$44,000
Less than 10' Triple			\$1,158	\$1,200			\$28,770	\$33,000
10 x 4 Triple			\$1,416	\$1,500			\$26,301	\$33,000
10 x 5 Triple	\$1,245	\$2,193	\$1,392	\$1,500	\$34,200	\$36,300	\$32,991	\$33,000
10 x 6 Triple	\$1,260	\$1,302	\$1,437	\$1,500	\$36,000	\$42,498	\$34,029	\$33,000
10 x 7 Triple			\$2,742	\$1,800			\$46,860	\$48,000
10 x 8 Triple	\$1,290	\$1,452	\$1,713	\$1,800	\$39,000	\$56,610	\$43,776	\$48,000
10 x 9 Triple			\$1,797	\$1,800			\$56,040	\$60,000
10 x 10 Triple	\$1,335	\$1,662	\$1,959	\$1,800	\$48,000	\$59,034	\$65,109	\$60,000
12 x 4 Triple			\$1,659	\$1,800			\$33,165	\$33,000
12x 5 Triple			\$1,662	\$1,800			\$36,912	\$37,500
12 x 6 Triple	\$1,269	\$1,932	\$1,620	\$2,100	\$40,200	\$42,756	\$42,252	\$45,000
12 x 7 Triple			\$1,737	\$2,100			\$42,783	\$45,000
12 x 8 Triple	\$1,470	\$2,112	\$1,896	\$2,100	\$49,800	\$58,398	\$58,974	\$60,000
12 x 9 Triple			\$2,007	\$2,100			\$52,632	\$60,000
12 x 10 Triple	\$1,550	\$2,091	\$2,343	\$2,400	\$60,000	\$66,822	\$73,476	\$73,500
12 x 12 Triple	\$1,659	\$2,085	\$2,340	\$2,400	\$70,200	\$64,200	\$72,225	\$73,500
14 x 5 Triple			\$1,980	\$2,100			\$33,036	\$33,000
14x 7 Triple			\$2,112	\$2,100			\$55,950	\$66,000
14 x 8 Triple			\$2,520	\$2,700			\$66,765	\$66,000
14 x 10 Triple			\$3,036	\$2,700			\$68,199	\$66,000

# MILEAGE REQUESTS



## Criteria Necessary For County State Aid Highway Designation

June 2009

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 2009

## Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total Miles To Date	County
Carlton	3.62																		3.62	Carlton
Cook	3.60																		3.60	Cook
Itasca																			0.00	Itasca
Koochiching	9.27 <sup>1</sup>			0.12															9.39	Koochiching
Lake	4.82 <sup>1</sup>	0.56				10.31				7.30									22.99	Lake
Pine	9.25																		9.25	Pine
St. Louis	19.14 <sup>1</sup>									7.60									26.74	St. Louis
<b>District 1 Totals</b>	<b>49.70</b>	<b>0.56</b>	<b>0.00</b>	<b>0.12</b>	<b>0.00</b>	<b>10.31</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>14.90</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>75.59</b>	<b>District 1 Totals</b>

Beltrami	7.53 <sup>1</sup>	0.16				2.10													9.79	Beltrami
Clearwater	0.30 <sup>1</sup>	1.00																	1.30	Clearwater
Hubbard	1.85	0.26	0.06																2.17	Hubbard
Kittson	6.60 <sup>1</sup>																		6.60	Kittson
Lake of 'Woods	0.89					7.65													8.54	Lake of 'Woods
Marshall	15.00 <sup>1</sup>	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
<b>District 2 Totals</b>	<b>45.12</b>	<b>4.47</b>	<b>0.73</b>	<b>0.00</b>	<b>0.00</b>	<b>2.10</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>60.07</b>	<b>District 2 Totals</b>

Aitkin	6.10		0.60			7.12													13.82	Aitkin
Benton	3.18 <sup>1</sup>																		3.18	Benton
Cass	7.90					2.80													10.70	Cass
Crow Wing	13.00 <sup>1</sup>																		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				0.25					29.24									34.17	Stearns
Todd	1.90 <sup>1</sup>																		1.90	Todd
Wadena																			0.00	Wadena
Wright	0.45		1.38												7.77				9.60	Wright
<b>District 3 Totals</b>	<b>40.53</b>	<b>0.74</b>	<b>5.88</b>	<b>0.00</b>	<b>0.25</b>	<b>19.62</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>29.24</b>	<b>0.00</b>	<b>26.68</b>	<b>0.00</b>	<b>7.77</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>130.71</b>	<b>District 3 Totals</b>



# History of CSAH Additional Mileage Requests

June 2009

## Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total Miles To Date	County
Becker	10.07																		10.07	Becker
Big Stone	1.40	0.16																	1.56	Big Stone
Clay	2.00	0.10																	2.10	Clay
Douglas	10.65 <sup>1</sup>																		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
<b>District 4 Totals</b>	<b>36.57</b>	<b>2.02</b>	<b>0.60</b>	<b>1.60</b>	<b>0.00</b>	<b>0.11</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>40.90</b>	<b>District 4 Totals</b>

Anoka	2.04				10.42	24.99													59.58	Anoka
Carver	2.49	0.48		0.08						11.70				22.13					14.75	Carver
Hennepin	4.50	0.24	0.85																5.59	Hennepin
Scott	12.09 <sup>1</sup>	5.15	0.12		3.50	38.12													58.98	Scott
<b>District 5 Totals</b>	<b>21.12</b>	<b>5.87</b>	<b>0.97</b>	<b>0.08</b>	<b>13.92</b>	<b>63.11</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>11.70</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>22.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>138.90</b>	<b>District 5 Totals</b>

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 <sup>1</sup>		0.09																13.20	Mower
Olmsted	15.32 <sup>1</sup>														5.35				20.67	Olmsted
Rice	1.70																		1.70	Rice
Steele	1.55																		1.55	Steele
Wabasha	0.43 <sup>1</sup>	0.30																	0.73	Wabasha
Winona	7.40 <sup>1</sup>																		7.40	Winona
<b>District 6 Totals</b>	<b>41.58</b>	<b>1.15</b>	<b>1.19</b>	<b>0.11</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>5.35</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>49.38</b>	<b>District 6 Totals</b>

# History of CSAH Additional Mileage Requests

June 2009

## Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total Miles To Date	County
Blue Earth	15.29 <sup>1</sup>		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
<b>District 7 Totals</b>	<b>52.83</b>	<b>3.87</b>	<b>1.56</b>	<b>0.86</b>	<b>0.12</b>	<b>0.00</b>	<b>3.46</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.54</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>63.24</b>	<b>District 7 Totals</b>

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 <sup>1</sup>																		6.55	Lincoln
Lyon	2.00				1.50														3.50	Lyon
McLeod	0.09	0.50			0.32														0.91	McLeod
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
<b>District 8 Totals</b>	<b>34.24</b>	<b>3.49</b>	<b>0.13</b>	<b>0.00</b>	<b>1.87</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>39.73</b>	<b>District 8 Totals</b>

Chisago	3.24				2.20														5.44	Chisago
Dakota	1.65 <sup>1</sup>	2.47		2.26			35.63												42.01	Dakota
Ramsey	10.12 <sup>1</sup>	0.61		1.13															11.86	Ramsey
Washington	2.33 <sup>1</sup>	0.40	0.33	1.33	8.05	18.52													30.96	Washington
<b>District 9 Totals</b>	<b>17.34</b>	<b>3.48</b>	<b>0.33</b>	<b>4.72</b>	<b>10.25</b>	<b>18.52</b>	<b>35.63</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>90.27</b>	<b>District 9 Totals</b>

<b>Totals</b>	<b>339.03</b>	<b>25.65</b>	<b>11.39</b>	<b>7.49</b>	<b>26.41</b>	<b>117.60</b>	<b>39.09</b>	<b>0.00</b>	<b>0.00</b>	<b>26.60</b>	<b>29.24</b>	<b>0.54</b>	<b>26.68</b>	<b>22.13</b>	<b>13.12</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>688.79</b>	<b>Totals</b>
---------------	---------------	--------------	--------------	-------------	--------------	---------------	--------------	-------------	-------------	--------------	--------------	-------------	--------------	--------------	--------------	-------------	-------------	-------------	---------------	---------------

<sup>1</sup> Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

<sup>2</sup> Great River Road Mileage Added to system in 1994 by Administrative Decision of the State Aid Division Director.

# Banked CSAH Mileage

June 2009

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, 2009 is included.

County	Banked Mileage Available
Aitkin	0.00
Anoka	0.00
Becker	0.11
Beltrami	1.30
Benton	0.28
Big Stone	0.00
Blue Earth	0.55
Brown	0.61
Carlton	0.88
Carver	0.92
Cass	0.55
Chippewa	0.32
Chisago	1.02
Clay	0.60
Clearwater	0.60
Cook	0.01
Cottonwood	1.00
Crow Wing	0.00
Dakota	1.32
Dodge	1.56
Douglas	2.47
Faribault	2.54
Fillmore	0.06
Freeborn	0.00
Goodhue	1.78
Grant	0.00
Hennepin	5.64
Houston	0.00
Hubbard	0.40
Isanti	0.88
Itasca	0.17
Jackson	0.12
Kanabec	0.32
Kandiyohi	2.20
Kittson	0.00
Koochiching	0.23
Lac Qui Parle	0.00
Lake	0.39
Lake of the Woods	0.00
Le Sueur	1.10
Lincoln	0.00
Lyon	0.00
McLeod	1.59
Mahnomen	0.00

County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.81
Mille Lacs	0.00
Morrison	0.25
Mower	0.00
Murray	0.00
Nicollet	0.00
Nobles	2.07
Norman	0.76
Olmsted	0.00
Otter Tail	0.06
Pennington	0.35
Pine	0.66
Pipestone	0.12
Polk	0.00
Pope	0.13
Ramsey	0.26
Red Lake	0.50
Redwood	0.20
Renville	2.47
Rice	0.95
Rock	1.30
Roseau	0.30
St. Louis	0.86
Scott	0.74
Sherburne	0.00
Sibley	0.25
Stearns	1.30
Steele	0.90
Stevens	2.48
Swift	0.00
Todd	0.24
Traverse	0.00
Wabasha	0.91
Wadena	1.27
Waseca	0.01
Washington	0.00
Watsonwan	1.04
Wilkin	0.00
Winona	0.00
Wright	2.34
Yellow Medicine	0.24
<b>Total Banked Mileage</b>	<b>55.32</b>

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 2009**

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

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

**These designations are left to be completed:**

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

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

## Historical Documentation for the Dakota County CSAH Mileage Request

June 2009

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

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

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

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

June 2009

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

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

**This designation is left to be completed:**

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

## Historical Documentation for the Olmsted County CSAH Mileage Request

June 2009

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

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

**These revocations need to be completed:**

	<u>Miles</u>
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)
	<b>(12.97)</b>

**These designations are left to be completed:**

	<u>Miles</u>
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
Willow Creek- CR 104 to TH52 @CSAH 36	1.70
	<b>20.30</b>

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

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

June 2009

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

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

**These designations are left to be completed:**

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



## Historical Documentation for the Washington County CSAH Mileage Request

June 2009

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

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

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

AND

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

## Historical Documentation for the Wright County CSAH Mileage Request

June 2009

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

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

**These revocations need to be completed:**

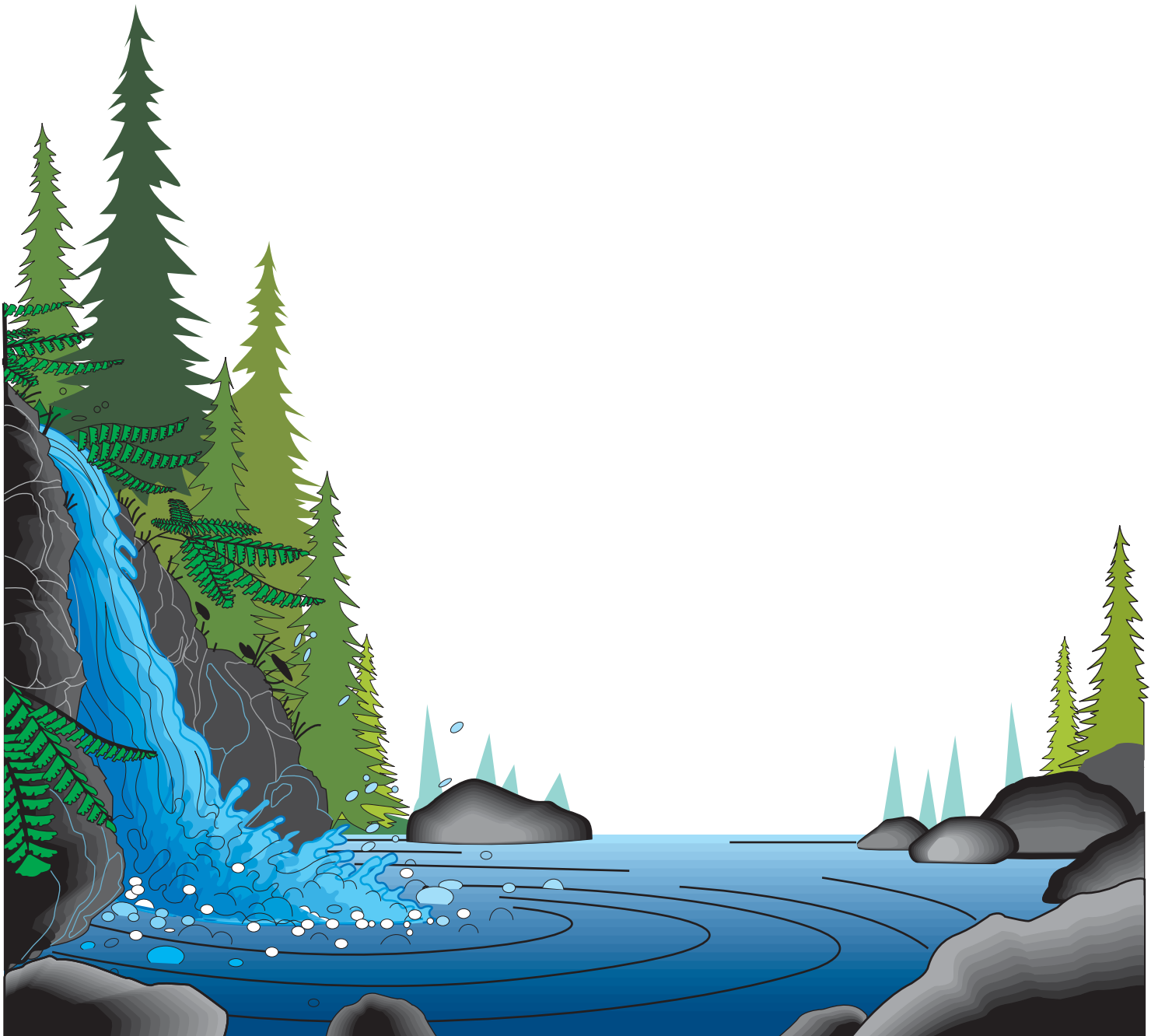
CSAH 37 (CSAH 19 to 70th St NE)	(4.10)
CSAH 19 (CSAH 34 to CSAH 39)	(8.75)
CSAH 37 (Kaber/Jaber int to CSAH 19)	(1.50)
	<b>(14.35)</b>

**These designations are left to be completed:**

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



# STATE PARK ROAD ACCOUNT



# State Park Road Account

JUNE 2009

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.

## Historical Review of 2007 State Park Road Account

June 2009

**2007 Allotment \$2,726,127**

### 2007 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Anoka		02-600-016	TWP	Carlos Avery Wild Life Management	Road Improvements	35,000
Becker		03-600-010	TWP	CSAH 29 to 350th Ave., 6 Mi E & 2 Mi N of D.L.	Seal Coat	30,000
Beltrami		04-600-011	TWP	Three Island Cty. Park Rd. access to Three Island Lake	Road Improvements	78,000
Beltrami	10/03	04-619-006	CSAH	CSAH 19 access to Lake Bemidji State Park	Road Improvements	45,000 *
Cass		11-600-012	CR	CSAH 3 to Mud Goose Dam, 2.25 mi. N. of Fed. Di	Road Improvements	83,588
Cass		11-600-016	CR	CR 141 access to Steamboat Lake & Heartland Trail Rest Area	Road Improvements	50,000
Chisago		13-600-010	TWP	Nathan Lane Twp Road access to Kroon Lake	Road Improvements	34,000
Chisago		13-600-011	TWP	482nd St. & Blue Heron Trail Access to Goose Lake	Road Improvements	50,000
Clearwater		15-600-010	CR	TH 200 to Co Rd 117 2.5 Mi e & 18.5 Mi S of Shevlin	Road Improvements	146,000
Crow Wing		18-600-028	TWP	Kego Lake Road in the City of Fifty Lakes access to Kego Lake	Road Improvements	78,000 *
Morrison		49-600-027	TWP	Little Elk Wild Life Management	Road Improvements	48,600
Pine		58-600-010	TWP	Bridge L3123 over Hay Creek on Piedmont Trail access to St. Croix State Park	Road Improvements	5,000
Polk		60-600-005	MSAS	12th St. NW to 20th St. NW	Road Improvements	48,925
Pope	6/07	61-628-024	CSAH	North Side of Lake Villard	Road Improvements	150,000
Rice		66-600-004	Twp	Co. Rd. 68 to 177th St. W., Access to Roberds Lake	Road Improvements	75,000
Rice	6/07	66-629-011	CSAH	CSAH 29 access to Nerstrand Woods State Park	Road Improvements	291,000
Rock	6/07	67-620-012	CSAH	CSAH 20 access to Blue Mounds State Park	Road Improvements	250,000
Roseau	6/07	68-613-016	CSAH	Access on Springsteel Island North of Warroad	Road Improvements	450,000
St. Louis		69-600-030	Township	Access to Ely Lake (Gilbert/Fayal Corp. Lim.	Road Improvements	560 *
Stearns		73-600-011	CITY	145th St and 73rd Ave. access to School Section Lake	Road Improvements	150,000
Swift		76-600-002	Twp	2.5 Mi. around the Danvers	Road Improvements	90,000
Wabasha		79-600-010	Park Road	Zumbro Bottoms Park	Road Improvements	976,153
Waseca		81-600-004	CR	CR 53 access Lake Elysian	Road Improvements	69,000
<b>TOTAL:</b>						<b>\$3,233,826</b>

\* Supplement to a previous allocation

## Historical Review of 2008 State Park Road Account

June 2009

**2008 Allotment \$2,749,684**

### 2008 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Becker		003-600-010	Twp Rd	2 Mi. N. of Detroit Lakes	Road Improvements	30,000
Becker	6/08	003-635-006	CSAH	From Whaley's Rd. to Rat Lake Trail	Road Improvements	150,000
Chippewa	6/07	012-632-003	CSAH	CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters	Bridge Replace.	465,000
Chippewa		012-600-007	Co Rd	CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters	Road Improvements	175,000
Clearwater		015-600-011	Co Rd	Access to Itasca Hdwtrs & Lake Zawindib	Road Improvements	275,000
Clearwater		015-600-012	Bikeway	Itasca Hdwtrs. To Wilderness Dr.	Road Improvements	754,132
Crow Wing		018-600-028	Co Rd	Kego Lake Rd., access to Kego Lake	Road Improvements	40,000 *
Faribault		022-600-002	Twp Rd	At outlet of South Walnut Lake	Bridge Rehab.	300,000
Hubbard		029-600-009	Co. Rd	Access to Itasca State Park Entrance	Road Improvements	414,000
Kanabec		033-600-001	Co Rd	TH 47 to access to Ann Lake	Road Improvements	175,000
Meeker		047-600-007	Twp Rd	CSAH 18 to 195th Ave.	Road Improvements	315,000
Murray		051-600-004	Park Rd	Access to Trails for Lake Shetek State Park	Road Improvements	300,000
Polk		060-600-005	MSAS	12th Street NW to 20 Street NW	Road Improvements	48,925
Pope	6/07	061-628-025	CSAH	CSAH 30 to CSAH 57 in Villard	Road Improvements	150,000
St. Louis		069-600-037	Park Rd	At Lake Vermillion	Road Improvements	200,000
Watonwan		083-600-002	Twp Rd	Shared approach to Long Lake Park & Boat Ramp	Road Improvements	40,000

\* Supplement to a previous allocation

**TOTAL: \$3,832,057**

\* Supplement to a previous allocation

# Historical Review of 2009 State Park Road Account

June 2009

2009 Allotment \$2,896,215

## 2009 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
--------	------	-----------	--------------	----------	--------------	---------------------

TOTAL:            \$0

\* Supplement to a previous allocation





# REFERENCE MATERIAL



# Unit Price - Gravel Base 2211 Class 5, 5-Year Average Comparison

\*\*Lengths used in calculations may exceed 3 decimal places

2003 thru 2007

2004 thru 2008

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
2003	009-635-002	1	2.953	\$264,962	\$89,726	46,322	15,686	\$5.72	0.000	\$0	\$0	0	0	\$0.00
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	2.594	\$334,999	\$129,144	43,059	16,599	\$7.78	2.594	\$334,999	\$129,144	43,059	16,599	\$7.78
	<b>CARLTON</b>		<b>28.680</b>	<b>\$735,774</b>	<b>\$25,655</b>	<b>105,115</b>	<b>3,665</b>	<b>\$7.00</b>	<b>25.727</b>	<b>\$470,812</b>	<b>\$18,300</b>	<b>58,793</b>	<b>2,285</b>	<b>\$8.01</b>
2003	016-604-010	1	3.365	\$213,802	\$63,537	55,948	16,626	\$3.82	0.000	\$0	\$0	0	0	\$0.00
2003	016-604-011	1	3.365	\$13,695	\$4,070	3,486	1,036	\$3.93	0.000	\$0	\$0	0	0	\$0.00
2003	016-612-059	2	1.526	\$250,430	\$164,109	34,802	22,806	\$7.20	0.000	\$0	\$0	0	0	\$0.00
2003	016-612-062	1	4.104	\$110,358	\$26,890	15,765	3,841	\$7.00	0.000	\$0	\$0	0	0	\$0.00
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
2007	016-607-019	2	1.168	\$289,900	\$248,202	31,220	26,729	\$9.29	1.168	\$289,900 *	\$248,202	31,220	26,729	\$9.29
2007	016-615-001	2	0.251	\$61,620	\$245,498	6,636	26,438	\$9.29	0.251	\$61,620	\$245,498	6,636	26,438	\$9.29
	<b>COOK</b>		<b>20.356</b>	<b>\$1,176,981</b>	<b>\$57,820</b>	<b>164,168</b>	<b>8,065</b>	<b>\$7.17</b>	<b>7.996</b>	<b>\$588,696</b>	<b>\$73,624</b>	<b>54,167</b>	<b>6,774</b>	<b>\$10.87</b>

2004 thru 2008

2003 thru 2007

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
2003	031-607-022	1	12.420	\$111,840	\$9,005	25,020	2,014	\$4.47	0.000	\$0	\$0	0	0	\$0.00
2003	031-629-013	1	4.167	\$307,777	\$73,861	40,497	9,719	\$7.60	0.000	\$0	\$0	0	0	\$0.00
2003	031-662-019	1	1.299	\$54,334	\$41,828	16,718	12,870	\$3.25	0.000	\$0	\$0	0	0	\$0.00
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	4.149	\$90,720	\$21,866	9,600	2,314	\$9.45	4.149	\$90,720	\$21,866	9,600	2,314	\$9.45
2006	031-629-016	1	6.629	\$141,750	\$21,383	15,000	2,263	\$9.45	6.629	\$141,750	\$21,383	15,000	2,263	\$9.45
2006	031-662-016	2	0.081	\$12,978	\$160,222	1,691	20,877	\$7.67	0.081	\$12,978	\$160,222	1,691	20,877	\$7.67
2007	031-604-008	1	0.240	\$23,484	\$97,850	4,120	17,167	\$5.70	0.240	\$23,484	\$97,850	4,120	17,167	\$5.70
2007	031-662-020	1	0.538	\$54,000	\$100,372	7,500	13,941	\$7.20	0.538	\$54,000	\$100,372	7,500	13,941	\$7.20
2008	031-608-008	1	0.000	\$0	\$0	0	0	\$0.00	2.300	\$98,745	\$42,933	22,964	9,984	\$4.30
2008	031-617-005	1	0.000	\$0	\$0	0	0	\$0.00	3.602	\$235,549	\$65,394	43,220	11,999	\$5.45
2008	031-617-006	1	0.000	\$0	\$0	0	0	\$0.00	3.602	\$140,157	\$38,911	15,660	4,348	\$8.95
2008	031-661-007	2	0.000	\$0	\$0	0	0	\$0.00	0.652	\$74,664	\$114,515	10,376	15,914	\$7.20
	<b>ITASCA</b>		<b>59.523</b>	<b>\$2,460,768</b>	<b>\$41,341</b>	<b>358,260</b>	<b>6,019</b>	<b>\$6.87</b>	<b>51.793</b>	<b>\$2,535,932</b>	<b>\$48,963</b>	<b>368,245</b>	<b>7,110</b>	<b>\$6.89</b>
2003	036-620-008	1	3.196	\$164,063	\$51,334	26,500	8,292	\$6.19	0.000	\$0	\$0	0	0	\$0.00
2003	036-629-012	1	0.128	\$16,150	\$126,172	1,900	14,844	\$8.50	0.000	\$0	\$0	0	0	\$0.00
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
2007	036-624-017	2	0.235	\$29,400	\$125,106	4,200	17,872	\$7.00	0.235	\$29,400	\$125,106	4,200	17,872	\$7.00
2007	036-702-002	1	0.649	\$69,000	\$106,317	11,500	17,720	\$6.00	0.649	\$69,000	\$106,317	11,500	17,720	\$6.00
2007	036-708-001	2	0.265	\$40,600	\$153,208	5,800	21,887	\$7.00	0.265	\$40,600	\$153,208	5,800	21,887	\$7.00
2008	036-602-014	1	0.000	\$0	\$0	0	0	\$0.00	3.680	\$396,567	\$107,763	43,531	11,829	\$9.11
2008	036-643-006	2	0.000	\$0	\$0	0	0	\$0.00	0.127	\$19,988	\$157,386	2,050	16,142	\$9.75
	<b>KOCHICHING</b>		<b>12.053</b>	<b>\$1,300,707</b>	<b>\$107,914</b>	<b>188,557</b>	<b>15,644</b>	<b>\$6.90</b>	<b>12.536</b>	<b>\$1,537,049</b>	<b>\$122,610</b>	<b>205,738</b>	<b>16,412</b>	<b>\$7.47</b>

Year	Project Number	Rural/Urban	2003 thru 2007				2004 thru 2008						
			Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile
2003	038-602-020	1	0.568	\$28,755	\$50,625	5,456	9,606	\$5.27	0.000	\$0	0	0	\$0.00
2003	038-603-029	1	2.023	\$65,381	\$32,319	14,676	7,255	\$4.45	0.000	\$0	0	0	\$0.00
2003	038-609-010	1	2.060	\$98,520	\$47,825	18,078	8,776	\$5.45	0.000	\$0	0	0	\$0.00
2003	038-611-013	1	2.988	\$180,106	\$60,276	41,211	13,792	\$4.37	0.000	\$0	0	0	\$0.00
2004	038-602-024	1	13.124	\$129,312	\$9,853	22,823	1,739	\$5.67	13.124	\$129,312	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	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	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	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	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	3,230	4,757	\$7.24
2007	038-602-023	1	11.360	\$1,028,811	\$90,564	185,539	16,333	\$5.54	11.360	\$1,028,811	185,539	16,333	\$5.54
2007	038-602-025	1	0.727	\$74,288	\$102,184	13,474	18,534	\$5.51	0.727	\$74,288	13,474	18,534	\$5.51
2007	038-604-013	1	1.777	\$250,123	\$140,756	38,245	21,522	\$6.54	1.777	\$250,123	38,245	21,522	\$6.54
2007	038-605-009	2	0.401	\$65,363	\$163,000	9,351	23,319	\$6.99	0.401	\$65,363	9,351	23,319	\$6.99
2008	038-602-029	1	0.000	\$0	\$0	0	0	\$0.00	11.686	\$610,086	101,411	8,678	\$6.02
2008	038-604-016	1	0.000	\$0	\$0	0	0	\$0.00	1.825	\$22,848	3,084	1,690	\$7.41
2008	038-605-012	1	0.000	\$0	\$0	0	0	\$0.00	0.411	\$4,130	558	1,358	\$7.40
<b>LAKE</b>			<b>46.184</b>	<b>\$2,448,007</b>	<b>\$53,006</b>	<b>430,882</b>	<b>9,330</b>	<b>\$5.68</b>	<b>52.467</b>	<b>\$2,712,309</b>	<b>456,514</b>	<b>8,701</b>	<b>\$5.94</b>

Year	Project Number	Rural/Urban	2003 thru 2007				2004 thru 2008						
			Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile	Unit Price	Length**	Total Cost	Cost per Mile	Total Qty	Qty Per Mile
2003	058-607-020	2	0.561	\$61,241	\$109,164	6,492	11,572	\$9.43	0.000	\$0	0	0	\$0.00
2004	058-633-011	1	1.142	\$76,747	\$67,204	10,840	9,492	\$7.08	1.142	\$76,747	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	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	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	700	236	\$7.00
2006	058-624-003	1	1.100	\$55,709	\$50,645	8,773	7,975	\$6.35	1.100	\$55,709	8,773	7,975	\$6.35
2006	058-654-005	1	3.642	\$186,998	\$51,345	26,714	7,335	\$7.00	3.642	\$186,998	26,714	7,335	\$7.00
2007	058-617-014	1	1.505	\$53,508	\$35,558	8,918	5,926	\$6.00	1.505	\$53,508	8,918	5,926	\$6.00
2007	058-623-005	1	1.935	\$76,024	\$39,288	9,215	4,762	\$8.25	1.935	\$76,024	9,215	4,762	\$8.25
2007	058-623-006	1	2.058	\$70,133	\$34,078	8,501	4,131	\$8.25	2.058	\$70,133	8,501	4,131	\$8.25
2007	058-624-004	1	2.033	\$45,069	\$22,169	8,048	3,959	\$5.60	2.033	\$45,069	8,048	3,959	\$5.60
2008	058-617-015	1	0.000	\$0	\$0	0	0	\$0.00	1.473	\$26,560	3,320	2,254	\$8.00
2008	058-624-007	1	0.000	\$0	\$0	0	0	\$0.00	3.082	\$68,229	7,581	2,460	\$9.00
2008	058-662-003	2	0.000	\$0	\$0	0	0	\$0.00	0.533	\$75,450	7,605	14,268	\$9.92
<b>PINE</b>			<b>20.542</b>	<b>\$830,240</b>	<b>\$40,417</b>	<b>116,419</b>	<b>5,667</b>	<b>\$7.13</b>	<b>25.069</b>	<b>\$939,238</b>	<b>128,433</b>	<b>5,123</b>	<b>\$7.31</b>

2003 thru 2007

2004 thru 2008

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
2003	069-605-039	1	5.940	\$132,251	\$22,264	37,872	6.376	\$3.49	0.000	\$0	\$0	0	0	\$0.00
2003	069-609-030	2	0.254	\$21,870	\$86,102	2,296	9.039	\$9.53	0.000	\$0	\$0	0	0	\$0.00
2003	069-616-040	1	4.470	\$218,380	\$48,855	41,274	9.234	\$5.29	0.000	\$0	\$0	0	0	\$0.00
2003	069-617-004	2	0.256	\$22,500	\$87,891	2,835	11.074	\$7.94	0.000	\$0	\$0	0	0	\$0.00
2003	069-622-015	1	1.985	\$1,806	\$910	140	71	\$12.90	0.000	\$0	\$0	0	0	\$0.00
2003	069-641-002	1	0.133	\$7,649	\$57,511	1,750	13.158	\$4.37	0.000	\$0	\$0	0	0	\$0.00
2003	069-703-011	2	1.036	\$96,701	\$93,341	19,227	18.559	\$5.03	0.000	\$0	\$0	0	0	\$0.00
2003	069-728-009	1	4.837	\$54,407	\$11,248	8,568	1.771	\$6.35	0.000	\$0	\$0	0	0	\$0.00
2003	069-744-002	2	0.411	\$13,590	\$33,066	2,569	6.251	\$5.29	0.000	\$0	\$0	0	0	\$0.00
2003	069-752-001	2	1.273	\$101,941	\$80,079	16,609	13.047	\$6.14	0.000	\$0	\$0	0	0	\$0.00
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
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	069-623-030	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

Thursday, April 30, 2009

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

2003 thru 2007

2004 thru 2008

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
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	5.221	\$245,314	\$46,986	56,162	10,757	\$4.37	5.221	\$245,314	\$46,986	56,162	10,757	\$4.37
2006	069-624-018	2	0.280	\$24,752	\$88,400	3,342	11,936	\$7.41	0.280	\$24,752	\$88,400	3,342	11,936	\$7.41
2006	069-663-012	1	3.080	\$156,040	\$50,662	31,374	10,186	\$4.97	3.080	\$156,040	\$50,662	31,374	10,186	\$4.97
2006	069-724-003	2	0.240	\$33,726	\$140,525	4,553	18,971	\$7.41	0.240	\$33,726	\$140,525	4,553	18,971	\$7.41
2007	069-601-001	2	0.289	\$31,960	\$110,588	3,020	10,450	\$10.58	0.289	\$31,960	\$110,588	3,020	10,450	\$10.58
2007	069-607-040	2	0.770	\$68,540	\$89,013	12,954	16,823	\$5.29	0.770	\$68,540	\$89,013	12,954	16,823	\$5.29
2007	069-754-001	2	0.440	\$57,217	\$130,039	7,458	16,950	\$7.67	0.440	\$57,217	\$130,039	7,458	16,950	\$7.67
2008	069-606-017	1	0.000	\$0	\$0	0	0	\$0.00	1.050	\$221,112	\$210,583	20,819	19,828	\$10.62
2008	069-647-008	1	0.000	\$0	\$0	0	0	\$0.00	4.740	\$411,927	\$86,904	77,686	16,389	\$5.30
<b>ST. LOUIS</b>			<b>114.629</b>	<b>\$3,114,887</b>	<b>\$27,174</b>	<b>548,455</b>	<b>4,785</b>	<b>\$5.68</b>	<b>99.824</b>	<b>\$3,076,831</b>	<b>\$30,822</b>	<b>513,820</b>	<b>5,147</b>	<b>\$5.99</b>
<b>DISTRICT 1</b>			<b>301.967</b>	<b>\$12,067,364</b>	<b>\$39,962</b>	<b>1,911,856</b>	<b>6,331</b>	<b>\$6.31</b>	<b>275.412</b>	<b>\$11,860,867</b>	<b>\$43,066</b>	<b>1,785,710</b>	<b>6,484</b>	<b>\$6.64</b>



2004 thru 2008

2003 thru 2007

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										
2003	004-611-009	1	3.529	\$308,015	\$87,281	60,395	17,114	\$5.10	0.000	\$0	\$0	0	0	\$0.00										
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	4.144	\$69,000	\$16,651	17,250	4,163	\$4.00	4.144	\$69,000	\$16,651	17,250	4,163	\$4.00										
2006	004-619-006	2	2.929	\$177,800	\$60,703	25,400	8,672	\$7.00	2.929	\$177,800	\$60,703	25,400	8,672	\$7.00										
2006	004-622-018	1	5.227	\$267,872	\$51,248	41,855	8,007	\$6.40	5.227	\$267,872	\$51,248	41,855	8,007	\$6.40										
2007	004-603-004	1	4.144	\$135,450	\$32,886	31,500	7,601	\$4.30	4.144	\$135,450	\$32,886	31,500	7,601	\$4.30										
2007	004-612-014	1	5.487	\$404,250	\$73,674	55,000	10,024	\$7.35	5.487	\$404,250	\$73,674	55,000	10,024	\$7.35										
2008	004-606-003	1	0.000	\$0	\$0	0	0	\$0.00	1.363	\$31,050	\$22,781	2,700	1,981	\$11.50										
2008	004-617-003	2	0.000	\$0	\$0	0	0	\$0.00	3.239	\$254,415	\$78,547	27,008	8,338	\$9.42										
2008	004-622-016	1	0.000	\$0	\$0	0	0	\$0.00	1.330	\$250,700	\$188,496	25,353	19,062	\$9.89										
2008	004-635-001	1	0.000	\$0	\$0	0	0	\$0.00	1.919	\$149,625	\$77,970	17,500	9,119	\$8.55										
<b>BELTRAMI</b>													<b>43.209</b>	<b>\$2,029,146</b>	<b>\$46,961</b>	<b>338,210</b>	<b>7.827</b>	<b>\$6.00</b>	<b>47.531</b>	<b>\$2,406,921</b>	<b>\$50,639</b>	<b>350,376</b>	<b>7.372</b>	<b>\$6.87</b>

2004 thru 2008

2003 thru 2007

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
2003	015-604-008	1	0.602	\$49,500	\$82,226	11,000	18,272	\$4.50	0.000	\$0	\$0	0	0	\$0.00
2003	015-610-002	1	2.159	\$85,095	\$39,414	18,300	8,476	\$4.65	0.000	\$0	\$0	0	0	\$0.00
2003	015-646-002	2	1.460	\$126,965	\$86,962	20,814	14,256	\$6.10	0.000	\$0	\$0	0	0	\$0.00
2003	015-653-001	2	0.080	\$6,051	\$75,638	992	12,400	\$6.10	0.000	\$0	\$0	0	0	\$0.00
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	2.159	\$124,600	\$57,712	17,800	8,245	\$7.00	2.159	\$124,600	\$57,712	17,800	8,245	\$7.00
2006	015-617-003	1	4.144	\$69,000	\$16,651	17,250	4,163	\$4.00	4.144	\$69,000	\$16,651	17,250	4,163	\$4.00
2007	015-617-004	1	4.144	\$135,450	\$32,686	31,500	7,601	\$4.30	4.144	\$135,450	\$32,686	31,500	7,601	\$4.30
2007	015-628-007	1	3.030	\$118,125	\$38,985	26,250	8,663	\$4.50	3.030	\$118,125	\$38,985	26,250	8,663	\$4.50
2007	015-631-004	1	1.910	\$78,750	\$41,230	17,500	9,162	\$4.50	1.910	\$78,750	\$41,230	17,500	9,162	\$4.50
2008	015-628-008	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2008	015-631-005	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
<b>CLEARWATER</b>														
2004	029-649-001	2	33.164	\$1,159,721	\$34,969	264,706	7,982	\$4.38	33.803	\$1,195,673	\$35,372	253,075	7,487	\$4.72
2004	029-603-007	1	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	029-610-003	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	029-645-011	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
2006	029-626-002	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	029-628-001	1	0.728	\$94,920	\$130,385	12,000	16,484	\$7.91	0.728	\$94,920	\$130,385	12,000	16,484	\$7.91
2006	029-648-003	1	2.010	\$182,188	\$90,641	29,150	14,502	\$6.25	2.010	\$182,188	\$90,641	29,150	14,502	\$6.25
2007	029-645-012	1	0.180	\$17,125	\$95,139	2,740	15,222	\$6.25	0.180	\$17,125	\$95,139	2,740	15,222	\$6.25
2007	029-653-001	1	5.962	\$564,760	\$94,727	100,850	16,915	\$5.60	5.962	\$564,760	\$94,727	100,850	16,915	\$5.60
2007	029-653-001	1	1.149	\$86,347	\$75,150	14,635	12,737	\$5.90	1.149	\$86,347	\$75,150	14,635	12,737	\$5.90
<b>HUBBARD</b>														
25.257 \$1,405,112 250,025 9,899 \$5.62 25.257 \$1,405,112 250,025 9,899 \$5.62														

2004 thru 2008

2003 thru 2007

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
2003	035-605-012	1	2.003	\$51,336	\$25,630	8,257	4.122	\$6.22	0.000	\$0	\$0	0	0	\$0.00
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
2007	035-607-020	1	4.000	\$169,292	\$42,323	29,442	7.361	\$5.75	4.000	\$169,292	\$42,323	29,442	7.361	\$5.75
2007	035-637-001	2	0.397	\$56,145	\$141,423	7,074	17.819	\$7.94	0.397	\$56,145	\$141,423	7,074	17.819	\$7.94
2008	035-637-004	2	0.000	\$0	\$0	0	0	\$0.00	0.702	\$26,048	\$37,105	3,077	4.383	\$8.47
	<b>KITTSON</b>		<b>14.624</b>	<b>\$1,268,842</b>	<b>\$86,764</b>	<b>189,962</b>	<b>12.990</b>	<b>\$6.68</b>	<b>13.323</b>	<b>\$1,243,554</b>	<b>\$93,339</b>	<b>184,782</b>	<b>13.869</b>	<b>\$6.73</b>
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	4.034	\$76,197	\$18,889	6,927	1.717	\$11.00	4.034	\$76,197	\$18,889	6,927	1.717	\$11.00
	<b>LAKE OF THE WOODS</b>		<b>9.008</b>	<b>\$326,825</b>	<b>\$36,282</b>	<b>57,674</b>	<b>6.403</b>	<b>\$5.67</b>	<b>9.008</b>	<b>\$326,825</b>	<b>\$36,282</b>	<b>57,674</b>	<b>6.403</b>	<b>\$5.67</b>
2003	045-649-006	1	0.489	\$32,052	\$65,546	8,928	18.288	\$3.59	0.000	\$0	\$0	0	0	\$0.00
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	9.864	\$115,691	\$11,729	31,846	3.229	\$3.63	9.864	\$115,691	\$11,729	31,846	3.229	\$3.63
2006	045-617-013	1	2.004	\$189,032	\$94,327	24,252	12.102	\$7.79	2.004	\$189,032	\$94,327	24,252	12.102	\$7.79
2007	045-623-004	1	2.009	\$172,810	\$86,018	23,754	11.824	\$7.27	2.009	\$172,810	\$86,018	23,754	11.824	\$7.27
2007	045-654-013	1	4.167	\$168,113	\$40,344	24,470	5.872	\$6.87	4.167	\$168,113	\$40,344	24,470	5.872	\$6.87
2007	045-654-015	1	8.648	\$389,593	\$45,050	60,624	7.010	\$6.43	8.648	\$389,593	\$45,050	60,624	7.010	\$6.43
2008	045-634-010	1	0.000	\$0	\$0	0	0	\$0.00	2.000	\$99,600	\$49,800	13,280	6.640	\$7.50
2008	045-643-001	1	0.000	\$0	\$0	0	0	\$0.00	2.669	\$121,235	\$45,423	24,007	8.995	\$5.05
	<b>MARSHALL</b>		<b>44.234</b>	<b>\$1,647,011</b>	<b>\$37,234</b>	<b>299,087</b>	<b>6.761</b>	<b>\$5.51</b>	<b>48.414</b>	<b>\$1,835,794</b>	<b>\$37,919</b>	<b>327,446</b>	<b>6.763</b>	<b>\$5.61</b>

2003 thru 2007

2004 thru 2008

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
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	11.045	\$153,290	\$13,879	22,216	2,011	\$6.90	11.045	\$153,290	\$13,879	22,216	2,011	\$6.90
2006	054-619-026	1	3.017	\$273,538	\$90,669	32,564	10,794	\$8.40	3.017	\$273,538	\$90,669	32,564	10,794	\$8.40
2007	054-638-006	1	1.998	\$65,593	\$32,829	13,601	6,807	\$4.82	1.998	\$65,593	\$32,829	13,601	6,807	\$4.82
	<b>NORMAN</b>		<b>37.551</b>	<b>\$1,262,689</b>	<b>\$33,626</b>	<b>191,693</b>	<b>5,105</b>	<b>\$6.59</b>	<b>37.551</b>	<b>\$1,262,689</b>	<b>\$33,626</b>	<b>191,693</b>	<b>5,105</b>	<b>\$6.59</b>
2003	057-627-009	1	0.500	\$17,405	\$34,810	2,950	5,900	\$5.90	0.000	\$0	\$0	0	0	\$0.00
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	7.088	\$1,050,994	\$148,278	98,302	13,869	\$10.69	7.088	\$1,050,994	\$148,278	98,302	13,869	\$10.69
2007	057-606-004	1	4.011	\$100,233	\$24,990	12,900	3,216	\$7.77	4.011	\$100,233	\$24,990	12,900	3,216	\$7.77
2007	057-628-004	1	3.509	\$292,372	\$83,321	55,801	15,902	\$5.24	3.509	\$292,372	\$83,321	55,801	15,902	\$5.24
2008	057-629-007	2	0.000	\$0	\$0	0	0	\$0.00	0.217	\$56,400	\$259,908	7,400	34,101	\$7.62
2008	057-631-003	2	0.000	\$0	\$0	0	0	\$0.00	1.626	\$171,269	\$105,331	37,861	23,285	\$4.52
	<b>PENNINGTON</b>		<b>21.059</b>	<b>\$1,899,260</b>	<b>\$90,188</b>	<b>251,880</b>	<b>11,961</b>	<b>\$7.54</b>	<b>22.402</b>	<b>\$2,109,524</b>	<b>\$94,167</b>	<b>294,191</b>	<b>13,132</b>	<b>\$7.17</b>

2003 thru 2007

2004 thru 2008

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
2003	060-606-022	1	6.539	\$32,450	\$4,963	8,311	1,271	\$3.90	0.000	\$0	\$0	0	0	\$0.00
2003	060-617-015	1	3.098	\$6,683	\$2,157	1,232	398	\$5.42	0.000	\$0	\$0	0	0	\$0.00
2003	060-617-016	1	5.551	\$231,650	\$41,731	56,500	10,178	\$4.10	0.000	\$0	\$0	0	0	\$0.00
2003	060-644-015	1	1.982	\$6,275	\$3,166	1,119	565	\$5.61	0.000	\$0	\$0	0	0	\$0.00
2003	060-676-001	1	1.234	\$5,960	\$4,830	1,126	912	\$5.29	0.000	\$0	\$0	0	0	\$0.00
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	\$8.47
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	10.513	\$837,900	\$79,701	95,000	9,036	\$8.82	10.513	\$837,900	\$79,701	95,000	9,036	\$8.82
2007	060-608-011	2	0.726	\$53,428	\$73,592	9,065	12,486	\$5.89	0.726	\$53,428	\$73,592	9,065	12,486	\$5.89
2007	060-608-012	1	8.095	\$99,394	\$12,278	13,788	1,703	\$7.21	8.095	\$99,394	\$12,278	13,788	1,703	\$7.21
2008	060-604-008	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2008	060-641-023	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2008	060-666-011	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
<b>POLK</b>			<b>96.711</b>	<b>\$2,409,771</b>	<b>\$24,917</b>	<b>382,307</b>	<b>3,953</b>	<b>\$6.30</b>	<b>97.311</b>	<b>\$2,952,248</b>	<b>\$30,338</b>	<b>466,456</b>	<b>4,793</b>	<b>\$6.33</b>
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
<b>RED LAKE</b>			<b>8.040</b>	<b>\$424,370</b>	<b>\$52,782</b>	<b>89,000</b>	<b>11,070</b>	<b>\$4.77</b>	<b>8.040</b>	<b>\$424,370</b>	<b>\$52,782</b>	<b>89,000</b>	<b>11,070</b>	<b>\$4.77</b>

2003 thru 2007

2004 thru 2008

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
2003	068-606-009	1	1.901	\$88,239	\$46,417	24,579	12,930	\$3.59	0.000	\$0	\$0	0	0	\$0.00
2003	068-626-005	1	4.005	\$210,214	\$52,488	49,462	12,350	\$4.25	0.000	\$0	\$0	0	0	\$0.00
2003	068-632-004	1	1.890	\$83,241	\$44,043	23,187	12,268	\$3.59	0.000	\$0	\$0	0	0	\$0.00
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	4.780	\$498,674	\$104,325	59,793	12,509	\$8.34	4.780	\$498,674	\$104,325	59,793	12,509	\$8.34
2007	068-602-037	1	5.885	\$127,088	\$21,595	18,553	3,153	\$6.85	5.885	\$127,088	\$21,595	18,553	3,153	\$6.85
<b>ROSEAU</b>			<b>28.408</b>	<b>\$1,586,617</b>	<b>\$55,851</b>	<b>266,323</b>	<b>9,375</b>	<b>\$5.96</b>	<b>20.612</b>	<b>\$1,204,923</b>	<b>\$58,457</b>	<b>169,095</b>	<b>8,204</b>	<b>\$7.13</b>
<b>DISTRICT 2</b>			<b>361.265</b>	<b>\$15,419,363</b>	<b>\$42,682</b>	<b>2,580,867</b>	<b>7,144</b>	<b>\$5.97</b>	<b>363.252</b>	<b>\$16,367,632</b>	<b>\$45,059</b>	<b>2,633,813</b>	<b>7,251</b>	<b>\$6.21</b>

2003 thru 2007

2004 thru 2008

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
2003	001-623-007	1	4,770	\$64,783	\$13.581	10,283	2.156	\$6.30	0.000	\$0	\$0	0	0	\$0.00
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	5,738	\$125,296	\$21,836	15,662	2,730	\$8.00	5,738	\$125,296	\$21,836	15,662	2,730	\$8.00
2006	001-607-003	1	3,198	\$30,818	\$9,637	4,109	1,285	\$7.50	3,198	\$30,818	\$9,637	4,109	1,285	\$7.50
2006	001-629-003	1	2,250	\$201,590	\$89,596	20,866	9,274	\$9.66	2,250	\$201,590	\$89,596	20,866	9,274	\$9.66
2007	001-608-005	1	1,967	\$110,367	\$56,108	16,764	8,522	\$6.58	1,967	\$110,367	\$56,108	16,764	8,522	\$6.58
2008	001-629-005	1	0.000	\$0	\$0	0	0	\$0.00	2,297	\$32,622	\$14,202	3,015	1,313	\$10.82
2008	001-632-003	1	0.000	\$0	\$0	0	0	\$0.00	3,094	\$170,208	\$55,012	24,169	7,812	\$7.04
	<b>AITKIN</b>		<b>34,371</b>	<b>\$1,025,148</b>	<b>\$29,826</b>	<b>141,191</b>	<b>4,108</b>	<b>\$7.26</b>	<b>34,992</b>	<b>\$1,163,195</b>	<b>\$33,242</b>	<b>158,092</b>	<b>4,518</b>	<b>\$7.36</b>
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	0.926	\$119,024	\$128,536	17,300	18,683	\$6.88	0.926	\$119,024	\$128,536	17,300	18,683	\$6.88
2007	005-633-013	2	0.142	\$38,909	\$274,007	2,918	20,549	\$13.33	0.142	\$38,909	\$274,007	2,918	20,549	\$13.33
2008	005-605-009	1	0.000	\$0	\$0	0	0	\$0.00	2,812	\$368,800	\$131,152	46,100	16,394	\$8.00
2008	005-605-010	1	0.000	\$0	\$0	0	0	\$0.00	2,948	\$319,756	\$108,465	49,345	16,738	\$6.48
	<b>BENTON</b>		<b>10,542</b>	<b>\$1,227,789</b>	<b>\$116,466</b>	<b>147,721</b>	<b>14,013</b>	<b>\$8.31</b>	<b>16,302</b>	<b>\$1,916,345</b>	<b>\$117,553</b>	<b>243,166</b>	<b>14,916</b>	<b>\$7.88</b>

2004 thru 2008

2003 thru 2007

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
2003	011-613-002	1	6.590	\$477,426	\$72,447	79,571	12,075	\$6.00	0.000	\$0	\$0	0	0	\$0.00
2003	011-613-004	1	1.100	\$62,825	\$57,114	8,975	8,159	\$7.00	0.000	\$0	\$0	0	0	\$0.00
2003	011-670-003	1	1.808	\$13,867	\$7,670	2,010	1,112	\$6.90	0.000	\$0	\$0	0	0	\$0.00
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	2.898	\$214,237	\$73,926	26,449	9,127	\$8.10	2.898	\$214,237	\$73,926	26,449	9,127	\$8.10
2007	011-671-002	1	7.193	\$471,167	\$65,504	70,534	9,806	\$6.68	7.193	\$471,167	\$65,504	70,534	9,806	\$6.68
2008	011-604-014	1	0.000	\$0	\$0	0	0	\$0.00	2.653	\$96,969	\$36,551	13,375	5,041	\$7.25
<b>CASS</b>			<b>35.194</b>	<b>\$2,079,483</b>	<b>\$59,086</b>	<b>310,059</b>	<b>8,810</b>	<b>\$6.71</b>	<b>28.349</b>	<b>\$1,622,334</b>	<b>\$57,227</b>	<b>232,878</b>	<b>8,215</b>	<b>\$6.97</b>
2003	018-611-020	1	0.398	\$14,738	\$37,030	2,250	5,653	\$6.55	0.000	\$0	\$0	0	0	\$0.00
2003	018-620-008	2	1.698	\$127,197	\$74,910	13,333	7,852	\$9.54	0.000	\$0	\$0	0	0	\$0.00
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	0.251	\$18,144	\$72,287	1,296	5,163	\$14.00	0.251	\$18,144	\$72,287	1,296	5,163	\$14.00
2008	018-602-025	1	0.000	\$0	\$0	0	0	\$0.00	6.104	\$172,622	\$28,280	31,849	5,218	\$5.42
2008	018-603-016	2	0.000	\$0	\$0	0	0	\$0.00	1.430	\$184,351	\$128,917	19,509	13,643	\$9.45
<b>CROW WING</b>			<b>12.709</b>	<b>\$476,798</b>	<b>\$37,517</b>	<b>62,253</b>	<b>4,898</b>	<b>\$7.66</b>	<b>18.147</b>	<b>\$691,836</b>	<b>\$38,124</b>	<b>98,028</b>	<b>5,402</b>	<b>\$7.06</b>



2004 thru 2008

2003 thru 2007

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
2003	030-615-005	1	2.780	\$187,425	\$67,419	24,990	8,989	\$7.50	0.000	\$0	\$0	0	0	\$0.00
2003	030-625-004	2	0.211	\$43,548	\$206,389	4,228	20,038	\$10.30	0.000	\$0	\$0	0	0	\$0.00
2003	030-625-005	2	0.147	\$19,086	\$129,837	1,853	12,605	\$10.30	0.000	\$0	\$0	0	0	\$0.00
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	0.984	\$7,701	\$7,826	420	427	\$18.34	0.984	\$7,701	\$7,826	420	427	\$18.34
2006	030-609-007	1	2.246	\$270,673	\$120,513	31,010	13,807	\$8.73	2.246	\$270,673	\$120,513	31,010	13,807	\$8.73
2006	030-622-001	1	2.970	\$188,943	\$63,617	30,605	10,305	\$6.17	2.970	\$188,943	\$63,617	30,605	10,305	\$6.17
2006	030-623-007	2	0.113	\$11,590	\$102,566	700	6,195	\$16.56	0.113	\$11,590	\$102,566	700	6,195	\$16.56
2008	030-604-016	1	0.000	\$0	\$0	0	0	\$0.00	1.490	\$66,794	\$44,828	13,966	9,373	\$4.78
2008	030-619-005	1	0.000	\$0	\$0	0	0	\$0.00	1.518	\$172,077	\$113,358	17,867	11,770	\$9.63
	<b>ISANTI</b>		<b>14.136</b>	<b>\$962,802</b>	<b>\$68,110</b>	<b>130,297</b>	<b>9,217</b>	<b>\$7.39</b>	<b>14.006</b>	<b>\$951,614</b>	<b>\$67,943</b>	<b>131,059</b>	<b>9,357</b>	<b>\$7.36</b>
2003	033-617-006	1	2.078	\$85,372	\$41,180	17,881	8,605	\$4.79	0.000	\$0	\$0	0	0	\$0.00
2003	033-617-007	1	2.209	\$115,403	\$52,242	24,042	10,884	\$4.80	0.000	\$0	\$0	0	0	\$0.00
2003	033-626-006	1	4.146	\$96,391	\$23,249	16,457	3,969	\$5.86	0.000	\$0	\$0	0	0	\$0.00
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	4.830	\$154,261	\$31,938	24,708	5,116	\$6.24	4.830	\$154,261	\$31,938	24,708	5,116	\$6.24
2007	033-602-006	1	3.466	\$333,657	\$96,266	51,920	14,980	\$6.43	3.466	\$333,657	\$96,266	51,920	14,980	\$6.43
2008	033-601-007	2	0.000	\$0	\$0	0	0	\$0.00	1.080	\$121,737	\$112,719	14,322	13,261	\$8.50
2008	033-611-021	1	0.000	\$0	\$0	0	0	\$0.00	4.990	\$489,657	\$98,128	73,161	14,662	\$6.69
2008	033-617-009	2	0.000	\$0	\$0	0	0	\$0.00	0.070	\$9,565	\$136,643	903	12,900	\$10.59
	<b>KANABEC</b>		<b>37.410</b>	<b>\$1,386,523</b>	<b>\$37,063</b>	<b>263,047</b>	<b>7,031</b>	<b>\$5.27</b>	<b>35.117</b>	<b>\$1,710,116</b>	<b>\$48,698</b>	<b>293,053</b>	<b>8,345</b>	<b>\$5.84</b>

2004 thru 2008

2003 thru 2007

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
2003	048-601-026	1	3.287	\$162,809	\$49,531	24,641	7,497	\$6.61	0.000	\$0	\$0	0	0	\$0.00
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	2.615	\$259,685	\$99,306	36,910	14,115	\$7.04	2.615	\$259,685	\$99,306	36,910	14,115	\$7.04
2007	048-640-001	1	0.256	\$58,927	\$221,530	7,346	27,617	\$8.02	0.266	\$58,927	\$221,530	7,346	27,617	\$8.02
2008	048-613-020	1	0.000	\$0	\$0	0	0	\$0.00	2.036	\$87,680	\$43,065	11,866	5,828	\$7.39
2008	048-625-018	1	0.000	\$0	\$0	0	0	\$0.00	3.801	\$190,665	\$50,162	31,147	8,194	\$6.12
	<b>MILLE LACS</b>		<b>12.298</b>	<b>\$621,557</b>	<b>\$50,541</b>	<b>95,809</b>	<b>7,791</b>	<b>\$6.49</b>	<b>14.848</b>	<b>\$737,093</b>	<b>\$49,643</b>	<b>114,181</b>	<b>7,690</b>	<b>\$6.46</b>
2003	049-621-015	1	0.758	\$31,900	\$42,107	6,160	8,131	\$5.18	0.000	\$0	\$0	0	0	\$0.00
2003	049-646-006	1	10.920	\$24,852	\$2,276	5,799	531	\$4.29	0.000	\$0	\$0	0	0	\$0.00
2003	049-652-004	1	4.606	\$161,803	\$35,129	45,948	9,976	\$3.52	0.000	\$0	\$0	0	0	\$0.00
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	0.117	\$4,806	\$41,077	505	4,316	\$9.52	0.117	\$4,806	\$41,077	505	4,316	\$9.52
2007	049-704-002	2	1.005	\$50,798	\$50,545	9,482	9,435	\$5.36	1.005	\$50,798	\$50,545	9,482	9,435	\$5.36
2008	049-676-002	1	0.000	\$0	\$0	0	0	\$0.00	1.651	\$163,613	\$99,099	21,474	13,007	\$7.62
2008	049-676-004	1	0.000	\$0	\$0	0	0	\$0.00	3.300	\$135,200	\$40,970	25,553	7,743	\$5.29
	<b>MORRISON</b>		<b>30.689</b>	<b>\$919,030</b>	<b>\$29,946</b>	<b>188,956</b>	<b>6,157</b>	<b>\$4.86</b>	<b>19.357</b>	<b>\$999,288</b>	<b>\$51,625</b>	<b>178,076</b>	<b>9,200</b>	<b>\$5.61</b>
2003	071-609-011	1	1.723	\$108,927	\$63,219	16,630	9,652	\$6.55	0.000	\$0	\$0	0	0	\$0.00
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	2.932	\$57,028	\$19,450	5,016	1,711	\$11.37	2.932	\$57,028	\$19,450	5,016	1,711	\$11.37
2006	071-633-001	1	2.927	\$363,137	\$124,065	46,322	15,826	\$7.84	2.927	\$363,137	\$124,065	46,322	15,826	\$7.84
2007	071-601-022	1	4.372	\$325,358	\$74,419	37,269	8,524	\$8.73	4.372	\$325,358	\$74,419	37,269	8,524	\$8.73
2007	071-617-001	2	1.585	\$448,591	\$283,023	45,728	28,850	\$9.81	1.585	\$448,591	\$283,023	45,728	28,850	\$9.81
2008	071-619-008	1	0.000	\$0	\$0	0	0	\$0.00	4.497	\$464,102	\$103,203	51,855	11,531	\$8.95
	<b>SHERBURNE</b>		<b>18.390</b>	<b>\$1,648,694</b>	<b>\$89,652</b>	<b>191,989</b>	<b>10,440</b>	<b>\$8.59</b>	<b>21.164</b>	<b>\$2,003,869</b>	<b>\$94,683</b>	<b>227,214</b>	<b>10,736</b>	<b>\$8.82</b>

2003 thru 2007

2004 thru 2008

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
2003	073-601-037	1	4.041	\$33,181	\$8,211	7,799	1,930	\$4.25	0.000	\$0	\$0	0	0	\$0.00
2003	073-607-027	2	1.600	\$115,422	\$72,139	19,011	11,882	\$6.07	0.000	\$0	\$0	0	0	\$0.00
2003	073-617-027	2	0.443	\$45,500	\$102,709	6,370	14,379	\$7.14	0.000	\$0	\$0	0	0	\$0.00
2003	073-674-001	1	4.680	\$10,395	\$2,221	1,630	348	\$6.38	0.000	\$0	\$0	0	0	\$0.00
2003	073-675-026	1	0.160	\$15,343	\$95,894	2,527	15,794	\$6.07	0.000	\$0	\$0	0	0	\$0.00
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
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	0.841	\$102,213	\$121,537	13,961	16,600	\$7.32	0.841	\$102,213	\$121,537	13,961	16,600	\$7.32
2006	073-617-033	1	7.300	\$54,930	\$7,525	4,046	554	\$13.58	7.300	\$54,930	\$7,525	4,046	554	\$13.58
2006	073-681-011	2	0.500	\$97,367	\$194,734	8,261	16,522	\$11.79	0.500	\$97,367	\$194,734	8,261	16,522	\$11.79
2007	073-601-045	2	0.485	\$106,314	\$219,204	9,573	19,738	\$11.11	0.485	\$106,314	\$219,204	9,573	19,738	\$11.11
2007	073-653-004	2	0.718	\$99,191	\$138,149	12,799	17,826	\$7.75	0.718	\$99,191	\$138,149	12,799	17,826	\$7.75
<b>STEARNS</b>			<b>33.494</b>	<b>\$1,639,503</b>	<b>\$48,949</b>	<b>215,779</b>	<b>6,442</b>	<b>\$7.60</b>	<b>22.570</b>	<b>\$1,419,662</b>	<b>\$62,900</b>	<b>178,442</b>	<b>7,906</b>	<b>\$7.96</b>

2003 thru 2007

2004 thru 2008

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
2003	077-638-015	1	9.438	\$44,712	\$4,737	12,420	1,316	\$3.60	0.000	\$0	\$0	0	0	\$0.00
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	4.891	\$48,231	\$9,861	6,990	1,429	\$6.90	4.891	\$48,231	\$9,861	6,990	1,429	\$6.90
2006	077-622-010	2	0.236	\$26,560	\$112,542	3,320	14,068	\$8.00	0.236	\$26,560	\$112,542	3,320	14,068	\$8.00
2006	077-622-011	2	0.678	\$68,397	\$100,881	8,713	12,851	\$7.85	0.678	\$68,397	\$100,881	8,713	12,851	\$7.85
2006	077-624-016	1	4.587	\$3,500	\$763	500	109	\$7.00	4.587	\$3,500	\$763	500	109	\$7.00
2007	077-602-015	1	0.306	\$12,600	\$41,176	2,100	6,863	\$6.00	0.306	\$12,600	\$41,176	2,100	6,863	\$6.00
2007	077-606-008	1	0.530	\$41,400	\$78,113	6,900	13,019	\$6.00	0.530	\$41,400	\$78,113	6,900	13,019	\$6.00
2007	077-611-027	1	0.502	\$38,400	\$76,494	6,400	12,749	\$6.00	0.502	\$38,400	\$76,494	6,400	12,749	\$6.00
2007	077-611-031	1	7.641	\$99,000	\$12,956	16,500	2,159	\$6.00	7.641	\$99,000	\$12,956	16,500	2,159	\$6.00
<b>TODD</b>			<b>52.623</b>	<b>\$569,663</b>	<b>\$10,825</b>	<b>104,408</b>	<b>1,984</b>	<b>\$5.46</b>	<b>43.185</b>	<b>\$524,951</b>	<b>\$12,156</b>	<b>91,988</b>	<b>2,130</b>	<b>\$5.71</b>
2003	080-609-017	1	3.952	\$234,300	\$59,286	39,760	10,061	\$5.89	0.000	\$0	\$0	0	0	\$0.00
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
2007	080-616-006	1	0.398	\$44,636	\$112,151	6,909	17,359	\$6.46	0.398	\$44,636	\$112,151	6,909	17,359	\$6.46
2007	080-623-014	1	4.691	\$211,361	\$45,057	40,264	8,583	\$5.25	4.691	\$211,361	\$45,057	40,264	8,583	\$5.25
2008	080-623-013	1	0.000	\$0	\$0	0	0	\$0.00	3.610	\$156,531	\$43,360	27,507	7,620	\$5.69
<b>WADENA</b>			<b>15.174</b>	<b>\$551,987</b>	<b>\$36,377</b>	<b>94,542</b>	<b>6,231</b>	<b>\$5.84</b>	<b>14.832</b>	<b>\$474,218</b>	<b>\$31,973</b>	<b>82,289</b>	<b>5,548</b>	<b>\$5.76</b>

2003 thru 2007

2004 thru 2008

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
2003	086-603-015	1	9.939	\$226,884	\$22,828	36,260	3,648	\$6.26	0.000	\$0	\$0	0	0	\$0.00
2003	086-605-021	1	11.957	\$21,341	\$1,785	2,680	224	\$7.96	0.000	\$0	\$0	0	0	\$0.00
2003	086-612-015	2	0.500	\$98,986	\$197,972	11,136	22,272	\$8.89	0.000	\$0	\$0	0	0	\$0.00
2003	086-614-009	1	4.729	\$489,345	\$103,477	61,657	13,038	\$7.94	0.000	\$0	\$0	0	0	\$0.00
2003	086-617-007	2	0.828	\$144,375	\$174,366	16,500	19,928	\$8.75	0.000	\$0	\$0	0	0	\$0.00
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	\$58,250	\$171,981	66,150	20,379	\$8.44	3.246	\$58,250	\$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
2007	086-618-010	1	0.270	\$7,377	\$27,322	892	3,304	\$8.27	0.270	\$7,377	\$27,322	892	3,304	\$8.27
2007	086-619-030	1	0.840	\$181,902	\$216,550	21,996	26,186	\$8.27	0.840	\$181,902	\$216,550	21,996	26,186	\$8.27
2008	086-617-008	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2008	086-619-029	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
<b>WRIGHT</b>			<b>43.343</b>	<b>\$2,153,260</b>	<b>\$49,680</b>	<b>269,762</b>	<b>6,224</b>	<b>\$7.98</b>	<b>20.342</b>	<b>\$1,813,064</b>	<b>\$89,129</b>	<b>200,391</b>	<b>9.851</b>	<b>\$9.05</b>
<b>DISTRICT 3</b>			<b>350.373</b>	<b>\$15,262,236</b>	<b>\$43,560</b>	<b>2,215,813</b>	<b>6,324</b>	<b>\$6.89</b>	<b>303.210</b>	<b>\$16,027,584</b>	<b>\$52,860</b>	<b>2,228,857</b>	<b>7.351</b>	<b>\$7.19</b>

2003 thru 2007

2004 thru 2008

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
2003	003-622-020	1	2,588	\$122,500	\$47,334	24,500	9,467	\$5.00	0.000	\$0	\$0	0	0	\$0.00
2003	003-622-026	1	2,629	\$14,896	\$5,666	2,800	1,065	\$5.32	0.000	\$0	\$0	0	0	\$0.00
2003	003-639-008	1	3,523	\$107,438	\$30,496	28,650	8,132	\$3.75	0.000	\$0	\$0	0	0	\$0.00
2003	003-644-009	1	2,595	\$3,250	\$1,252	500	193	\$6.50	0.000	\$0	\$0	0	0	\$0.00
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	3,004	\$181,625	\$60,461	31,207	10,388	\$5.82	3,004	\$181,625	\$60,461	31,207	10,388	\$5.82
2006	003-622-029	2	0,381	\$37,716	\$98,992	4,587	12,039	\$8.22	0,381	\$37,716	\$98,992	4,587	12,039	\$8.22
2006	003-624-007	2	0,700	\$66,309	\$94,727	8,065	11,521	\$8.22	0,700	\$66,309	\$94,727	8,065	11,521	\$8.22
2006	003-634-017	1	6,389	\$10,900	\$1,706	1,307	205	\$8.34	6,389	\$10,900	\$1,706	1,307	205	\$8.34
2006	003-634-018	1	4,403	\$641,894	\$145,786	110,289	25,049	\$5.82	4,403	\$641,894	\$145,786	110,289	25,049	\$5.82
2007	003-656-001	1	3,598	\$280,276	\$77,898	46,174	12,833	\$6.07	3,598	\$280,276	\$77,898	46,174	12,833	\$6.07
2008	003-639-014	1	0,000	\$0	\$0	0	0	\$0.00	2,273	\$51,624	\$22,712	7,200	3,168	\$7.17
2008	003-656-003	1	0,000	\$0	\$0	0	0	\$0.00	6,723	\$80,500	\$11,974	11,500	1,711	\$7.00
<b>BECKER</b>			<b>56,684</b>	<b>\$1,954,129</b>	<b>\$34,474</b>	<b>346,640</b>	<b>6,115</b>	<b>\$5.64</b>	<b>54,345</b>	<b>\$1,838,169</b>	<b>\$33,824</b>	<b>308,890</b>	<b>5,684</b>	<b>\$5.95</b>
2003	006-611-007	1	0,788	\$4,500	\$5,711	500	635	\$9.00	0.000	\$0	\$0	0	0	\$0.00
2003	006-618-007	1	1,587	\$14,800	\$9,326	1,850	1,166	\$8.00	0.000	\$0	\$0	0	0	\$0.00
2003	006-619-003	1	0,880	\$29,714	\$33,766	6,603	7,503	\$4.50	0.000	\$0	\$0	0	0	\$0.00
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	1,001	\$24,528	\$24,503	3,360	3,357	\$7.30	1,001	\$24,528	\$24,503	3,360	3,357	\$7.30
2008	006-635-004	1	0,000	\$0	\$0	0	0	\$0.00	7,045	\$51,042	\$7,245	5,459	775	\$9.35
<b>BIG STONE</b>			<b>10,260</b>	<b>\$400,471</b>	<b>\$39,032</b>	<b>70,201</b>	<b>6,842</b>	<b>\$5.70</b>	<b>14,050</b>	<b>\$402,499</b>	<b>\$28,648</b>	<b>66,707</b>	<b>4,748</b>	<b>\$6.03</b>

2003 thru 2007

2004 thru 2008

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
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
2008	014-626-027	1	0.000	\$0	\$0	0	0	\$0.00	5.700	\$122,400	\$21,474	19,040	3,340	\$6.43
<b>CLAY</b>			<b>13.189</b>	<b>\$1,205,785</b>	<b>\$91,424</b>	<b>226,911</b>	<b>17,205</b>	<b>\$5.31</b>	<b>18.889</b>	<b>\$1,328,185</b>	<b>\$70,315</b>	<b>245,951</b>	<b>13,021</b>	<b>\$5.40</b>
2003	021-605-023	2	0.031	\$21,018	\$678,000	2,402	77,484	\$8.75	0.000	\$0	\$0	0	0	\$0.00
2003	021-682-011	1	4.510	\$422,982	\$93,788	93,996	20,842	\$4.50	0.000	\$0	\$0	0	0	\$0.00
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	1.966	\$15,705	\$7,988	2,233	1,136	\$7.03	1.966	\$15,705	\$7,988	2,233	1,136	\$7.03
2008	021-603-029	1	0.000	\$0	\$0	0	0	\$0.00	0.641	\$42,509	\$66,317	6,475	10,101	\$6.57
2008	021-619-001	1	0.000	\$0	\$0	0	0	\$0.00	2.519	\$112,199	\$44,541	18,857	7,486	\$5.95
2008	021-630-001	1	0.000	\$0	\$0	0	0	\$0.00	3.030	\$78,851	\$26,023	12,225	4,035	\$6.45
<b>DOUGLAS</b>			<b>16.747</b>	<b>\$772,480</b>	<b>\$46,126</b>	<b>179,446</b>	<b>10,715</b>	<b>\$4.30</b>	<b>18.396</b>	<b>\$562,039</b>	<b>\$30,552</b>	<b>120,605</b>	<b>6,556</b>	<b>\$4.66</b>
2003	026-621-005	1	4.594	\$232,130	\$50,529	69,500	15,128	\$3.34	0.000	\$0	\$0	0	0	\$0.00
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	3.901	\$363,860	\$93,274	64,400	16,509	\$5.65	3.901	\$363,860	\$93,274	64,400	16,509	\$5.65
2007	026-602-018	1	0.698	\$58,259	\$83,466	9,575	13,718	\$6.08	0.698	\$58,259	\$83,466	9,575	13,718	\$6.08
2008	026-619-001	1	0.000	\$0	\$0	0	0	\$0.00	5.010	\$84,151	\$16,797	14,143	2,823	\$5.95
<b>GRANT</b>			<b>15.401</b>	<b>\$774,825</b>	<b>\$50,310</b>	<b>173,575</b>	<b>11,270</b>	<b>\$4.46</b>	<b>15.817</b>	<b>\$626,846</b>	<b>\$39,631</b>	<b>118,218</b>	<b>7,474</b>	<b>\$5.30</b>
2003	044-601-018	1	4.299	\$172,220	\$40,060	43,600	10,142	\$3.95	0.000	\$0	\$0	0	0	\$0.00
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	0.866	\$49,591	\$57,264	4,910	5,670	\$10.10	0.866	\$49,591	\$57,264	4,910	5,670	\$10.10
<b>MAHONMEN</b>			<b>11.856</b>	<b>\$648,638</b>	<b>\$54,710</b>	<b>127,858</b>	<b>10,784</b>	<b>\$5.07</b>	<b>7.557</b>	<b>\$476,418</b>	<b>\$63,043</b>	<b>84,258</b>	<b>11,150</b>	<b>\$5.65</b>

Thursday, April 30, 2009

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

Page 21 of 42

2003 thru 2007												2004 thru 2008											
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									
2003	056-605-006	1	3.338	\$142,880	\$42,804	35,720	10,701	\$4.00	0.000	\$0	\$0	0	0	\$0.00									
2003	056-652-012	1	3.872	\$220,821	\$57,030	73,607	19,010	\$3.00	0.000	\$0	\$0	0	0	\$0.00									
2003	056-688-003	1	4.976	\$257,075	\$51,663	56,500	11,355	\$4.55	0.000	\$0	\$0	0	0	\$0.00									
2003	056-696-003	2	0.218	\$17,383	\$79,739	2,220	10,183	\$7.83	0.000	\$0	\$0	0	0	\$0.00									
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	2.700	\$216,832	\$80,308	39,424	14,601	\$5.50	2.700	\$216,832	\$80,308	39,424	14,601	\$5.50									
2006	056-682-007	1	4.210	\$609,453	\$144,763	93,762	22,271	\$6.50	4.210	\$609,453	\$144,763	93,762	22,271	\$6.50									
2006	056-686-001	1	1.212	\$168,266	\$138,833	25,887	21,359	\$6.50	1.212	\$168,266	\$138,833	25,887	21,359	\$6.50									
2007	056-601-046	1	7.123	\$350,526	\$49,210	77,550	10,887	\$4.52	7.123	\$350,526	\$49,210	77,550	10,887	\$4.52									
2007	056-651-017	2	0.142	\$11,250	\$79,225	1,418	9,986	\$7.93	0.142	\$11,250	\$79,225	1,418	9,986	\$7.93									
2007	056-698-001	2	0.220	\$16,650	\$75,682	2,098	9,536	\$7.94	0.220	\$16,650	\$75,682	2,098	9,536	\$7.94									
2008	056-601-050	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00									
2008	056-619-011	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00									
<b>OTTER TAIL</b>				<b>\$2,874,941</b>	<b>\$57,760</b>	<b>554,285</b>	<b>11,136</b>	<b>\$5.19</b>	<b>49.774</b>	<b>\$2,536,915</b>	<b>\$53,993</b>	<b>433,100</b>	<b>9.218</b>	<b>\$5.86</b>									



2004 thru 2008

2003 thru 2007

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
2003	061-601-011	1	0.682	\$10,120	\$14,839	2,200	3,226	\$4.60	0.000	\$0	\$0	0	0	\$0.00
2003	061-603-027	1	1.499	\$72,072	\$48,080	20,020	13,356	\$3.60	0.000	\$0	\$0	0	0	\$0.00
2003	061-607-002	1	4.006	\$170,610	\$42,589	36,300	9,061	\$4.70	0.000	\$0	\$0	0	0	\$0.00
2003	061-608-007	1	6.470	\$6,160	\$952	1,120	173	\$5.50	0.000	\$0	\$0	0	0	\$0.00
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
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	2.998	\$102,720	\$34,263	19,200	6,404	\$5.35	2.998	\$102,720	\$34,263	19,200	6,404	\$5.35
2006	061-603-030	1	4.108	\$97,162	\$23,652	26,260	6,392	\$3.70	4.108	\$97,162	\$23,652	26,260	6,392	\$3.70
2006	061-617-007	1	1.042	\$48,893	\$46,922	7,950	7,630	\$6.15	1.042	\$48,893	\$46,922	7,950	7,630	\$6.15
2007	061-602-012	1	2.998	\$11,220	\$37,432	18,100	6,037	\$6.20	2.998	\$11,220	\$37,432	18,100	6,037	\$6.20
2007	061-617-008	1	1.042	\$34,272	\$32,891	6,720	6,449	\$5.10	1.042	\$34,272	\$32,891	6,720	6,449	\$5.10
2007	061-628-022	1	2.951	\$147,460	\$49,970	20,200	6,845	\$7.30	2.951	\$147,460	\$49,970	20,200	6,845	\$7.30
2008	061-628-025	1	0.000	\$0	\$0	0	0	\$0.00	3.000	\$104,500	\$34,833	19,000	6,333	\$5.50
	<b>POPE</b>		<b>43.026</b>	<b>\$1,222,574</b>	<b>\$28,415</b>	<b>254,010</b>	<b>5,904</b>	<b>\$4.81</b>	<b>33.369</b>	<b>\$1,068,112</b>	<b>\$32,009</b>	<b>213,370</b>	<b>6,394</b>	<b>\$5.01</b>
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
	<b>STEVENS</b>		<b>21.003</b>	<b>\$1,195,217</b>	<b>\$56,907</b>	<b>282,449</b>	<b>13,448</b>	<b>\$4.23</b>	<b>21.003</b>	<b>\$1,195,217</b>	<b>\$56,907</b>	<b>282,449</b>	<b>13,448</b>	<b>\$4.23</b>
2003	076-617-007	1	6.200	\$172,222	\$27,778	35,805	5,775	\$4.81	0.000	\$0	\$0	0	0	\$0.00
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
2007	076-603-009	1	0.540	\$81,340	\$150,630	7,881	14,594	\$10.32	0.540	\$81,340	\$150,630	7,881	14,594	\$10.32
2007	076-606-041	1	3.250	\$279,168	\$85,898	28,661	8,819	\$9.74	3.250	\$279,168	\$85,898	28,661	8,819	\$9.74
2007	076-620-018	1	0.574	\$105,393	\$183,611	7,890	13,746	\$13.36	0.574	\$105,393	\$183,611	7,890	13,746	\$13.36
2007	076-620-019	1	0.850	\$123,939	\$145,811	14,138	16,633	\$8.77	0.850	\$123,939	\$145,811	14,138	16,633	\$8.77
	<b>SWIFT</b>		<b>11.900</b>	<b>\$787,088</b>	<b>\$66,142</b>	<b>98,675</b>	<b>8,292</b>	<b>\$7.98</b>	<b>5.700</b>	<b>\$614,866</b>	<b>\$107,871</b>	<b>62,870</b>	<b>11,030</b>	<b>\$9.78</b>

2003 thru 2007

2004 thru 2008

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
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
2008	078-616-004	1	0.000	\$0	\$0	0	0	\$0.00	3.520	\$189,240	\$53,761	30,000	8,523	\$6.31
<b>TRAVERSE</b>			<b>1.856</b>	<b>\$213,573</b>	<b>\$115,047</b>	<b>24,448</b>	<b>13,170</b>	<b>\$8.74</b>	<b>5.376</b>	<b>\$402,813</b>	<b>\$74,922</b>	<b>54,448</b>	<b>10,127</b>	<b>\$7.40</b>
2003	084-609-014	1	4.250	\$164,800	\$38,776	24,334	5,726	\$6.77	0.000	\$0	\$0	0	0	\$0.00
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
2007	084-605-013	2	0.126	\$20,449	\$162,294	1,573	12,484	\$13.00	0.126	\$20,449	\$162,294	1,573	12,484	\$13.00
2007	084-619-033	1	5.990	\$565,000	\$94,324	56,500	9,432	\$10.00	5.990	\$565,000	\$94,324	56,500	9,432	\$10.00
2007	084-632-009	1	2.134	\$130,980	\$61,378	17,700	8,294	\$7.40	2.134	\$130,980	\$61,378	17,700	8,294	\$7.40
<b>WILKIN</b>			<b>22.642</b>	<b>\$1,599,593</b>	<b>\$70,647</b>	<b>173,654</b>	<b>7,670</b>	<b>\$9.21</b>	<b>18.392</b>	<b>\$1,434,793</b>	<b>\$78,012</b>	<b>149,320</b>	<b>8,119</b>	<b>\$9.61</b>
<b>DISTRICT 4</b>			<b>274.338</b>	<b>\$13,649,314</b>	<b>\$49,754</b>	<b>2,512,152</b>	<b>9,157</b>	<b>\$5.43</b>	<b>259.880</b>	<b>\$12,486,872</b>	<b>\$48,049</b>	<b>2,140,186</b>	<b>8,235</b>	<b>\$5.83</b>

2003 thru 2007

2004 thru 2008

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
2003	002-607-017	1	0.532	\$22,218	\$41,763	4,659	8,758	\$4.77	0.000	\$0	\$0	0	0	\$0.00
2003	002-609-011	1	0.442	\$64,531	\$145,998	8,838	19,995	\$7.30	0.000	\$0	\$0	0	0	\$0.00
2003	002-609-012	2	1.990	\$146,880	\$73,809	27,760	13,950	\$5.29	0.000	\$0	\$0	0	0	\$0.00
2003	002-620-006	1	0.234	\$11,967	\$51,141	1,639	7,004	\$7.30	0.000	\$0	\$0	0	0	\$0.00
2003	002-620-007	2	0.058	\$453	\$7,810	102	1,759	\$4.44	0.000	\$0	\$0	0	0	\$0.00
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	1.100	\$266,207	\$242,006	29,990	27,264	\$8.88	1.100	\$266,207	\$242,006	29,990	27,264	\$8.88
2006	002-614-023	1	0.459	\$131,180	\$285,795	12,397	27,009	\$10.58	0.459	\$131,180	\$285,795	12,397	27,009	\$10.58
2006	002-623-014	2	0.442	\$51,288	\$116,036	4,103	9,283	\$12.50	0.442	\$51,288	\$116,036	4,103	9,283	\$12.50
2006	002-632-014	1	1.900	\$223,470	\$117,616	27,832	14,648	\$8.03	1.900	\$223,470	\$117,616	27,832	14,648	\$8.03
2007	002-611-029	1	0.659	\$489,504	\$742,798	47,375	71,889	\$10.33	0.659	\$489,504	\$742,798	47,375	71,889	\$10.33
2007	002-614-024	2	3.568	\$955,064	\$267,675	107,741	30,196	\$8.86	3.568	\$955,064	\$267,675	107,741	30,196	\$8.86
2007	002-614-030	2	2.800	\$845,770	\$302,061	65,528	23,403	\$12.91	2.800	\$845,770	\$302,061	65,528	23,403	\$12.91
2007	002-623-013	2	0.600	\$295,937	\$493,228	20,378	33,963	\$14.52	0.600	\$295,937	\$493,228	20,378	33,963	\$14.52
2007	002-678-016	2	2.209	\$520,953	\$235,832	67,089	30,371	\$7.77	2.209	\$520,953	\$235,832	67,089	30,371	\$7.77
2008	002-651-006	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2008	002-657-001	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
	<b>ANOKA</b>		<b>21.389</b>	<b>\$4,725,204</b>	<b>\$220,917</b>	<b>581,375</b>	<b>27,181</b>	<b>\$8.13</b>	<b>19.196</b>	<b>\$4,705,061</b>	<b>\$245,106</b>	<b>555,714</b>	<b>28,949</b>	<b>\$8.47</b>

2003	010-640-003	1	0.877	\$187,720	\$214,048	23,342	26,616	\$8.04	0.000	\$0	\$0	0	0	\$0.00
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	6.335	\$2,095,940	\$330,851	221,750	35,004	\$9.45	6.335	\$2,095,940	\$330,851	221,750	35,004	\$9.45
2006	010-634-011	2	1.110	\$269,390	\$242,694	17,380	15,658	\$15.50	1.110	\$269,390	\$242,694	17,380	15,658	\$15.50
2008	010-615-009	2	0.000	\$0	\$0	0	0	\$0.00	0.210	\$34,359	\$163,614	3,686	17,552	\$9.32
2008	010-618-009	2	0.000	\$0	\$0	0	0	\$0.00	1.310	\$224,831	\$171,627	24,116	18,409	\$9.32
2008	010-630-022	2	0.000	\$0	\$0	0	0	\$0.00	1.090	\$420,662	\$385,928	33,977	31,172	\$12.38
2008	010-636-003	1	0.000	\$0	\$0	0	0	\$0.00	0.190	\$49,500	\$260,526	3,780	19,895	\$13.10
2008	010-653-008	1	0.000	\$0	\$0	0	0	\$0.00	0.239	\$10,811	\$45,234	879	3,678	\$12.30
	<b>CARVER</b>		<b>8.872</b>	<b>\$2,584,114</b>	<b>\$291,266</b>	<b>266,371</b>	<b>30,024</b>	<b>\$9.70</b>	<b>11.034</b>	<b>\$3,136,557</b>	<b>\$284,263</b>	<b>309,467</b>	<b>28,047</b>	<b>\$10.14</b>

Thursday, April 30, 2009

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

2003 thru 2007

2004 thru 2008

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
2003	027-601-038	2	0.352	\$100,386	\$285,188	10,541	29,946	\$9.52	0.000	\$0	\$0	0	0	\$0.00
2003	027-614-010	2	1.752	\$401,984	\$229,443	47,484	27,103	\$8.47	0.000	\$0	\$0	0	0	\$0.00
2003	027-617-027	2	0.190	\$43,722	\$230,116	4,591	24,163	\$9.52	0.000	\$0	\$0	0	0	\$0.00
2003	027-639-004	2	0.268	\$92,008	\$343,313	6,562	24,485	\$14.02	0.000	\$0	\$0	0	0	\$0.00
2003	027-673-007	2	1.950	\$72,336	\$37,095	6,214	3,187	\$11.64	0.000	\$0	\$0	0	0	\$0.00
2003	027-681-010	2	0.412	\$108,720	\$263,883	13,590	32,985	\$8.00	0.000	\$0	\$0	0	0	\$0.00
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
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	1.580	\$480,060	\$303,835	32,404	20,509	\$14.81	1.580	\$480,060	\$303,835	32,404	20,509	\$14.81
2006	027-619-017	1	6.240	\$1,291,752	\$207,012	102,520	16,429	\$12.60	6.240	\$1,291,752	\$207,012	102,520	16,429	\$12.60
2006	027-681-023	2	1.786	\$447,000	\$250,280	56,322	31,535	\$7.94	1.786	\$447,000	\$250,280	56,322	31,535	\$7.94
2007	027-603-035	2	1.020	\$188,031	\$184,344	13,860	13,588	\$13.57	1.020	\$188,031	\$184,344	13,860	13,588	\$13.57
2007	027-603-045	1	0.542	\$110,112	\$203,159	6,713	12,386	\$16.40	0.542	\$110,112	\$203,159	6,713	12,386	\$16.40
2008	027-622-004	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2008	027-661-034	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
2008	027-736-004	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
<b>HENNEPIN</b>														
				<b>\$5,204,641</b>	<b>\$199,572</b>	<b>461,142</b>	<b>17,683</b>	<b>\$11.29</b>	<b>26,776</b>	<b>\$4,939,480</b>	<b>\$184,474</b>	<b>441,558</b>	<b>16,491</b>	<b>\$11.19</b>

2004 thru 2008

2003 thru 2007

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
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
2006	070-605-007	2	0.260	\$105,120	\$404,308	12,302	47,315	\$8.54	0.260	\$105,120	\$404,308	12,302	47,315	\$8.54
2006	070-617-020	2	0.230	\$23,092	\$100,400	3,009	13,083	\$7.67	0.230	\$23,092	\$100,400	3,009	13,083	\$7.67
2006	070-621-026	2	0.550	\$184,736	\$335,884	24,042	43,713	\$7.68	0.550	\$184,736	\$335,884	24,042	43,713	\$7.68
2006	070-682-001	2	2.610	\$900,587	\$345,052	115,985	44,439	\$7.76	2.610	\$900,587	\$345,052	115,985	44,439	\$7.76
2006	070-683-009	2	0.190	\$46,184	\$243,074	5,833	30,700	\$7.92	0.190	\$46,184	\$243,074	5,833	30,700	\$7.92
2007	070-612-010	2	0.447	\$84,413	\$188,843	14,772	33,047	\$5.71	0.447	\$84,413	\$188,843	14,772	33,047	\$5.71
2007	070-621-023	2	1.150	\$434,569	\$377,886	45,808	39,833	\$9.49	1.150	\$434,569	\$377,886	45,808	39,833	\$9.49
2007	070-642-019	2	1.679	\$737,444	\$439,216	91,395	54,434	\$8.07	1.679	\$737,444	\$439,216	91,395	54,434	\$8.07
SCOTT			13.314	\$4,360,326	\$327,499	550,967	41,383	\$7.91	13.314	\$4,360,326	\$327,499	550,967	41,383	\$7.91
DISTRICT 5			69.654	\$16,874,285	\$242,259	1,859,855	26,701	\$9.07	70.320	\$17,141,424	\$243,763	1,857,706	26,418	\$9.23

2003 thru 2007

2004 thru 2008

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
2003	020-607-017	1	3.186	\$324,249	\$101,773	40,430	12,690	\$8.02	0.000	\$0	\$0	0	0	\$0.00
2003	020-615-017	1	3.956	\$190,435	\$48,138	20,904	5,284	\$9.11	0.000	\$0	\$0	0	0	\$0.00
2003	020-616-010	1	2.941	\$213,524	\$72,603	26,459	8,997	\$8.07	0.000	\$0	\$0	0	0	\$0.00
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	4.173	\$293,942	\$70,439	26,722	6,404	\$11.00	4.173	\$293,942	\$70,439	26,722	6,404	\$11.00
2006	020-634-010	1	6.257	\$36,003	\$5,754	3,273	523	\$11.00	6.257	\$36,003	\$5,754	3,273	523	\$11.00
2007	020-634-011	2	1.092	\$427,504	\$391,487	38,864	35,590	\$11.00	1.092	\$427,504	\$391,487	38,864	35,590	\$11.00
2007	020-634-012	1	1.220	\$9,042	\$7,411	822	674	\$11.00	1.220	\$9,042	\$7,411	822	674	\$11.00
<b>DODGE</b>			<b>32.102</b>	<b>\$2,248,685</b>	<b>\$70,048</b>	<b>244,338</b>	<b>7,611</b>	<b>\$9.20</b>	<b>22.019</b>	<b>\$1,520,477</b>	<b>\$69,053</b>	<b>156,545</b>	<b>7,110</b>	<b>\$9.71</b>
2003	023-611-011	1	3.450	\$80,976	\$23,471	8,879	2,574	\$9.12	0.000	\$0	\$0	0	0	\$0.00
2003	023-617-013	2	0.690	\$158,937	\$230,343	21,478	31,128	\$7.40	0.000	\$0	\$0	0	0	\$0.00
2003	023-617-015	2	0.257	\$138,180	\$537,665	15,137	58,899	\$9.13	0.000	\$0	\$0	0	0	\$0.00
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	3.920	\$477,895	\$121,912	48,616	12,402	\$9.83	3.920	\$477,895	\$121,912	48,616	12,402	\$9.83
2006	023-640-005	1	4.225	\$77,451	\$18,332	9,276	2,196	\$8.35	4.225	\$77,451	\$18,332	9,276	2,196	\$8.35
2008	023-602-019	1	0.000	\$0	\$0	0	0	\$0.00	3.896	\$63,518	\$16,303	4,537	1,165	\$14.00
2008	023-605-029	1	0.000	\$0	\$0	0	0	\$0.00	2.764	\$171,840	\$62,171	35,800	12,952	\$4.80
<b>FILLMORE</b>			<b>17.074</b>	<b>\$1,275,086</b>	<b>\$74,680</b>	<b>137,403</b>	<b>8,047</b>	<b>\$9.28</b>	<b>19.337</b>	<b>\$1,132,351</b>	<b>\$58,559</b>	<b>132,246</b>	<b>6,839</b>	<b>\$8.56</b>

2003 thru 2007

2004 thru 2008

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
2003	024-625-019	1	5.967	\$51,901	\$8,698	7,310	1,225	\$7.10	0.000	\$0	\$0	0	0	\$0.00
2003	024-630-021	1	6.259	\$68,786	\$10,990	9,360	1,495	\$7.35	0.000	\$0	\$0	0	0	\$0.00
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	5.957	\$120,360	\$20,205	17,700	2,971	\$6.80	5.957	\$120,360	\$20,205	17,700	2,971	\$6.80
2007	024-648-003	2	0.478	\$36,465	\$76,287	5,012	10,485	\$7.28	0.478	\$36,465	\$76,287	5,012	10,485	\$7.28
2008	024-628-006	1	0.000	\$0	\$0	0	0	\$0.00	0.500	\$30,163	\$60,326	6,594	13,188	\$4.57
<b>FREEBORN</b>			<b>30.520</b>	<b>\$799,875</b>	<b>\$26,208</b>	<b>126,316</b>	<b>4,139</b>	<b>\$6.33</b>	<b>18.794</b>	<b>\$709,351</b>	<b>\$37,743</b>	<b>116,240</b>	<b>6,185</b>	<b>\$6.10</b>
2003	025-604-010	1	0.988	\$49,600	\$50,202	8,680	8,785	\$5.71	0.000	\$0	\$0	0	0	\$0.00
2003	025-625-003	1	0.739	\$152,688	\$206,614	17,101	23,141	\$8.93	0.000	\$0	\$0	0	0	\$0.00
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	4.414	\$300,769	\$68,140	48,953	11,090	\$6.14	4.414	\$300,769	\$68,140	48,953	11,090	\$6.14
2006	025-662-003	2	0.284	\$81,780	\$287,958	5,800	20,423	\$14.10	0.284	\$81,780	\$287,958	5,800	20,423	\$14.10
2007	025-601-026	1	4.414	\$180,633	\$40,923	21,522	4,876	\$8.39	4.414	\$180,633	\$40,923	21,522	4,876	\$8.39
2007	025-601-028	1	0.751	\$73,516	\$97,891	9,799	13,048	\$7.50	0.751	\$73,516	\$97,891	9,799	13,048	\$7.50
<b>GOODHUE</b>			<b>30.162</b>	<b>\$1,482,703</b>	<b>\$49,158</b>	<b>204,677</b>	<b>6,786</b>	<b>\$7.24</b>	<b>28.435</b>	<b>\$1,280,415</b>	<b>\$45,030</b>	<b>178,896</b>	<b>6,291</b>	<b>\$7.16</b>

2004 thru 2008

2003 thru 2007

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
2003	028-603-016	1	3.830	\$308,425	\$80,329	55,773	14,562	\$5.53	0.000	\$0	\$0	0	0	\$0.00
2003	028-603-017	1	4.570	\$128,343	\$28,084	21,939	4,801	\$5.85	0.000	\$0	\$0	0	0	\$0.00
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
2007	028-601-009	1	0.160	\$33,465	\$209,156	2,743	17,144	\$12.20	0.160	\$33,465	\$209,156	2,743	17,144	\$12.20
2007	028-606-020	1	0.220	\$14,896	\$67,709	1,760	8,000	\$8.46	0.220	\$14,896	\$67,709	1,760	8,000	\$8.46
2007	028-620-012	1	0.195	\$17,160	\$88,000	1,430	7,333	\$12.00	0.195	\$17,160	\$88,000	1,430	7,333	\$12.00
<b>HOUSTON</b>			<b>16.068</b>	<b>\$881,897</b>	<b>\$54,885</b>	<b>131,719</b>	<b>8,198</b>	<b>\$6.70</b>	<b>7.668</b>	<b>\$445,129</b>	<b>\$58,050</b>	<b>54,007</b>	<b>7,043</b>	<b>\$8.24</b>
2003	050-614-011	1	13.680	\$239,729	\$17,524	33,860	2,475	\$7.08	0.000	\$0	\$0	0	0	\$0.00
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	9.295	\$1,064,420	\$114,515	157,834	16,981	\$6.74	9.295	\$1,064,420	\$114,515	157,834	16,981	\$6.74
2006	050-602-024	2	0.188	\$9,619	\$51,165	743	3,952	\$12.95	0.188	\$9,619	\$51,165	743	3,952	\$12.95
2007	050-607-033	1	0.459	\$96,697	\$210,669	9,431	20,547	\$10.25	0.459	\$96,697	\$210,669	9,431	20,547	\$10.25
2007	050-646-004	1	1.383	\$223,520	\$161,620	20,320	14,693	\$11.00	1.383	\$223,520	\$161,620	20,320	14,693	\$11.00
2008	050-602-028	1	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
<b>MOWER</b>			<b>36.733</b>	<b>\$2,134,445</b>	<b>\$58,107</b>	<b>268,458</b>	<b>7,308</b>	<b>\$7.95</b>	<b>31.059</b>	<b>\$2,094,416</b>	<b>\$67,433</b>	<b>253,708</b>	<b>8,169</b>	<b>\$8.26</b>
2003	055-606-003	1	4.413	\$413,585	\$93,720	54,998	12,463	\$7.52	0.000	\$0	\$0	0	0	\$0.00
2003	055-606-005	1	4.468	\$326,302	\$73,031	37,420	8,375	\$8.72	0.000	\$0	\$0	0	0	\$0.00
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	2.540	\$162,762	\$64,080	21,193	8,344	\$7.68	2.540	\$162,762	\$64,080	21,193	8,344	\$7.68
2007	055-601-017	1	2.369	\$278,880	\$117,721	26,560	11,211	\$10.50	2.369	\$278,880	\$117,721	26,560	11,211	\$10.50
<b>OLMSTED</b>			<b>19.361</b>	<b>\$1,658,544</b>	<b>\$85,664</b>	<b>197,140</b>	<b>10,182</b>	<b>\$8.41</b>	<b>10.480</b>	<b>\$918,657</b>	<b>\$87,658</b>	<b>104,722</b>	<b>9,993</b>	<b>\$8.77</b>



2003 thru 2007

2004 thru 2008

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
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	066-608-012	2	0.250	\$40,766	\$163,064	7,002	28,008	\$5.82	0.250	\$40,766	\$163,064	7,002	28,008	\$5.82
2006	066-612-016	1	7.713	\$10,920	\$1,416	1,500	194	\$7.28	7.713	\$10,920	\$1,416	1,500	194	\$7.28
2007	066-611-011	1	0.318	\$46,769	\$147,072	6,192	19,472	\$7.55	0.318	\$46,769	\$147,072	6,192	19,472	\$7.55
2007	066-638-006	1	0.118	\$10,609	\$89,907	1,375	11,653	\$7.72	0.118	\$10,609	\$89,907	1,375	11,653	\$7.72
2007	066-696-001	2	0.460	\$23,217	\$50,472	7,363	16,007	\$3.15	0.460	\$23,217	\$50,472	7,363	16,007	\$3.15
2008	066-611-012	2	0.000	\$0	\$0	0	0	\$0.00	0.440	\$68,947	\$156,698	7,980	18,136	\$8.64
2008	066-628-007	2	0.000	\$0	\$0	0	0	\$0.00	0.936	\$125,456	\$134,034	12,646	13,511	\$9.92
<b>RICE</b>			<b>20.748</b>	<b>\$690,858</b>	<b>\$33,298</b>	<b>110,546</b>	<b>5,328</b>	<b>\$6.25</b>	<b>22.124</b>	<b>\$885,261</b>	<b>\$40,014</b>	<b>131,172</b>	<b>5,929</b>	<b>\$6.75</b>
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	1,169	\$14.20	0.744	\$16,600	\$22,312	1,169	1,169	\$14.20
2006	074-635-007	1	0.735	\$77,464	\$105,393	6,402	8,710	\$12.10	0.735	\$77,464	\$105,393	6,402	8,710	\$12.10
2006	074-645-026	1	0.610	\$65,074	\$106,679	5,492	9,003	\$11.85	0.610	\$65,074	\$106,679	5,492	9,003	\$11.85
<b>STEELE</b>			<b>5.001</b>	<b>\$368,535</b>	<b>\$73,692</b>	<b>38,089</b>	<b>7,616</b>	<b>\$9.68</b>	<b>5.001</b>	<b>\$368,535</b>	<b>\$73,692</b>	<b>38,089</b>	<b>7,616</b>	<b>\$9.68</b>
2003	079-654-001	1	0.670	\$24,439	\$36,476	2,726	4,069	\$8.97	0.000	\$0	\$0	0	0	\$0.00
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	2.820	\$26,078	\$9,247	2,745	973	\$9.50	2.820	\$26,078	\$9,247	2,745	973	\$9.50
2007	079-604-041	1	2.519	\$174,455	\$69,256	31,031	12,319	\$5.62	2.519	\$174,455	\$69,256	31,031	12,319	\$5.62
2008	079-607-019	1	0.000	\$0	\$0	0	0	\$0.00	1.770	\$57,056	\$32,235	6,740	3,808	\$8.47
<b>WABASHA</b>			<b>7.534</b>	<b>\$352,501</b>	<b>\$46,788</b>	<b>52,321</b>	<b>6,945</b>	<b>\$6.74</b>	<b>8.634</b>	<b>\$385,118</b>	<b>\$44,605</b>	<b>56,335</b>	<b>6,525</b>	<b>\$6.84</b>

2003 thru 2007

2004 thru 2008

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
2003	085-629-022	2	0.521	\$116,355	\$223,330	11,188	21,474	\$10.40	0.000	\$0	\$0	0	0	\$0.00
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	1.666	\$300,190	\$180,186	29,344	17,613	\$10.23	1.666	\$300,190	\$180,186	29,344	17,613	\$10.23
2007	085-625-052	2	0.628	\$217,631	\$346,546	19,174	30,532	\$11.35	0.628	\$217,631	\$346,546	19,174	30,532	\$11.35
2007	085-625-055	1	0.242	\$51,345	\$212,169	4,606	19,033	\$11.15	0.242	\$51,345	\$212,169	4,606	19,033	\$11.15
2007	085-625-056	1	1.775	\$24,053	\$13,551	1,787	1,007	\$13.46	1.775	\$24,053	\$13,551	1,787	1,007	\$13.46
<b>WINONA</b>			<b>12.150</b>	<b>\$1,433,869</b>	<b>\$118,014</b>	<b>135,607</b>	<b>11,161</b>	<b>\$10.57</b>	<b>11.629</b>	<b>\$1,317,514</b>	<b>\$113,296</b>	<b>124,419</b>	<b>10,699</b>	<b>\$10.59</b>
<b>DISTRICT 6</b>			<b>227.453</b>	<b>\$13,326,997</b>	<b>\$58,592</b>	<b>1,646,614</b>	<b>7,239</b>	<b>\$8.09</b>	<b>185.180</b>	<b>\$11,057,223</b>	<b>\$59,711</b>	<b>1,346,379</b>	<b>7,271</b>	<b>\$8.21</b>

2004 thru 2008

2003 thru 2007

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
2003	007-643-004	1	0.304	\$21,276	\$69,987	3.106	10.217	\$6.85	0.000	\$0	\$0	0	0	\$0.00
2003	007-682-002	2	0.587	\$28,951	\$49,320	2.227	3.794	\$13.00	0.000	\$0	\$0	0	0	\$0.00
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	0.606	\$100,722	\$166,208	12.446	20.538	\$8.09	0.606	\$100,722	\$166,208	12.446	20.538	\$8.09
2006	007-657-002	2	2.454	\$251,546	\$102,504	33.184	13.522	\$7.58	2.454	\$251,546	\$102,504	33.184	13.522	\$7.58
2007	007-603-011	1	0.687	\$70,915	\$103,224	7.815	11.376	\$9.07	0.687	\$70,915	\$103,224	7.815	11.376	\$9.07
2007	007-650-002	1	0.435	\$39,597	\$91,028	4.235	9.736	\$9.35	0.435	\$39,597	\$91,028	4.235	9.736	\$9.35
2008	007-682-004	2	0.000	\$0	\$0	0	0	\$0.00	0.606	\$124,945	\$206,180	12.869	21.236	\$9.71
	<b>BLUE EARTH</b>		<b>11.916</b>	<b>\$1,148,226</b>	<b>\$96,360</b>	<b>152,043</b>	<b>12.760</b>	<b>\$7.55</b>	<b>11.631</b>	<b>\$1,222,944</b>	<b>\$105,145</b>	<b>159,579</b>	<b>13.720</b>	<b>\$7.66</b>
2003	008-602-016	1	1.300	\$21,124	\$16,249	4.515	3.473	\$4.68	0.000	\$0	\$0	0	0	\$0.00
2003	008-624-029	1	1.250	\$97,963	\$78,370	22.296	17.837	\$4.39	0.000	\$0	\$0	0	0	\$0.00
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	0.418	\$15,838	\$37,890	2.376	5.684	\$6.67	0.418	\$15,838	\$37,890	2.376	5.684	\$6.67
2006	008-627-016	1	2.847	\$254,550	\$89,410	43.168	15.163	\$5.90	2.847	\$254,550	\$89,410	43.168	15.163	\$5.90
2007	008-610-026	1	4.008	\$52,200	\$13,024	9.135	2.279	\$5.71	4.008	\$52,200	\$13,024	9.135	2.279	\$5.71
2007	008-627-021	1	0.152	\$7,000	\$46,053	980	6.447	\$7.14	0.152	\$7,000	\$46,053	980	6.447	\$7.14
	<b>BROWN</b>		<b>13.377</b>	<b>\$583,226</b>	<b>\$43,599</b>	<b>108,015</b>	<b>8.075</b>	<b>\$5.40</b>	<b>10.827</b>	<b>\$464,139</b>	<b>\$42,869</b>	<b>81,204</b>	<b>7.500</b>	<b>\$5.72</b>
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	4.697	\$98,000	\$20,864	25.137	5.352	\$3.90	4.697	\$98,000	\$20,864	25.137	5.352	\$3.90
2006	017-602-022	1	5.013	\$56,797	\$11,330	25.180	5.023	\$2.26	5.013	\$56,797	\$11,330	25.180	5.023	\$2.26
	<b>COTTONWOOD</b>		<b>15.570</b>	<b>\$326,721</b>	<b>\$20,984</b>	<b>76,291</b>	<b>4.900</b>	<b>\$4.28</b>	<b>15.570</b>	<b>\$326,721</b>	<b>\$20,984</b>	<b>76,291</b>	<b>4.900</b>	<b>\$4.28</b>

2004 thru 2008

2003 thru 2007

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
2003	022-654-005	2	0.255	\$6,965	\$27,314	995	3,902	\$7.00	0.000	\$0	\$0	0	0	\$0.00
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	2.836	\$520,334	\$183,475	54,772	19,313	\$9.50	2.836	\$520,334	\$183,475	54,772	19,313	\$9.50
2007	022-621-023	1	2.784	\$707,705	\$254,204	54,649	19,630	\$12.95	2.784	\$707,705	\$254,204	54,649	19,630	\$12.95
2008	022-621-025	2	0.000	\$0	\$0	0	0	\$0.00	0.672	\$237,349	\$353,198	15,630	23,259	\$15.19
<b>FARIBAULT</b>														
			<b>14.299</b>	<b>\$1,398,096</b>	<b>\$97,776</b>	<b>139,522</b>	<b>9,757</b>	<b>\$10.02</b>	<b>14.716</b>	<b>\$1,628,480</b>	<b>\$110,661</b>	<b>154,157</b>	<b>10,475</b>	<b>\$10.56</b>
2003	032-634-019	1	6.358	\$72,695	\$11,434	14,310	2,251	\$5.08	0.000	\$0	\$0	0	0	\$0.00
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	9.075	\$379,873	\$41,859	39,819	4,388	\$9.54	9.075	\$379,873	\$41,859	39,819	4,388	\$9.54
2007	032-645-001	1	0.775	\$94,838	\$122,372	6,632	8,557	\$14.30	0.775	\$94,838	\$122,372	6,632	8,557	\$14.30
2008	032-624-034	1	0.000	\$0	\$0	0	0	\$0.00	0.398	\$30,118	\$75,673	2,692	6,764	\$11.19
2008	032-649-002	1	0.000	\$0	\$0	0	0	\$0.00	0.439	\$33,763	\$76,909	3,017	6,872	\$11.19
2008	032-653-001	1	0.000	\$0	\$0	0	0	\$0.00	0.924	\$74,181	\$80,282	6,182	6,690	\$12.00
<b>JACKSON</b>														
			<b>34.096</b>	<b>\$935,857</b>	<b>\$27,448</b>	<b>118,563</b>	<b>3,477</b>	<b>\$7.89</b>	<b>29.499</b>	<b>\$1,001,224</b>	<b>\$33,941</b>	<b>116,144</b>	<b>3,937</b>	<b>\$8.62</b>
2003	040-626-039	2	0.318	\$39,780	\$125,094	5,200	16,332	\$7.65	0.000	\$0	\$0	0	0	\$0.00
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	\$43,344	\$148,669	5,212	17,089	\$8.70	0.305	\$43,344	\$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
2007	040-629-005	2	0.640	\$97,100	\$151,719	13,041	20,377	\$7.45	0.640	\$97,100	\$151,719	13,041	20,377	\$7.45
2008	040-602-018	1	0.000	\$0	\$0	0	0	\$0.00	4.790	\$89,100	\$18,601	9,900	2,067	\$9.00
<b>LE SUEUR</b>														
			<b>7.813</b>	<b>\$769,533</b>	<b>\$98,494</b>	<b>91,859</b>	<b>11,757</b>	<b>\$8.38</b>	<b>12.285</b>	<b>\$818,853</b>	<b>\$66,655</b>	<b>96,559</b>	<b>7,860</b>	<b>\$8.48</b>

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

Thursday, April 30, 2009

Page 34 of 42

2004 thru 2008

2003 thru 2007

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
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
2007	046-637-003	1	8.885	\$402,123	\$45,259	38,815	4,369	\$10.36	8.885	\$402,123	\$45,259	38,815	4,369	\$10.36
<b>MARTIN</b>														
2003	052-605-039	1	2.423	\$25,959	\$10,712	3,366	1,389	\$7.71	0.000	\$0	\$0	0	0	\$0.00
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	2.538	\$65,290	\$25,725	6,931	2,731	\$9.42	2.538	\$65,290	\$25,725	6,931	2,731	\$9.42
2006	052-620-012	2	0.530	\$170,754	\$322,177	14,440	27,245	\$11.83	0.530	\$170,754	\$322,177	14,440	27,245	\$11.83
2007	052-623-007	1	0.231	\$31,014	\$134,260	2,117	9,165	\$14.65	0.231	\$31,014	\$134,260	2,117	9,165	\$14.65
<b>NICOLLET</b>														
2003	053-619-020	2	0.272	\$14,250	\$52,390	2,100	7,721	\$6.79	0.000	\$0	\$0	0	0	\$0.00
2003	053-620-005	2	0.581	\$21,000	\$36,145	2,800	4,819	\$7.50	0.000	\$0	\$0	0	0	\$0.00
2003	053-635-016	1	3.974	\$71,008	\$17,868	13,202	3,322	\$5.38	0.000	\$0	\$0	0	0	\$0.00
2003	053-635-019	1	2.015	\$38,021	\$18,869	6,958	3,453	\$5.46	0.000	\$0	\$0	0	0	\$0.00
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
2007	053-635-021	1	6.951	\$203,775	\$29,315	29,260	4,209	\$6.96	6.951	\$203,775	\$29,315	29,260	4,209	\$6.96
<b>NOBLES</b>														
2003	067-604-019	1	2.746	\$128,237	\$46,700	24,426	8,895	\$5.25	0.000	\$0	\$0	0	0	\$0.00
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	4.183	\$296,664	\$70,921	37,083	8,865	\$8.00	4.183	\$296,664	\$70,921	37,083	8,865	\$8.00
<b>ROCK</b>														
2003	072-608-042	1	2.321	\$7,296	\$3,143	3,491	1,504	\$2.09	0.000	\$0	\$0	0	0	\$0.00
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
2008	072-621-017	2	0.000	\$0	\$0	0	0	\$0.00	0.000	\$0	\$0	0	0	\$0.00
<b>SIBLEY</b>														
2003	072-621-017	2	2.944	\$79,451	\$26,987	8,788	2,985	\$9.04	1.542	\$121,175	\$78,583	23,827	15,452	\$5.09

2003 thru 2007

2004 thru 2008

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
2007	081-601-006	2	0.362	\$83,915	\$231,809	9,849	27,207	\$8.52	0.362	\$83,915	\$231,809	9,849	27,207	\$8.52
2007	081-604-021	2	0.845	\$130,343	\$154,252	15,517	18,363	\$8.40	0.845	\$130,343	\$154,252	15,517	18,363	\$8.40
2007	081-613-005	1	1.804	\$232,144	\$128,683	23,834	13,212	\$9.74	1.804	\$232,144	\$128,683	23,834	13,212	\$9.74
<b>WASECA</b>			<b>3.011</b>	<b>\$446,402</b>	<b>\$148,257</b>	<b>49,200</b>	<b>16,340</b>	<b>\$9.07</b>	<b>3.011</b>	<b>\$446,402</b>	<b>\$148,257</b>	<b>49,200</b>	<b>16,340</b>	<b>\$9.07</b>
2003	083-605-031	2	0.848	\$2,900	\$3,420	378	446	\$7.67	0.000	\$0	\$0	0	0	\$0.00
2003	083-612-015	1	8.263	\$107,300	\$12,986	13,986	1,693	\$7.67	0.000	\$0	\$0	0	0	\$0.00
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	2.010	\$164,000	\$81,592	15,498	7,710	\$10.58	2.010	\$164,000	\$81,592	15,498	7,710	\$10.58
2006	083-624-001	2	0.248	\$18,630	\$75,121	1,956	7,887	\$9.52	0.248	\$18,630	\$75,121	1,956	7,887	\$9.52
2006	083-659-002	1	1.009	\$90,000	\$89,197	8,505	8,429	\$10.58	1.009	\$90,000	\$89,197	8,505	8,429	\$10.58
<b>WATONWAN</b>			<b>14.170</b>	<b>\$543,437</b>	<b>\$38,351</b>	<b>51,924</b>	<b>3,664</b>	<b>\$10.47</b>	<b>5.059</b>	<b>\$433,237</b>	<b>\$85,637</b>	<b>37,560</b>	<b>7,424</b>	<b>\$11.53</b>
<b>DISTRICT 7</b>			<b>183.228</b>	<b>\$8,389,174</b>	<b>\$45,786</b>	<b>1,077,457</b>	<b>5,880</b>	<b>\$7.79</b>	<b>158.160</b>	<b>\$8,322,925</b>	<b>\$52,623</b>	<b>1,022,921</b>	<b>6,468</b>	<b>\$8.14</b>

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
2003	012-604-007	1	1.038	\$31,783	\$30,619	5,387	5,190	\$5.90	0.000	\$0	\$0	0	0	\$0.00
2003	012-604-008	1	3.176	\$16,277	\$5,125	2,415	760	\$6.74	0.000	\$0	\$0	0	0	\$0.00
2003	012-618-002	1	1.560	\$44,426	\$28,478	7,877	5,049	\$5.64	0.000	\$0	\$0	0	0	\$0.00
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
2008	012-601-016	1	0.000	\$0	\$0	0	0	\$0.00	6.011	\$396,944	\$66,036	45,365	7,547	\$8.75
2008	012-615-025	1	0.000	\$0	\$0	0	0	\$0.00	0.216	\$40,052	\$185,426	3,102	14,361	\$12.91
	<b>CHIPPEWA</b>		<b>10.696</b>	<b>\$202,702</b>	<b>\$18,951</b>	<b>34,079</b>	<b>3,186</b>	<b>\$5.95</b>	<b>11.149</b>	<b>\$547,212</b>	<b>\$49,082</b>	<b>66,867</b>	<b>5,998</b>	<b>\$8.18</b>
2003	034-601-029	1	0.338	\$25,911	\$76,660	4,737	14,015	\$5.47	0.000	\$0	\$0	0	0	\$0.00
2003	034-601-032	1	2.967	\$26,102	\$8,797	4,265	1,437	\$6.12	0.000	\$0	\$0	0	0	\$0.00
2003	034-602-027	1	5.671	\$46,900	\$8,270	11,725	2,068	\$4.00	0.000	\$0	\$0	0	0	\$0.00
2003	034-610-016	1	0.723	\$7,004	\$9,687	1,484	2,053	\$4.72	0.000	\$0	\$0	0	0	\$0.00
2003	034-624-006	2	0.926	\$117,644	\$127,045	23,576	25,460	\$4.99	0.000	\$0	\$0	0	0	\$0.00
2003	034-628-008	1	1.090	\$12,471	\$11,441	2,659	2,439	\$4.69	0.000	\$0	\$0	0	0	\$0.00
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
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	0.562	\$38,580	\$68,648	6,430	11,441	\$6.00	0.562	\$38,580	\$68,648	6,430	11,441	\$6.00
2006	034-610-014	1	5.817	\$437,204	\$75,160	76,168	13,094	\$5.74	5.817	\$437,204	\$75,160	76,168	13,094	\$5.74
2006	034-610-015	1	2.623	\$193,806	\$73,887	32,301	12,315	\$6.00	2.623	\$193,806	\$73,887	32,301	12,315	\$6.00
2007	034-604-019	1	2.678	\$159,923	\$59,717	21,323	7,962	\$7.50	2.678	\$159,923	\$59,717	21,323	7,962	\$7.50
2007	034-647-002	1	1.085	\$252,050	\$232,304	33,340	30,728	\$7.56	1.085	\$252,050	\$232,304	33,340	30,728	\$7.56
2008	034-607-014	1	0.000	\$0	\$0	0	0	\$0.00	2.518	\$222,712	\$88,448	21,394	8,496	\$10.41
2008	034-610-018	1	0.000	\$0	\$0	0	0	\$0.00	0.950	\$91,308	\$96,114	12,326	12,975	\$7.41
	<b>KANDIYOHI</b>		<b>45.663</b>	<b>\$2,723,971</b>	<b>\$59,654</b>	<b>431,240</b>	<b>9,444</b>	<b>\$6.32</b>	<b>37.416</b>	<b>\$2,801,959</b>	<b>\$74,887</b>	<b>416,514</b>	<b>11,132</b>	<b>\$6.73</b>

2004 thru 2008

2003 thru 2007

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
2003	037-607-030	1	4.073	\$74,358	\$18,256	13,770	3.381	\$5.40	0.000	\$0	\$0	0	0	\$0.00
2003	037-802-001	1	0.188	\$25,215	\$134,122	4,100	21,809	\$6.15	0.000	\$0	\$0	0	0	\$0.00
2003	037-804-001	2	0.189	\$13,698	\$72,476	1,535	8,122	\$8.92	0.000	\$0	\$0	0	0	\$0.00
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	0.062	\$6,600	\$106,452	600	9,677	\$11.00	0.062	\$6,600	\$106,452	600	9,677	\$11.00
	<b>LAC QUI PARLE</b>		<b>5.907</b>	<b>\$251,335</b>	<b>\$42,549</b>	<b>36,684</b>	<b>6,210</b>	<b>\$6.85</b>	<b>1.457</b>	<b>\$138,064</b>	<b>\$94,759</b>	<b>17,279</b>	<b>11,859</b>	<b>\$7.99</b>
2003	041-608-022	1	0.502	\$22,230	\$44,283	3,900	7,769	\$5.70	0.000	\$0	\$0	0	0	\$0.00
2003	041-608-023	1	2.007	\$87,210	\$43,453	15,300	7,623	\$5.70	0.000	\$0	\$0	0	0	\$0.00
2003	041-618-014	1	3.013	\$124,825	\$41,429	30,445	10,105	\$4.10	0.000	\$0	\$0	0	0	\$0.00
2003	041-618-015	1	3.013	\$62,400	\$20,710	12,000	3,983	\$5.20	0.000	\$0	\$0	0	0	\$0.00
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	4.819	\$366,727	\$76,100	59,825	12,414	\$6.13	4.819	\$366,727	\$76,100	59,825	12,414	\$6.13
	<b>LINCOLN</b>		<b>18.809</b>	<b>\$956,792</b>	<b>\$50,869</b>	<b>173,740</b>	<b>9,237</b>	<b>\$5.51</b>	<b>10.274</b>	<b>\$660,127</b>	<b>\$64,252</b>	<b>112,095</b>	<b>10,911</b>	<b>\$5.89</b>
2003	042-610-027	1	2.940	\$15,263	\$5,191	1,650	561	\$9.25	0.000	\$0	\$0	0	0	\$0.00
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
2007	042-635-001	2	0.503	\$38,080	\$75,706	5,600	11,133	\$6.80	0.503	\$38,080	\$75,706	5,600	11,133	\$6.80
2008	042-605-032	1	0.000	\$0	\$0	0	0	\$0.00	7.564	\$756,400	\$100,000	115,400	15,256	\$6.55
	<b>LYON</b>		<b>13.359</b>	<b>\$502,132</b>	<b>\$37,588</b>	<b>80,774</b>	<b>6,046</b>	<b>\$6.22</b>	<b>17.983</b>	<b>\$1,243,269</b>	<b>\$69,136</b>	<b>194,524</b>	<b>10,817</b>	<b>\$6.39</b>
2003	043-603-027	2	0.234	\$261,369	\$1,116,962	29,041	124,107	\$9.00	0.000	\$0	\$0	0	0	\$0.00
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	3.152	\$173,574	\$55,068	15,179	4,816	\$11.44	3.152	\$173,574	\$55,068	15,179	4,816	\$11.44
2007	043-607-012	1	6.236	\$488,171	\$78,283	74,838	12,001	\$6.52	6.236	\$488,171	\$78,283	74,838	12,001	\$6.52
2008	043-615-011	2	0.000	\$0	\$0	0	0	\$0.00	0.478	\$111,073	\$232,370	11,439	23,931	\$9.71
2008	043-715-003	1	0.000	\$0	\$0	0	0	\$0.00	0.670	\$252,573	\$376,975	39,242	58,570	\$6.44
	<b>MCLEOD</b>		<b>11.465</b>	<b>\$1,061,436</b>	<b>\$92,581</b>	<b>138,399</b>	<b>12,071</b>	<b>\$7.67</b>	<b>12.379</b>	<b>\$1,163,713</b>	<b>\$94,007</b>	<b>160,039</b>	<b>12,928</b>	<b>\$7.27</b>

Thursday, April 30, 2009

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



2003 thru 2007

2004 thru 2008

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
2003	047-601-016	1	4.160	\$85,650	\$20,589	19,186	4,612	\$4.46	0.000	\$0	\$0	0	0	\$0.00
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	6.743	\$299,647	\$44,438	57,730	8,561	\$5.19	6.743	\$299,647	\$44,438	57,730	8,561	\$5.19
2007	047-614-019	1	6.700	\$141,600	\$21,134	22,400	3,343	\$6.32	6.700	\$141,600	\$21,134	22,400	3,343	\$6.32
	<b>MEEKER</b>		<b>34.495</b>	<b>\$974,197</b>	<b>\$28,242</b>	<b>203,803</b>	<b>5,908</b>	<b>\$4.78</b>	<b>30.335</b>	<b>\$888,547</b>	<b>\$29,291</b>	<b>184,617</b>	<b>6,086</b>	<b>\$4.81</b>
2003	051-617-006	1	2.968	\$86,185	\$29,038	16,735	5,638	\$5.15	0.000	\$0	\$0	0	0	\$0.00
2003	051-617-007	1	1.072	\$31,853	\$29,714	6,185	5,770	\$5.15	0.000	\$0	\$0	0	0	\$0.00
2003	051-640-002	1	2.326	\$101,150	\$43,487	13,856	5,957	\$7.30	0.000	\$0	\$0	0	0	\$0.00
2003	051-645-005	1	4.339	\$126,072	\$29,056	24,480	5,642	\$5.15	0.000	\$0	\$0	0	0	\$0.00
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
2008	051-602-017	2	0.000	\$0	\$0	0	0	\$0.00	0.818	\$18,297	\$22,368	1,710	2,090	\$10.70
2008	051-604-025	2	0.000	\$0	\$0	0	0	\$0.00	0.644	\$133,763	\$207,707	13,050	20,264	\$10.25
2008	051-630-020	1	0.000	\$0	\$0	0	0	\$0.00	7.024	\$143,724	\$20,462	20,650	2,940	\$6.96
	<b>MURRAY</b>		<b>21.417</b>	<b>\$773,393</b>	<b>\$36,111</b>	<b>134,256</b>	<b>6,269</b>	<b>\$5.76</b>	<b>19.198</b>	<b>\$723,917</b>	<b>\$37,708</b>	<b>108,410</b>	<b>5,647</b>	<b>\$6.68</b>
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
2007	059-618-027	1	1.332	\$122,975	\$92,324	25,064	18,817	\$4.91	1.332	\$122,975	\$92,324	25,064	18,817	\$4.91
2007	059-630-009	1	0.976	\$133,730	\$137,018	17,596	18,029	\$7.60	0.976	\$133,730	\$137,018	17,596	18,029	\$7.60
2008	059-617-013	1	0.000	\$0	\$0	0	0	\$0.00	0.331	\$41,220	\$124,532	5,496	16,604	\$7.50
	<b>PIPESTONE</b>		<b>14.054</b>	<b>\$1,211,561</b>	<b>\$86,208</b>	<b>229,926</b>	<b>16,360</b>	<b>\$5.27</b>	<b>14.385</b>	<b>\$1,252,781</b>	<b>\$87,089</b>	<b>235,422</b>	<b>16,366</b>	<b>\$5.32</b>

2003 thru 2007

2004 thru 2008

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
2003	064-606-026	1	10.602	\$239,372	\$22,578	43,130	4.068	\$5.55	0.000	\$0	\$0	0	0	\$0.00
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
2008	064-609-012	1	0.000	\$0	\$0	0	0	\$0.00	5.480	\$102,888	\$18,775	12,861	2,347	\$8.00
2008	064-609-013	1	0.000	\$0	\$0	0	0	\$0.00	5.480	\$384,677	\$70,197	65,042	11,869	\$5.91
2008	064-615-014	2	0.000	\$0	\$0	0	0	\$0.00	0.701	\$9,525	\$13,588	972	1,387	\$9.80
	<b>REDWOOD</b>		<b>25.991</b>	<b>\$810,964</b>	<b>\$31,202</b>	<b>126,441</b>	<b>4.865</b>	<b>\$6.41</b>	<b>27.050</b>	<b>\$1,068,682</b>	<b>\$39,508</b>	<b>162,186</b>	<b>5.996</b>	<b>\$6.59</b>
2003	065-621-018	1	0.360	\$30,408	\$84,467	5,559	15,442	\$5.47	0.000	\$0	\$0	0	0	\$0.00
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	5.949	\$479,500	\$80,602	68,500	11,515	\$7.00	5.949	\$479,500	\$80,602	68,500	11,515	\$7.00
2008	065-611-043	1	0.000	\$0	\$0	0	0	\$0.00	5.278	\$732,291	\$138,744	97,623	18,496	\$7.50
	<b>RENVILLE</b>		<b>25.194</b>	<b>\$2,125,946</b>	<b>\$84,383</b>	<b>339,159</b>	<b>13.462</b>	<b>\$6.27</b>	<b>30.112</b>	<b>\$2,827,829</b>	<b>\$93,910</b>	<b>431,223</b>	<b>14.321</b>	<b>\$6.56</b>
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
2007	087-603-027	1	11.992	\$932,932	\$77,796	114,170	9,521	\$8.17	11.992	\$932,932	\$77,796	114,170	9,521	\$8.17
2007	087-624-003	1	0.870	\$99,061	\$113,863	12,901	14,829	\$7.68	0.870	\$99,061	\$113,863	12,901	14,829	\$7.68
2008	087-615-017	1	0.000	\$0	\$0	0	0	\$0.00	1.997	\$212,100	\$106,209	21,210	10,621	\$10.00
	<b>YELLOW MEDICINE</b>		<b>26.494</b>	<b>\$1,955,412</b>	<b>\$73,806</b>	<b>266,082</b>	<b>10.043</b>	<b>\$7.35</b>	<b>28.491</b>	<b>\$2,167,512</b>	<b>\$76,077</b>	<b>287,292</b>	<b>10,084</b>	<b>\$7.54</b>
	<b>DISTRICT 8</b>		<b>253.544</b>	<b>\$13,549,841</b>	<b>\$53,442</b>	<b>2,194,583</b>	<b>8.656</b>	<b>\$6.17</b>	<b>240.229</b>	<b>\$15,483,612</b>	<b>\$64,454</b>	<b>2,376,468</b>	<b>9.893</b>	<b>\$6.52</b>

2003 thru 2007

2004 thru 2008

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
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	1,739	\$252,583	\$145,246	28,768	16,543	\$8.78	1,739	\$252,583	\$145,246	28,768	16,543	\$8.78
2007	013-607-012	1	3,710	\$414,359	\$111,687	38,545	10,389	\$10.75	3,710	\$414,359	\$111,687	38,545	10,389	\$10.75
2008	013-614-006	1	0,000	\$0	\$0	0	0	\$0.00	3,492	\$473,467	\$135,586	52,638	15,074	\$8.99
	<b>CHISAGO</b>		<b>17,058</b>	<b>\$2,228,566</b>	<b>\$130,643</b>	<b>280,402</b>	<b>16,438</b>	<b>\$7.95</b>	<b>20,550</b>	<b>\$2,702,033</b>	<b>\$131,483</b>	<b>333,040</b>	<b>16,206</b>	<b>\$8.11</b>
2003	019-609-012	1	0,369	\$32,683	\$88,572	6,980	18,916	\$4.68	0,000	\$0	\$0	0	0	\$0.00
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	0,327	\$14,784	\$45,211	1,136	3,474	\$13.01	0,327	\$14,784	\$45,211	1,136	3,474	\$13.01
2006	019-631-033	2	0,796	\$35,621	\$44,750	2,737	3,438	\$13.01	0,796	\$35,621	\$44,750	2,737	3,438	\$13.01
2007	019-642-042	2	1,679	\$605,227	\$360,469	75,008	44,674	\$8.07	1,679	\$605,227	\$360,469	75,008	44,674	\$8.07
2007	019-650-005	2	0,696	\$147,232	\$211,540	17,392	24,989	\$8.47	0,696	\$147,232	\$211,540	17,392	24,989	\$8.47
2007	019-656-004	2	0,507	\$110,600	\$218,146	10,452	20,615	\$10.58	0,507	\$110,600	\$218,146	10,452	20,615	\$10.58
2008	019-605-025	2	0,000	\$0	\$0	0	0	\$0.00	0,524	\$133,090	\$253,989	25,154	48,004	\$5.29
2008	019-647-018	1	0,000	\$0	\$0	0	0	\$0.00	0,525	\$82,322	\$156,804	13,600	25,905	\$6.05
2008	019-670-008	2	0,000	\$0	\$0	0	0	\$0.00	1,310	\$509,970	\$389,290	96,384	73,576	\$5.29
2008	019-686-008	1	0,000	\$0	\$0	0	0	\$0.00	0,398	\$47,064	\$118,251	7,775	19,535	\$6.05
	<b>DAKOTA</b>		<b>9,787</b>	<b>\$1,708,191</b>	<b>\$174,529</b>	<b>224,914</b>	<b>22,980</b>	<b>\$7.59</b>	<b>12,175</b>	<b>\$2,447,954</b>	<b>\$201,057</b>	<b>360,847</b>	<b>29,637</b>	<b>\$6.78</b>

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
2003	062-612-014	2	0.960	\$101,319	\$105,541	9,132	9,513	\$11.09	0.000	\$0	\$0	0	0	\$0.00
2003	062-696-010	2	1.162	\$200,184	\$172,305	23,815	20,498	\$8.41	0.000	\$0	\$0	0	0	\$0.00
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
2007	062-665-042	2	0.180	\$47,111	\$261,728	3,124	17,356	\$15.08	0.180	\$47,111	\$261,728	3,124	17,356	\$15.08
2008	062-672-004	2	0.000	\$0	\$0	0	0	\$0.00	1.890	\$236,264	\$125,007	19,136	10,125	\$12.35
	<b>RAMSEY</b>		<b>6.380</b>	<b>\$893,723</b>	<b>\$140,086</b>	<b>91,204</b>	<b>14,296</b>	<b>\$9.80</b>	<b>6.148</b>	<b>\$828,484</b>	<b>\$134,756</b>	<b>77,393</b>	<b>12,588</b>	<b>\$10.70</b>
2003	082-613-007	1	1.270	\$253,208	\$199,376	27,346	21,532	\$9.26	0.000	\$0	\$0	0	0	\$0.00
2003	082-613-020	1	0.508	\$175,800	\$346,063	1,613	32,703	\$10.58	0.000	\$0	\$0	0	0	\$0.00
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
2007	082-613-021	2	1.980	\$693,310	\$350,151	68,966	34,831	\$10.05	1.980	\$693,310	\$350,151	68,966	34,831	\$10.05
2008	082-616-016	2	0.000	\$0	\$0	0	0	\$0.00	0.551	\$136,003	\$246,829	13,889	25,207	\$9.79
2008	082-618-014	2	0.000	\$0	\$0	0	0	\$0.00	1.294	\$195,132	\$150,798	26,343	20,358	\$7.41
2008	082-625-002	2	0.000	\$0	\$0	0	0	\$0.00	1.887	\$236,264	\$125,206	19,136	10,141	\$12.35
	<b>WASHINGTON</b>		<b>5.506</b>	<b>\$1,189,065</b>	<b>\$215,957</b>	<b>120,956</b>	<b>21,968</b>	<b>\$9.83</b>	<b>7.460</b>	<b>\$1,327,456</b>	<b>\$177,942</b>	<b>136,365</b>	<b>18,279</b>	<b>\$9.73</b>
	<b>DISTRICT 9</b>		<b>38.732</b>	<b>\$6,019,545</b>	<b>\$155,416</b>	<b>717,476</b>	<b>18,524</b>	<b>\$8.39</b>	<b>46.334</b>	<b>\$7,305,927</b>	<b>\$157,680</b>	<b>907,645</b>	<b>19,589</b>	<b>\$8.05</b>
	<b>STATE TOTALS</b>		<b>2,060.554</b>	<b>\$114,558,118</b>	<b>\$55,596</b>	<b>16,716,673</b>	<b>8,113</b>	<b>\$6.85</b>	<b>1,901.978</b>	<b>\$116,054,065</b>	<b>\$61,018</b>	<b>16,299,685</b>	<b>8,570</b>	<b>\$7.12</b>

### Bituminous Comparison

NO.	COUNTY	Gravel Base	Bit Rural	Bit Urban	Inflated Bit	
1	9	Carlton	7.88	45.34	56.19	41.85
1	16	Cook	10.99	48.45	59.30	56.72
1	31	Itasca	7.54	45.00	55.85	45.22
1	36	Koochiching	7.81	45.27	56.12	47.83
1	38	Lake	5.98	43.44	54.29	48.28
1	58	Pine	7.46	44.92	55.77	43.98
1	69	St. Louis	6.64	44.10	54.95	45.48
2	4	Beltrami	6.90	44.36	55.21	44.86
2	15	Clearwater	4.93	42.39	53.24	39.89
2	29	Hubbard	5.59	43.05	53.90	44.04
2	35	Kittson	7.23	44.69	55.54	45.97
2	39	Lake of the Woods	6.37	43.83	54.68	45.20
2	45	Marshall	5.57	43.03	53.88	44.72
2	54	Norman	7.12	44.58	55.43	41.73
2	57	Pennington	7.03	44.49	55.34	42.35
2	60	Polk	6.54	44.00	54.85	44.25
2	63	Red Lake	5.60	43.06	53.91	39.93
2	68	Roseau	7.35	44.81	55.66	47.52
3	1	Aitkin	7.89	45.35	56.20	46.29
3	5	Benton	8.39	45.85	56.70	52.28
3	11	Cass	7.60	45.06	55.91	46.80
3	18	Crow Wing	7.75	45.21	56.06	45.23
3	30	Isanti	7.39	44.85	55.70	47.19
3	33	Kanabec	6.05	43.51	54.36	43.55
3	48	Mille Lacs	6.59	44.05	54.90	40.65
3	49	Morrison	6.11	43.57	54.42	39.25
3	71	Sherburne	8.66	46.12	56.97	48.95
3	73	Stearns	8.73	46.19	57.04	47.54
3	77	Todd	5.92	43.38	54.23	37.00
3	80	Wadena	5.66	43.12	53.97	44.83
3	86	Wright	9.64	47.10	57.95	49.07
4	3	Becker	6.01	43.47	54.32	40.26
4	6	Big Stone	7.02	44.48	55.33	43.56
4	14	Clay	5.97	43.43	54.28	38.04
4	21	Douglas	5.09	42.55	53.40	39.19
4	26	Grant	5.35	42.81	53.66	43.72
4	44	Mahnomen	6.38	43.84	54.69	46.99
4	56	Otter Tail	5.84	43.30	54.15	46.22
4	61	Pope	5.09	42.55	53.40	40.75
4	75	Stevens	4.70	42.16	53.01	42.61
4	76	Swift	9.40	46.86	57.71	39.04
4	78	Traverse	7.77	45.23	56.08	52.38
4	84	Wilkin	9.71	47.17	58.02	41.44

NO.	COUNTY	Gravel Base	Bit Rural	Bit Urban	Inflated Bit	
5	2	Anoka	8.36	57.43	57.43	62.46
5	10	Carver	9.77	58.84	58.84	43.64
5	27	Hennepin	11.41	60.48	60.48	60.17
5	70	Scott	8.20	57.27	57.27	61.23
6	20	Dodge	10.35	47.81	58.66	47.54
6	23	Fillmore	8.53	45.99	56.84	50.28
6	24	Freeborn	6.70	44.16	55.01	39.31
6	25	Goodhue	7.50	44.96	55.81	41.19
6	28	Houston	9.35	46.81	57.66	61.62
6	50	Mower	8.26	45.72	56.57	43.52
6	55	Olmsted	9.56	47.02	57.87	52.43
6	66	Rice	7.41	44.87	55.72	48.43
6	74	Steele	10.34	47.80	58.65	47.22
6	79	Wabasha	7.16	44.62	55.47	53.56
6	85	Winona	11.02	48.48	59.33	63.47
7	7	Blue Earth	8.09	45.55	56.40	35.04
7	8	Brown	5.77	43.23	54.08	50.22
7	17	Cottonwood	4.63	42.09	52.94	42.97
7	22	Faribault	10.40	47.86	58.71	44.76
7	32	Jackson	8.95	46.41	57.26	50.65
7	40	Le Sueur	9.30	46.76	57.61	55.91
7	46	Martin	9.51	46.97	57.82	49.76
7	52	Nicollet	9.18	46.64	57.49	46.16
7	53	Nobles	6.75	44.21	55.06	42.68
7	67	Rock	7.42	44.88	55.73	38.94
7	72	Sibley	6.79	44.25	55.10	45.47
7	81	Waseca	9.06	46.52	57.37	42.89
7	83	Watonwan	10.63	48.09	58.94	49.99
8	12	Chippewa	8.30	45.76	56.61	39.37
8	34	Kandiyohi	6.90	44.36	55.21	49.21
8	37	Lac qui Parle	8.10	45.56	56.41	43.23
8	41	Lincoln	6.25	43.71	54.56	41.95
8	42	Lyon	6.78	44.24	55.09	42.23
8	43	Mc Leod	7.22	44.68	55.53	49.12
8	47	Meeker	5.04	42.50	53.35	39.39
8	51	Murray	7.55	45.01	55.86	43.55
8	59	Pipestone	5.87	43.33	54.18	45.59
8	64	Redwood	6.85	44.31	55.16	39.66
8	65	Renville	6.90	44.36	55.21	49.08
8	87	Yellow Medicine	7.76	45.22	56.07	47.66
9	13	Chisago	8.75	57.82	57.82	53.57
9	19	Dakota	6.87	55.94	55.94	53.40
9	62	Ramsey	12.04	61.11	61.11	66.38
9	82	Washington	9.52	58.59	58.59	65.22

# Variances Requested for 2008-2009

June 2009

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status (*Full approval or **Pend HH*)	Denial Date	Project Number Route Name, Number, Location, Termini, Tied to Project Numbers
2008-03	Fillmore County	6/25/2008	<b>8820.9920</b> , 30 MPH horizontal curves in lieu of the 40 MPH.	7/11/2008 HH???		SAP 023-615-012, Bridge #23J86
2008-05	Winona County	9/24/2008	<b>8820.9922</b> , 20 MPH horz curves in lieu of 30 MPH: contingent on the County working with the DSAE with respect to approach tapers.	10/10/2008 Conditional		SAP 85-599-64, (Inplace) Bridge #L 1489
2008-06	Hennepin County	9/24/2008	<b>8820.9995</b> , CSAH 19 in Loretto, so as to allow surface width of 6.0' in lieu of 8.0'	10/10/2008		SP 27-090-15; Multi-use trail along CSAH 19 in the City of Loretto
2008-10	Kandiyohi County	12/20/2008	<b>8820.9920</b> , Design speed of 30 MPH sag vertical curve from station 14+00 to 19+75 in lieu of the minimum 40 MPH.	1/8/2008 Pending HH		SAP 34-639-04; Proposed reconstr/bridge replacement of CSAH 39 between 0.26 miles S of CSAH 39's intersection with CR 105 in section 36, Twp 122 N, Range 33 W.
2009-02	Lyon County	3/19/2009	<b>8820.9936</b> , 20 MPH vertical sag curve in lieu of the required minimum 30 MPH design.	3/25/2009		SAP 42-627-003; CSAH 27 between T. H. 14 and County Road 63 in the City of Balaton.

# Hardship Transfers

June 2009

**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.

<b>Hardship Transfers</b>		
<b><u>CY 1997</u></b>		
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
	<b>\$3,250,000</b>	
<b><u>CY 2001</u></b>		
Pennington	\$296,000	#24 & #27 County Road System
	<b>\$296,000</b>	
<b><u>CY 2003</u></b>		
Traverse	\$268,915	Disastrous fire destroying
	<b>\$268,915</b>	Wheaton Hwy shop
<b><u>CY 2004</u></b>		
Kittson	\$100,000	wet weather, poor drying &
	<b>\$100,000</b>	heavy comm truck damage
<b><u>CY 2005</u></b>		
Kittson	\$125,000	Heavy rain 7/3/2005 weekend
Otter Tail	500,000	High water, CSAH 12 & 10
	<b>\$625,000</b>	
<b>Total</b>	<b>\$4,539,915</b>	



# Maintenance Facilities

June 2009

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

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

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

<b>Maintenance Facilities</b>		
<b>CY 2000</b>		
Carver	\$343,632.04	Public Work Bldg
Mahnomen	422,867.00	Maintenance Facility
Pine	<u>363,848.03</u>	Sandstone Bldg Addition
	\$1,130,347.07	
<b>CY 2001</b>		
Carver	\$500,000.00	Public Work Bldg
Nobles	<u>500,000.00</u>	Maintenance Facility
	\$1,000,000.00	
<b>CY 2002</b>		
Carver	\$168,398.26	Public Work Bldg
Dodge	109,816.45	Access to maintenance facility
Hennepin	<u>260,000.00</u>	Salt/Sand storage facility-Orono
	\$538,214.71	
<b>CY 2003</b>		
Cottonwood	<u>\$90,458.55</u>	Salt shed
	\$90,458.55	
<b>CY 2004</b>		
Carlton	\$550,000.00	Maintenance Facility
Cottonwood	<u>\$147,429.02</u>	Windom addition
	\$697,429.02	
<b>CY 2005</b>		
Dodge	\$160,000.00	Maintenance Facility
Morrison	1,134,368.89	Public Works Bldg
Swift	<u>417,102.00</u>	Admin office & Outshops
	\$1,711,470.89	
<b>CY 2006</b>		
Hubbard	\$280,000.00	Maintenance Facility
Kandiyohi	1,164,576.40	Maintenance Facility
Meeker	1,000,000.00	Maintenance Facility
Pennington	\$66,811.40	Hwy Facility Upgrade
Renville	<u>313,500.00</u>	Franklin Facility
	\$2,824,887.80	
<b>CY 2007</b>		
Lake of the Woods	<u>\$97,464.00</u>	Salt/Sand Storage
	\$97,464.00	
<b>Total to Date</b>	<b>\$11,147,414.35</b>	

\* - 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.

4/30/2009

**COUNTY STATE AID CONSTRUCTION ACCOUNT  
ADVANCE GUIDELINES  
Regular & Municipal Accounts**

**State Aid Advances**

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

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

**State Aid Advance Code Levels**

Guidelines for advances are determined by the following codes.



**Code RED - SEVERE** - Fund Balances too low. NO ADVANCES - NO EXCEPTIONS



**Code ORANGE - HIGH** - Fund Balance below acceptable levels. Priority system in use. Advances approved thru DSAE and State Aid Engineer only. Resolution required. Approved projects are automatically reserved.



**Code BLUE- GUARDED** - Fund balance low. Priority system and/or first-come first-serve are used. Resolution required. Reserve option available only prior to bid advertisement by email or phone.



**Code GREEN - LOW** - Plush Fund Balance. Advances approved on first-come-first-serve basis while funds are available. Resolution required. Request to Reserve form optional.

**General Guidelines for State Aid & Federal Aid Advance Construction**

County Board Resolution

- ✓ Must be received by State Aid Finance before funds can be advanced.
- ✓ Required at all code levels.
- ✓ Is not project specific.
- ✓ For amount actually needed, not maximum allowable.
- ✓ Does not reserve funds.
- ✓ Good for year of submission only.
- ✓ Form obtained from SALT website.
  - Mail completed form to Sandra Martinez in State Aid Finance.

### Request to Reserve Advanced Funding

- ✓ Not required and used only in green and blue levels.
- ✓ Allow funds to be reserved up to twelve weeks from date signed by County Engineer.
- ✓ Not used for Federal Aid Advance Construction projects.
- ✓ Form obtained from SALT website.
  - Mail completed form to Sandra Martinez in State Aid Finance.
  - Form will be signed and returned to County Engineer.

### Priority System

- ✓ Projects include, but are not limited to projects where agreements have mandated the county's participation or projects with Advance Federal Aid.
- ✓ Requests are submitted to DSAE for prioritization within each district.
  - Requests should include negative impact if project had to be delayed or advance funding was not available; include significance of the project.
- ✓ DSAE's submit prioritized lists to SALT for final prioritization.
- ✓ Funds may be reserved in blue level prior to bid advertisement.
  - Contact Joan Peters in State Aid Finance .
- ✓ Small over-runs and funding shortfalls may be funded, but require State Aid approval.

### Advance Limitations

#### Statutory - None

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

#### State Aid Rules - None

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

#### State Aid Guidelines

- ✓ Advance is limited to counties last "construction" allotment. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the State Aid Engineer.
- ✓ Advances repaid from next year's allocation.
- ✓ Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted.
  - Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the County.

# Local Road Research Board Program for Calendar Year 2009

June 2009

	TITLE	PROJECT TOTAL	LRRB \$	LRRB Paid to Date	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
645	2005-2008 Implementation of Research Findings	675,525	401,340	\$396,187		5,153					
645	2007-2008 Implementation of Research Findings	432,569	399,989	\$213,707			186,282				
645	FY2009-2011 Implementation of Research Findings	600,000	600,000					200,000	400,000		
668*	FY2008 Technology Transfer Center, U of M - Base Technology Transfer Center, U of M - Cont. Projects:	185,000	185,000	59,003			126,997				
	Circuit Training & Assist. Program (CTAP), Instructor-\$74,500 (Comes to Mn/DOT)	74,840	74,840	74,840							
	Circuit Training & Assist. Program (CTAP) T <sup>2</sup> Center-\$84,000	84,000	84,000	8,875				75,125			
	Minnesota Maintenance Research Expos	26,000	26,000	26,000							
	Transportation Student Development	5,500	5,500	5,500							
668*	FY2009 Technology Transfer Center, U of M - Base Technology Transfer Center, U of M - Cont. Projects:	185,000	92,500				50,345				
	Circuit Training & Assist. Program (CTAP), Instructor-\$74,500 (Comes to Mn/DOT)	74,500	74,500	74,500							
	Circuit Training & Assist. Program (CTAP) T <sup>2</sup> Center-\$84,000	84,000	84,000				0				
	Minnesota Maintenance Research Expos	26,000	0				0				
	Transportation Student Development	5,500	0				0				
675	Salary for two positions for Research Services	130,000	130,000	130,000							
676	FY2008 MnROAD Research: Facility Support (FY09 per K.S.)	560,000	560,000	560,000							
676	FY2009 MnROAD Research: Facility Support (FY09/ half payment FY10 per K.S.)	560,000	560,000				280,000	280,000			
745	FY2008 Library Services for Local Governments	60,000	60,000	60,000							
745	FY2009 Library Services for Local Governments	60,000	60,000				60,000				
768	Geosynthetics in Roadway Design thru 2011	30,000	30,000	19,000				2500	2500	4000	
773*	Shredded Tires Used for Road Bases	137,210	137,210	95,082			42,128				
808	Pavement Rehabilitation Selection (co PI U of M & Lab)	102,000	102,000	102,000							
809	Research Tracking for Local Roads funded thru CY08	60,000	60,000	55,961			4,039				
815*	Calibration of the 2002 AASHTO Pavement Design Guide for Minnesota Portland Cement Concrete Pavements and Hot Mix Asphalt Pavements	292,385	126,600	126,600							
825	Perf Monitoring of Olmsted CR 177/104 & Aggregate Base Material thru CU2010 @ \$8K/year	60,000	40,000	16,000			8,000	8,000	8,000		
826	Appropriate Use of RAP	30,789	30,789	5,770			25,019				
827	Winter Pavement Texting	25,126	25,126	12,480			12,646				
830	Evaluating Roadway Subsurface Drainage Practices	186,735	186,735	177,385			9,350				
831*	Stripping in MN Class 7 (Rap) & Full Depth Reclamation Base Material	101,621	39,850	11,758			2,635				
833*	Design Tool for Controlling Runoff & Sediment from Highway Construction	89,000	44,500	44,500							
840	Performance of PG 52-34 Oil	76,200	76,200	33,600			28,400	14,200			
841	Long-Term Maintenance Effect on Hot Mix Asphalts	43,257	43,257	12,625			30,632				
842	Best Practices for Dust Control on Agg Surf Road	75,000	75,000	61,127			13,873				
843	Predicting Bumps in Overlays - thru 09 - CO PROJECT WITH LAB	64,940	64,940	21,780			10,097				
844*	Update Vehicle Classification for CR Pavement Design	139,094	94,094	33,952			23,986	1,941			
845*	Analysis of Highway Design and Geometric Effects on Crashes - Part I and II (Subcontract with CH2MHill)	144,115	74,310	59,077			15,233				
846	Hydraulic, Mechanical, and Leaching Characteristics of Recycled Materials	155,225	155,225	54,648			21,676	1,350			
847	Use of Fly Ash for Reconstruction of Bitum Roads	170,055	170,055	35,712			95,812				

## Local Road Research Board Program for Calendar Year 2009

June 2009

	TITLE	PROJECT TOTAL	LRRB \$	LRRB Paid to Date	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
848	Warning Efficacy of Active Passive Warnings for Unsignalized Intersection & Mid-Block Pedestrian Sidewalks	118,908	118,908	107,017			11,891				
850	Mechanistic Modeling of DCP Test	105,000	105,000	94,500		5,250	5,250				
851*	Allowable Axle Loads on Pavements	126,042	110,000	10,239	26,199	24,062	49,500				
852	Subsurface Drainage Manual for Pavements in MN	71,638	71,638	40,678	6,270	23,455	1,235				
853	Development of Flexural Vibration Equipment PHSII	52,980	52,980	7,947	14,380	21,337	9,316				
854*	The Effects of Implements of Husbandry - Pooled Fund Prjct	1,023,464	105,000	8,045		23,955	32,000	34119	6881		
855*	A Property-Based Spec for Coarse Aggregate in Pavement Apps	92,624	46,312	2,738		30,863	12,711				
856*	Investigation of In-Place Asphalt Film Thickness and Performance of MN Hot Mix Asphalt Mixtures	77,905	38,905			23,250	15,655				
858*	Crack & Concrete Deck Sealant Performance	75,000	37,500	30,000		2,173	5,327				
860	Compaction Specifications for Unbound Materials	105,000	105,000	60,561		9,939	34,500				
861	Best Mgmt Practices for Pavement Preservation of Hot mix Asphalt	71,050	71,050	10,493		39,507	21,050				
862*	Real Time Arterial Performance - U of M contribute	140,000	70,000	70,000							
863*	Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements-Pooled Fund Project	412,771	55,000	PENDING CONTRACT				10,000	30,000	15,000	
864*	Recycled Asphalt Pavements-Pooled Fund Project	392,000	75,000			15,000	15,000	15,000	15,000	15,000	
865*	Low Temp Cracking in Asphalt Phase II - Pooled Fund Project	733,947	50,000			10,530	10,530	23,289	16,181		
867*	Composite Pavements - Pooled Fund Project	651,800	50,000			12,500	12,500	12,500	12,500		
868*	HMA Surface Characteristics-Pooled Fund Project	300,000	75,000			15,000	15,000	15,000	15,000	15,000	
869	FY2009 TERRA	75,000	12,500	6,035		5,423		1,042			
870	Cost Analysis of Alternative Culvert Installation Practices in MN	50,663	50,663	15,453		9,162	26,048				
871*	Statistical Methods for Material Testing	94,876	47,438	32,358		47,438	11,622	3,558			
872*	Mn/ROAD Data Mining, Evaluation and Qualification Phase 1	63,500	27,501	11,469		5,000	8,000	2,117			
873	Use of Foamed Asphalt Base Reclamation on Local Roads	20,000	20,000	7,000							
874*	Assessment of the Underground Stormwater Management Devices	123,000	61,499			23,651	34,269	3,579			
875*	Estimating Size Distribution of Suspended Sediments in MN Stormwater	55,000	55,000	7,975		7,889	31,556	7,580			
876	Best Preventive Maintenance Treatments for Recreational Trails	53,569	53,569				16,785	30,784	6,000		
877	Development and Field Test of Advance Dynamic LED Warning Signals	99,940	99,940			26,250	51,190	22,500			
878	Porous Asphalt Pavement Performance in Cold Regions	82,400	82,400	17,200			44,525	20,675			
879	Pervious Concrete Pavement in Mn/ROAD Low Volume Road - Pooled Fund Prjct	171,493	50,000			25,000	25,000				
880*	Snow Plow Route Optimization	146,787	45,000	15,000			15,000	15,000			
881*	Technical Synthesis Reports (Guardris, rmbles strips, trfc clim, drainage 90612)	17,912	10,000	2,665			7,335				
	2007 Program CY07 LRRB Contingency Account	50,000	50,000	31,875	0						
	FY2008 Program CY07 LRRB Contingency Account	32,000	32,000	0		0					
	FY2009 Program LRRB Contingency Account	50,000	50,000	13,597			36,403				
885	Research Test Section Tracking Phase II	130,000	55,000	PENDING CONTRACT				10,000	25,000	10,000	
886*	Cost-Effective Pavement Preservation Solutions for the Real World	109,984	54,992					28,662	21,704	4,626	
887*	Structural Evaluation of Asphalt Pavements with Full-depth Reclaimed Base	79,808	39,904					4,980	29,450	5,474	
888	MN Local Agency Pavement Marking Practices - Phase 1	18,720	18,720					18,720			
889	Performance of Recycled Asphalt & High RAP Asphalt Mix	60,000	60,000					15,000	30,000	15,000	
890	Driver Behavior Impacts of Residential Street Warning Signs	80,273	80,273					37,323	42,950		

## Local Road Research Board Program for Calendar Year 2009

June 2009

TITLE	PROJECT TOTAL	LRRB \$	LRRB Paid to Date	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
891+ Performance Assessment of Oversized Culverts to Accommodate Fish Passage	83,428	41,714					19,814	19,814	2,086	
997 Outreach Contract FY09	20,597	20,597	3,170			17,427				
998 FY2009 Operational Research Program	90,000	90,000				60,384	29,616			
999 FY2008 Program Administration (includes web, outreach & publishing)	250,331	250,331	243,228		7,103					
FY2009 Program Administration (includes web, outreach & publishing)	112,975	112,975	68,272			44,703				
<b>TOTALS</b>	12,583,171	7,669,494	3,504,184	93,071	446,936	1,818,958	963,974	680,980	86,186	10,000
Uncommitted Balance Carryforward Apportionment			\$537,556				(\$30)			
Amount Available (BSR) Less Expended			\$2,391,365				\$2,525,135	\$2,400,000	\$2,400,000	\$2,400,000
Less Total Commitments			-\$1,109,993				-\$963,974	-\$680,980	-\$86,186	-\$10,000
Amount Available							<b>\$1,561,131</b>	<b>\$1,719,020</b>	<b>\$2,313,814</b>	<b>\$2,390,000</b>
INV668: Tech Transfer Center							\$375,000	\$375,000	\$375,000	\$375,000
INV998: Operational Research Program							\$90,000	\$90,000	\$90,000	\$90,000
INV676: MnROAD							\$500,000	\$500,000	\$500,000	\$500,000
INV676: MnROAD Technology Transfer and Support							\$70,000	\$70,000	\$70,000	\$70,000
INV745: Library Services							\$60,000	\$60,000	\$60,000	\$60,000
INV675: Research Services							\$160,000	\$160,000	\$160,000	\$160,000
INV999: Project Administration							\$107,975	\$107,975	\$107,975	\$107,975
INV869: TERRA Board							\$12,500	\$12,500	\$12,500	\$12,500
INV645 Implementation of Research Findings Contingency							\$50,000	\$50,000	\$50,000	\$50,000
Total On-going Program Commitments							\$1,425,475	\$1,425,475	\$1,625,475	\$1,625,475
Total Available after On-going Program Commitments							<b>(\$30)</b>	<b>\$293,545</b>	<b>\$688,339</b>	<b>\$764,525</b>

**Notes:**

FY09 is from July 1, 2008 to June 30, 2009.  
 Pending Projects  
 Projects co-funded from other sources are marked with an \*  
 Projects in green are completed.  
 FY09 contingency account: Decreased by \$10,000 for FY09 Travel INV999 and \$3,596.97 for Outreach Contract INV 997; therefore, \$36,403 remaining  
 INV997 Outreach Contract will be managed by RIC  
 Removed Research Services salary from INV999 FY2009 Program Administration and made it INV 675  
 INV 668 FY2009 Technology Transfer was reduced in cost because FY08 contract also uses FY09 funds.  
 INV 668 FY2009 Technology Transfer was again reduced in cost from \$134,500 to \$50,345, which is a \$84,155 cost savings.

Add: \$36,403 remaining FY09 Contingency account  
 Add: \$7,103 remaining FY08 INV999  
 Spendable Assets: \$179,162



MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING  
OCTOBER 22 & 23, 2008  
MADDEN'S ON GULL LAKE, BRAINERD

Chairman, John Welle, Aitkin County Engineer called the meeting to order at 1:05 p.m., October 22, 2008.

**ATTENDANCE**

Roll call of members:

Dave Christy, Itasca	District 1
Bruce Hasbargen, Lake of the Woods	District 2
John Welle, Aitkin	District 3
Brian Noetzelman, Pope	District 4
Mitch Rasmussen, Scott	Metro
Bill Malin, Chisago	Metro
Guy Kohlnhofer, Dodge	District 6
John McDonald, Faribault	District 7
John Brunkhorst, McLeod	District 8
Don Theisen, Washington	Urban (absent) Wayne Sandberg sitting in
Doug Fischer, Anoka	Urban
Mark Krebsbach, Dakota	Urban
Jim Grube, Hennepin	Urban
Ken Haider, Ramsey	Urban
Pete Eakman, St. Louis	Urban

Chairman, John Welle asked for a motion to approve the June 18 & 20, 2008 Screening Board Minutes held at Holiday Inn Select, Bloomington. Motion by Jim Grube and seconded by John McDonald, motion passed unanimously.

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

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

Chairman, John Welle recognized the General Subcommittee: Chairman, Anita Benson, Steele County, Mitch Rasmussen, Scott County and Al Goodman, Lake County. And the Mileage Subcommittee, Chairman, Bruce Hasbargen, Lake of the Woods County, Guy Kohlnhofer, Dodge County and Bill Malin, Chisago County.

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

## REVIEW OF SCREENING BOARD REPORT

Chairman, John Welle asked Kim DeLaRosa to review the Screening Board book. Kim brought our attention to the Total Distribution on page 3 was a February forecast (which is high) used for figuring our CSAH Mileage, Needs and Distribution for 2009.. Chairman, John Welle suggested that any action taken on the report should wait until Thursday, October 23, 2008.

- A) **General Information and Basic Needs Data** - Pages 1-6, is general information showing the CSAH Mileage, Needs and Distribution from 1958 through 2009, Kim stated that the dollar amount is \$17.15 per \$1,000 and this will go down with total dollars anticipated. Page 4 (use the corrected yellow sheet handed out attachment 2) which shows the comparison of the Basic 2007 to the Basic 2008 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 of anything that happened on your system this year (which shows a 1% increase for the year), 2) effect of the 36 counties Traffic updates counted in 2007 (21 dropped and 9 increased and 6 stayed the same), which shows a minus 1.0 decrease state wide, 3) effect of the Unit Price Update and the effect of the 2007 Structure and RR updates were combined because the commutation program is not very forgiving. The effect of the Unit Prices are effected by your gravel base prices from the spring and 73 counties dropped in their gravel base price, the cost of bridges relatively stayed the same, railroad protection was taken out and will be treated as after the fact (this removed 86 million dollars in needs) and the railroad over bridges also took out 90 million dollars. There were no changes to the culvert prices for this year. So the over all affect on these items was 0.1% increase statewide.
- 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 less than the statewide average, which was -0.6%. There were 13 counties restricted to -5.6%. 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 2007 for rural projects and 1987 to 2007 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. There were no comments or questions.
- B2) **Construction Fund Balance "Needs" Deductions** - Pages 36-39 this is based on your construction fund balance, the adjustments shown are as of September 1, 2008, however the ending balance will be as of December 31, 2008. Note the change in the Municipal Account balance restriction was changed from 100,000 to 500,000 so they could carry a larger balance and save for a project before a deduction is made. There were no comments or questions.
- 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, this information comes straight from State Aid Finance as of December 31, 2007. Kim mentioned the Screening Board has to decide if they are going to set aside monies for the CSAH account for a Transportation Revolving Loan Fund based on the 1997 statute that allows this if new money was funded. No comments or questions.

- B4) **Special Resurfacing Projects** - Pages 42-44, the Screening Board last spring voted to stop the deduction for these projects but will continue to show the phase out of these existing projects, it has dropped 17.5 million since last year. So no new projects will be added, but remember if you use State Aid funds to do an overlay and you plan to move the miles before 10 years there will be a pay back to the fund. No comments or questions.
- 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. Kim stated that any of these adjustments for after the fact or credit for local effort there is no time frame to submit the information even for years past.
- B6) **After the Fact MnDOT Bridge Needs** - Page 46, an improvement to a trunk highway bridge carrying a CSAH route, which is earned for 35 years. Kim mentioned the proposed resolution (attachment 3) is needed to handle loops and ramps for after the fact adjustments for work on MnDOT projects.
- 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, RR Protection (new this year) and Concrete Paving items earn needs for 25 years. No comments or questions.
- B9) **Credit for Local Effort Needs Adjustment** - Pages 52-53, 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 is earned for a period of 20 years. No comments.
- B10) **Non Existing CSAH Needs Adjustment** - Pages 54, 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.
- B11) **Mill Levy Deductions** - Pages 56-57, Minnesota Statutes, Chapter 162.07, Subdivision 3 and 4 requires that a two-mill levy on each rural county, and 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. No comments or questions.
- B12) **Minimum County Apportionments and Adjustments** - Pages 58-60, Minnesota Statutes, Chapter 162.07, Subdivision 3, this shows how to compute the minimum county adjustment and page 66 shows the breakdown of the February forecast of the dollars used illustrate the apportionment in the October book. Historically we have used last year's numbers but

chose to use the February forecast due to the new money expected. The adjustment is only made to the old money apportionment.

- C) **Tentative 2008 CSAH Money Needs Apportionment** - Page 62 and Figure A, this is a development of a tentative 2009 CSAH Money Needs Apportionment. (All the information is based on February's forecast of dollars.) No comments.

Kim commented page 63 through 71 is a copy of the letter to the Transportation Commissioner that should be signed tomorrow recommending the mileage, lane miles and money needs to be used for apportioning to the counties the 2009 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, 2009.) Pages 66 through 68 shows a tentative 2009 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 and also the motor vehicle excess sum (40%) and the money needs excess sum (60%). Pages 69-71, show a Comparison of the Actual 2008 to the Tentative 2009 CSAH Apportionment. Kim mentioned that that January Apportionment book will not be mailed out but it will be on line, if you really want one she'll send one out.

- D) **CSAH Mileage requests** pages 73 through 77, a list of criteria for State Aid Designation is included and the history of CSAH's that have been approved to date. Banked mileage is shown on page 78 and Hubbard County should show 0.40 miles. This is where a county has made a change in their system and they end up with less mileage than 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.

Pages 79 through 85 shows a recap of Anoka, Carver, Dakota, Lake, Olmsted, 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 87 to 90, shows a Historical review of projects, there was a project from Winona County received to late to have in the book (attachment 4) approval by the Screening Board is needed tomorrow. New contact for State Park Road funding is JoAnn Brown 651-259-5441.
- F) **Traffic Project Factors**, pages 92 & 93, shows those counties counted in 2007 and the map showing what is in the system this year for traffic projection factors. No comments or questions.
- F1) **Transportation Revolving Loan Fund**, page 93, shows the history of its enactment in 1995.
- F2) **Hardship Transfers** are shown on page 94 and there has been no activity since 2005, **Maintenance Facilities** information is shown on pages 95 to 97 and **Variations Requested for 2007-2008** are shown on page 98, the deduction was removed for variations last year so this is information of those that were approved by the committee.
- G) **Minutes** of the June 18 & 20, 2008 Screening Board, pages 99 through 105.

H) **Current list of the resolutions of the Screening Board**, pages 106 through 115. The current County Engineers and addresses are shown on pages 116 to 124.

Chairman, John Welle commented that the Research Account resolution should be approved Thursday, it reads: "Be it resolved that an amount of \$1,819,374 (not to exceed ½ of 1% of the 2008 CSAH Apportionment sum of \$363,874,873) shall be set aside from the 2009 Apportionment Fund and be credited to the research account."

Chairman, John Welle asked Brian Giese and Mitch Rasmussen to give the group an update on the Needs Study Task Force and explain the possible proposed resolution changes. (attachment 5) The committee's report was reviewed and highlighted by Brian Giese, good job Brian. No questions or comments.

Chairman, John Welle asked Julie or Rick if they had any comments, Julie reminded the group of a couple legislative proposals that need attention. One item is with no more needs adjustments for variances that this could be taken out of the statute, show it as a housekeeping item. Second item is the Park Roads were suppose to be getting an adjustment, but nothing has never been done on this either, also show it as a housekeeping item. Unless the board does not want this done then let her know so they can be pulled from the list. Julie suggested that a decision can be made tomorrow.

Rick informed the group that Gordy Bergstrom and the person handling future variances has not been decided yet. So call Paul Stine or himself if you have anything that needs attention. Rick commented with the law change for roads to 10 ton that we should be designing to 10 ton if the future is truck traffic. The standards committee is going to convene to review the new design charts for concrete and bituminous and some other items that have been directed by the board. Rick apologized for not writing a white paper on what the trucking bill said. He commented that the AMC information was not correct that was published so MnDOT did one but Rick was not favorable of what was done. Rick commented they are still gathering information and fielding questions and hope to put out a white paper with Greg Hayes help on the truck weight statute. He also hopes to provide some help in the area of writing permits and how to evaluate when to let trucks cross bridges if they are over weight.

Doug Fischer wanted to clarify what the Needs Task Force was asking for action on after the presentation. One was the proposed schedule and time line to move on from here. Recommend the General Subcommittee review the increment method/unit cost method and consider the resolution change on loops and ramps.

Chairman, John Welle asked for a motion to recess the meeting until 8:30 a.m. on Thursday morning, motion by John Brunkhorst second by Guy Kohlhofer, motion carried.

Chairman, John Welle reconvened the meeting at 8:30 a.m. Thursday, October 23, 2008.

### **ACTION ON SCREENING BOOK**

Chairman, John Welle asked for a motion to accept the book as reviewed and discussed Wednesday and approve the letter to the Commissioner of Transportation, Doug Fischer made a motion to approve the book as presented, seconded by Jim Grube. Motion passed unanimously.

Chairman, John Welle asked for a motion on the TRLF account recommendation. Motion by David Christy to have no money set aside for the CSAH fund for a TRIF account, seconded by John McDonald. Motion passed unanimously.

Chairman, John Welle asked for a motion to approve the State Park Road request from Winona County request for \$712,000 for project SAP 85-603-03 in 2009 and SAP 85-603-XX for \$306,000 in 2010 from the State Park Road Account. Motion by Guy Kohlhofer to approve Winona County's request, seconded by John Brunkhorst. Motion passed unanimously.

Chairman, John Welle asked for a motion to approve the resolution on resolving the Loops and Ramps issue. Motion by Guy Kohlhofer to change the Loops and Ramps resolution as shown in Attachment 6, seconded by John McDonald. Discussion followed by the board members. Motion was voted on by a raise of hands, the vote was 7 to 7 and Chairman John Welle voted no to break the tie, the motion failed 7 to 8. Chairman John Welle felt issue still needs to action taken. Motion by Doug Fischer and seconded by Mitch Rasmussen to approve the resolution as submitted, attachment 3, with some discussion Kim felt this resolution will take care what is happening, motion passed 9 to 5.

Resolution for the research account, Chairman, John Welle stated the resolution: "Be it resolved that an amount of \$1,819,374 (not to exceed ½ of 1% of the 2008 CSAH Apportionment sum of \$363,874,873) shall be set aside from the 2009 Apportionment Fund and be credited to the research account." Motion by Bruce Hasbargen and second by Brian Noetzelman, the motion passed unanimously.

Chairman, John Welle asked Julie if she wanted action from the board on the legislative initiatives discussed yesterday to delete the language requiring needs deduction for any variances and any Park Road projects requested, action needed if we wanted them pulled out from the proposed MnDOT bill. Julie did feel if she had to testify on these items it would be nice to have board approval. Motion by Jim Grube and seconded by Dave Christy approving the deletion of this two items from statute, motion carried unanimously.

Chairman, John Welle asked if there was further direction to be given to the Needs Task Force. Motion by Doug Fischer and seconded by John McDonald to accept the Needs Task Force schedule and continue on their suggested time line and further move that the General Subcommittee be tasked with looking at and review the present increment/unit cost method for establishing unit cost as recommended by the Needs Task Force, motion carried unanimously.

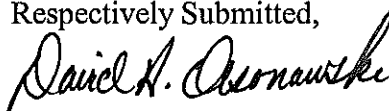
Chairman, John Welle thanked Bruce Hasbargen, Lake of the Woods County for his work on the Mileage Subcommittee and Dave Enblom, Cass County will replace him for next year.

Chairman, John Welle thanked the outgoing district representatives from District 1, Dave Christy, District 3, John Welle, District 7, John McDonald and David Olsonawski will be stepping down as secretary of the Screening Board for the past 17 years, John felt we owe him something, one suggestion was a moment of silence than around of applause. David thanked everyone for the opportunity, it has been a fun ride. John Welle was appointed for the next four years to replace David and will take over next spring with Guy Kohlhofer as Chairman.

Chairman, John Welle announced the Spring Screening Board will meet June 17-19, 2009 in Alexandria at Arrowwood Resort at our Third Annual Summer Conference.

Chairman, John Welle asked for any other discussion to come before the Screening Board, hearing no comments, the meeting was adjourned with a motion by John McDonald, second by Mark Krebsbach, motion carried unanimously.

Respectively Submitted,



David A. Olsonawski  
Screening Board Secretary  
Hubbard County Engineer

attachments

# Minutes of the CSAH General Subcommittee Meeting

April 16, 2009

The meeting was started at 10:00 a.m. April 16, 2009 at the Transportation Building, St. Paul, Minnesota.

Members Present:	Anita Benson, Chairman	Steele County
	Al Goodman	Lake County
	Mitch Rasmussen	Scott County

Others in attendance:	Kim DeLaRosa	State Aid
	Patti Loken	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 prices. The inflated gravel base unit price is calculated by taking four years of inflated cost plus the current years cost and the total is divided by the total quantity for those five years. The group supports the idea of using the inflated gravel base prices for each county.

Six counties had less than 50,000 tons of gravel base and had to use surrounding counties, they are; Rock, Steele, Sibley, Waseca, Watonwan and Lac qui Parle. 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.

Sixty counties inflated gravel base prices decreased this year. The decrease in gravel base was due to the use of reclaimed material as base and closely examining the type of projects included. The recommendation from the General Subcommittee was to eliminate projects where small quantities of aggregate were used for sub-grade preparation, reconditioning, milling, approaches and intersection improvements. Reclaimed material was only used when it was part of the typical section, the base needs were removed or if it was part of the second stage of a complete construction project to put down additional base before surfacing.

State Aid put together a "revised" guide for the counties to self report their gravel base costs for 2008 projects. This new guide gave more detailed instructions and a "sample" form with a check list to determine what projects should be used. This was the second year for this process and we had over 50% of the counties report that had grading projects but few reported the true cost of their full base. A possible recommendation is to have the county send in their aggregate base



amount with their pay request to their DSAE in order to receive payment. This format will speed the process for counties reporting in a timely manner.

The Subcommittee asked that a list be made of counties with gravel base projects that did not report to the needs office.

The General Subcommittee examined individual inflated county bituminous prices. This was prepared the way gravel base is prepared. This was requested by District 8 last year and discussed by the Needs Task Force. It was the consensus of the group to recommend individual bituminous prices rather than using the increment method for bituminous. The rationale is that bituminous is not tied to gravel costs like they were in the past. Because of higher oil costs and reclaimed material, bituminous varies greatly in different areas of the state and an individual inflated cost is more representative for each county. They feel it is the right way to do it.

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

The 2008 state wide gravel base cost is \$7.37.

**For Rural Design:**

Gravel Surf 2118/ton	$\$8.93 - \$7.37(\text{GB}) = \text{GB} + \$1.56$
Gravel Shldr 2221/ton	$\$9.80 - \$7.37(\text{GB}) = \text{GB} + \$2.43$

The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Mn/DOT recommended \$289,290/mile for complete storm sewer construction and \$92,772/mile for partial storm sewer systems. The Subcommittee recommends using these prices for the 2009 CSAH Needs Study.

The approved cost for curb and gutter is \$10.72/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 2009 CSAH Needs Study.

The 2008 average bridge costs were compiled based on 2008 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 2008 bridge construction were:

\$117/sq. ft. for 0 – 149 ft. long bridges
\$138/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.

In the past box culvert prices have not been updated on a regular basis. The needs unit has relied on Mn/DOT's estimating office to provide a five year average on culverts and end sections. It was the General Subcommittee's recommendation last year to collect data from the counties for the last five years. New sizes were added and end sections to single culverts. A new box culvert table was created with data from county projects from the last five years by culvert size and end sections. The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts. This chart is still being revised and a conference call to the subcommittee will conclude the chart for the spring book.

The needs section will work on modifying the data collector to include end section costs on single culverts. Now that arches have been replaced with box culverts there are 658 deficient single boxes in the system, 423 doubles, 76 triples and 4 quads.

Meeting adjourned at 12:30 p.m.

# CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED:

## ADMINISTRATIVE

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

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

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

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

### Appearance at Screening Board - Oct. 1962

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

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

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

### Screening Board Vice-chairman - June 1968

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

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

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

### Screening Board Secretary - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

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

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

## **NEEDS ADJUSTMENTS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Existing ADT    Turnback Maintenance/Lane Mile/Lane

0 - 999 VPD    Current lane mileage apportionment/lane

1,000 - 4,999 VPD    2 X current lane mileage apportionment/lane

For every additional 5,000 VPD    Add current lane mileage apportionment/lane

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

## **MILEAGE**

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

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

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

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

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

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

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

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

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

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

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

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



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

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

**TRAFFIC**

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

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

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

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

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

**ROAD NEEDS**

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

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

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

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

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

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

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

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

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

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

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

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

**Rural Design Grade Widening - June 1980**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**BRIDGE NEEDS**

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

That the minimum bridge widening be 4 feet.

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

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

**AFTER THE FACT NEEDS**

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

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

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

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

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

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

### **Railroad Over Highway Bridges – October 2007**

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

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

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

### **After the Fact Loops & Ramps – October 2008**

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

# COUNTY ENGINEERS

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 Tyler Koos  
D 2 Beltrami Co. 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 Bill Weckman  
D 5 Interim 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 Sharon Kosmalski  
D 1 Cook County Engineer  
609 E. Fourth Avenue  
Grand Marais, MN 55604  
Main: (218) 387-3695  
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 Lyndon Robjent  
D 3 Crow Wing County Engineer  
16589 Co. Rd. 142  
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  
727 East 5th Street  
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  
3300 Bridge Avenue  
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 Brian Pogodzinski  
D 6 Interim Houston Co. Engineer  
1124 E Washington St  
Caledonia, MN 55921  
Main: (507) 458-2246  
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  
53053 780th Street  
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  
422 5th Avenue  
Madison, MN 56256  
Main: (320) 598-3878  
FAX: (320) 598-3020

39 Bruce Hasbargen  
D 2 Lake of the Woods County Engineer  
306 - 8th Avenue SE  
Baudette, MN 56623  
Main: (218) 634-1767  
FAX: (218) 634-1768

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

43 John Brunkhorst  
D 8 McLeod County Engineer  
McLeod Co. Highway Dept.  
1400 Adams Street Se  
Hutchinson, MN 55350  
Main: (320) 234-0234  
FAX: (320) 234-6971

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

47 Ron Mortensen  
D 8 Meeker County Engineer  
422 S. Johnson Drive  
Litchfield, MN 55355  
Main: (320) 693-5360  
FAX: (320) 693-5369

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

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

42 Suhail Kanwar  
D 8 Lyon Co. Engineer  
504 Fairgrounds Road  
Marshall, MN 56258  
Main: (507) 532-8205  
FAX: (507) 532-8216

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

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

48 Bruce Cochran  
D 3 Mille Lacs County Engineer  
565 8th Street NE  
Milaca, MN 56353  
Main: (320) 983-8264  
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

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

53 Stephen P Schnieder  
D 7 Nobles County Engineer  
960 Diagonal Road  
PO Box 187  
Worthington, MN 56187-0187  
Main: (507) 295-5334  
FAX: (507) 372-8348

55 Michael Sheehan  
D 6 Olmsted County Engineer  
2122 Campus Drive SE  
Rochester, MN 55904-4744  
Main: (507) 328-7070  
FAX: (507) 287-2320

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

59 David Halbersma  
D 8 Pipestone County Engineer  
600 4th Street NW  
PO Box 276  
Pipestone, MN 56164  
Main: (507) 825-6710  
FAX: (507) 825-6712

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

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

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

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

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

60 Rich Sanders  
D 2 Polk County Engineer  
Polk County Highway Department  
820 Old Highway 75 South  
Crookston, MN 56716  
Main: (218) 470-8253  
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 Corky 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 Jim Foldesi  
D 1 Interim 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) 241-7040

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 Anita Benson  
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  
1635 Hoban Avenue  
Benson, MN 56215  
Main: (320) 842-5251  
FAX: (320) 843-3543

77 Loren Fellbaum  
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 Dietrich Flesch  
D 6 Wabasha County Engineer  
821 Hiawatha Drive W  
Wabasha, MN 55981  
Main: (651) 565-3366  
FAX: (651) 565-4696

80 Joel Ulring  
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.  
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 David Kramer  
D 6 Winona Co. Engineer  
5300 Highway 61 West  
Winona, MN 55987-1398  
Main: (507) 457-8845  
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

**Thursday, April 09, 2009**