

# **2009 COUNTY SCREENING BOARD DATA**



CSAH 13 RADIO DRIVE &  
LAKE ROAD



CSAH 13 RADIO DRIVE  
& CSAH 18 BAILEY ROAD

WASHINGTON COUNTY  
CSAH 13  
2008 URBAN PROJECT OF THE YEAR

**OCTOBER 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:

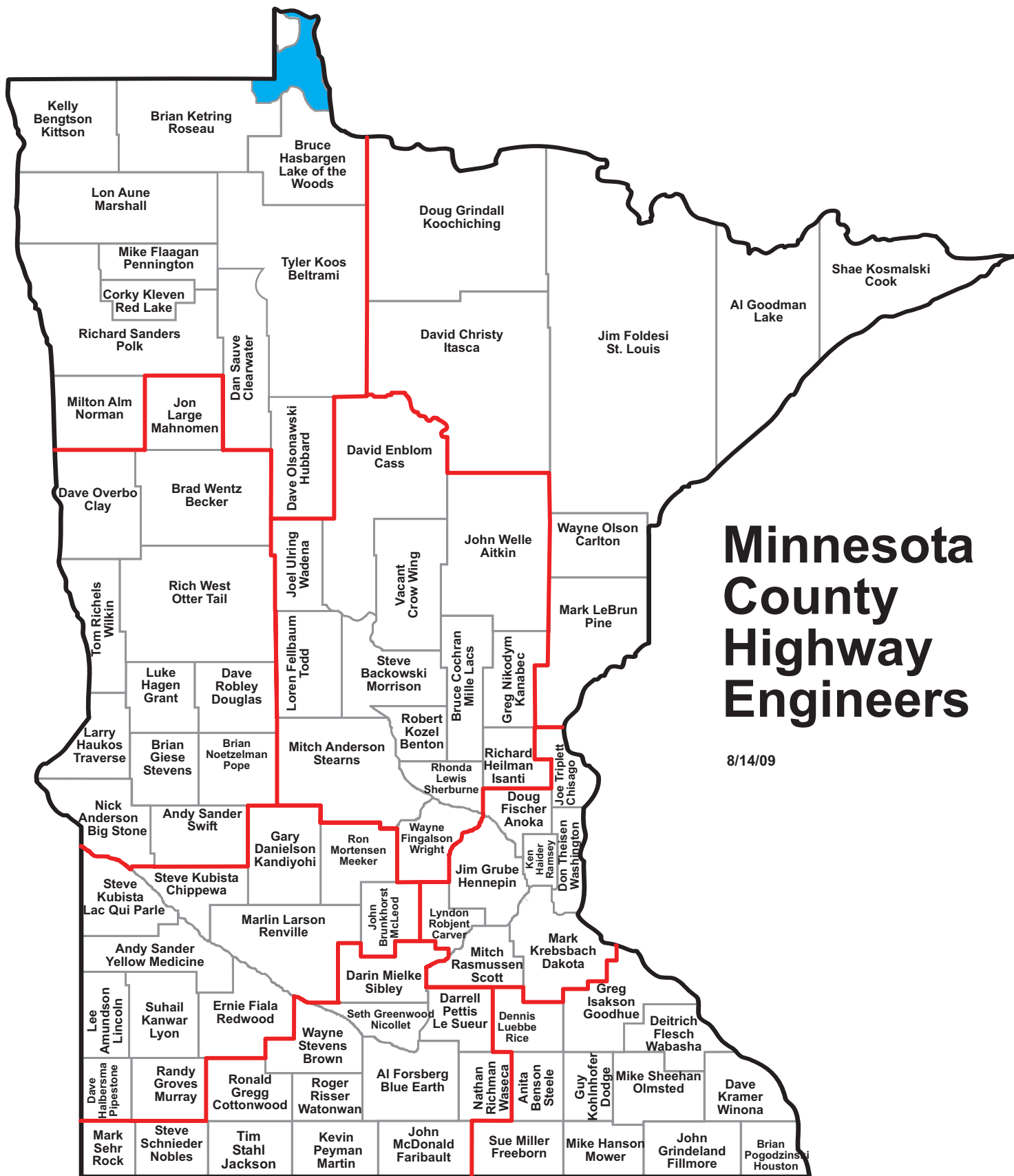
- A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial
- B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial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

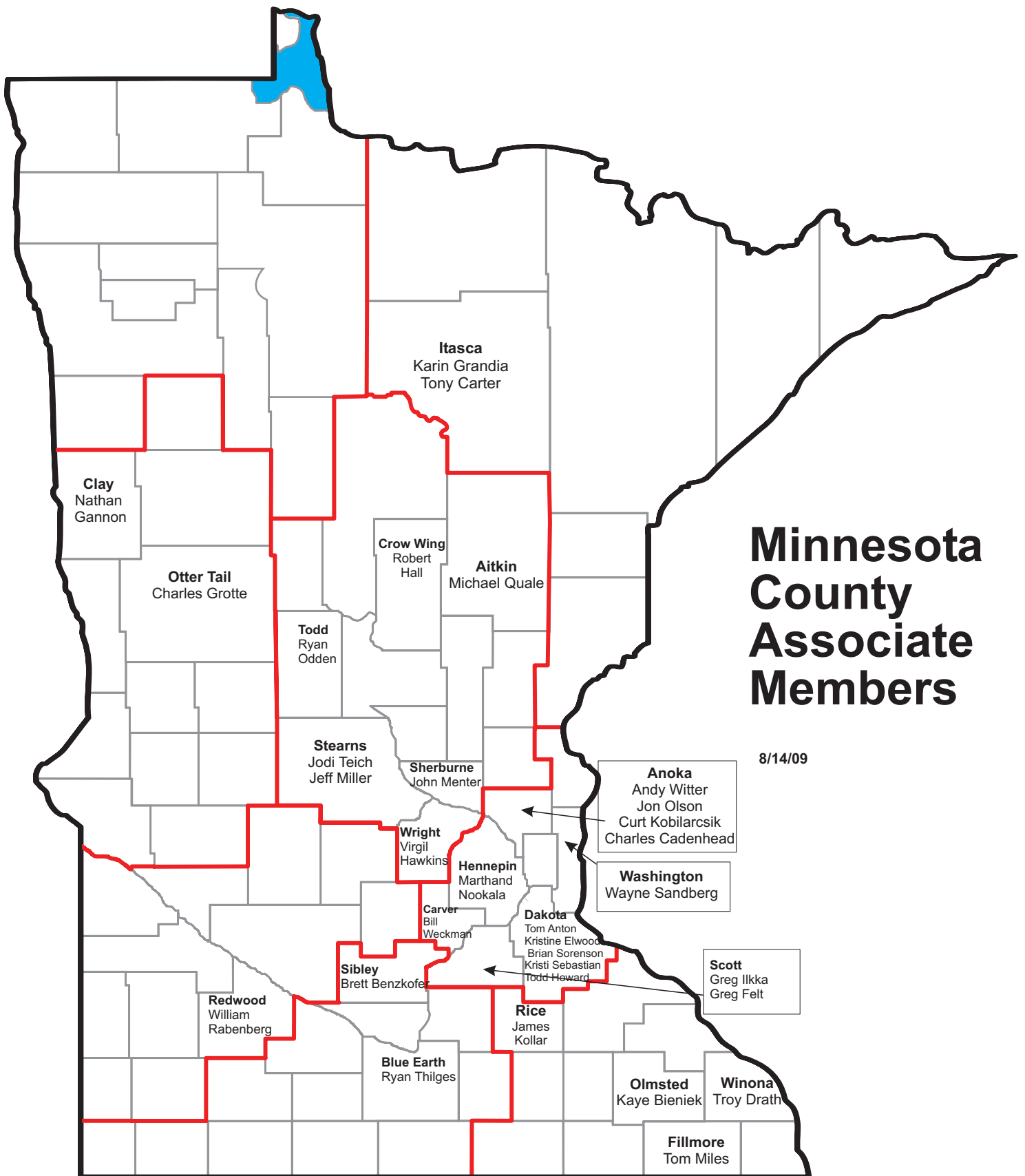




# Minnesota County Highway Engineers

8/14/09







## 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
Joe Triplett	(08-11)	Chisago County	Metro
Guy Kohlhofer	(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
Lyndon Robjert	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

Mitch Rasmussen, Chair	June 2010	Scott County
Al Goodman	June 2011	Lake County
Roger Risser	June 2012	Watonwan County

## 2009 CSAH MILEAGE SUBCOMMITTEE

Guy Kohlhofer	October 2009	Dodge, County
Joe Triplett	October 2010	Chisago County
Dave Enblom	October 2011	Cass County



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# **GENERAL INFORMATION**

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# **BASIC NEEDS DATA**

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## **CSAH Mileage, Needs and Distribution 1958 through 2010**

**October 2009**

The following information listed below is presented as historical data for the 51 years of county state aid distribution and preliminary data for the 52nd year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,541 miles of which almost 1,042 miles can be attributed to the turnback law which was enacted in 1965. Since 1958 needs have increased substantially due to revised design standards, increasing traffic, and ever rising construction costs.

The distribution for 2010 is estimated to be approximately \$425 million. The actual distribution which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.

# CSAH Mileage, Needs and Distribution - 1958 through 2010

October 2009

Year	Mileage	Basic 25 Year Construction Needs	Total Distribution	Adjusted 25 Year Construction Needs	Money Needs Apport	Distribution Per \$1,000 of Adjusted Needs
1958	29,003.30	\$705,318,817	\$23,895,255			
1959	29,128.00	792,766,387	26,520,631			
1960	29,109.15	781,163,725	26,986,118			
1961	29,177.31	881,168,466	29,195,071			
1962	29,183.50	836,684,473	28,398,346			
1963	29,206.63	812,379,561	30,058,060			
1964	29,250.40	844,850,828	34,655,816			
1965	29,285.26	1,096,704,147	35,639,932			
1966	29,430.36	961,713,095	36,393,775			
1967	29,518.48	956,436,709	39,056,521	\$956,436,709	\$19,528,261	\$20.42
1968	29,614.63	920,824,895	45,244,948	925,268,781	22,622,474	24.45
1969	29,671.50	907,383,704	47,316,647	910,649,082	23,658,323	25.98
1970	29,732.84	871,363,426	51,248,592	871,363,426	25,624,296	29.41
1971	29,763.66	872,716,257	56,306,623	872,716,257	28,153,312	32.26
1972	29,814.83	978,175,117	56,579,342	985,471,441	28,289,691	28.71
1973	29,806.67	1,153,027,326	56,666,390	1,154,838,282	28,333,195	24.53
1974	29,807.37	1,220,857,594	67,556,282	1,220,436,874	33,778,141	27.68
1975	29,857.90	1,570,593,707	69,460,645	1,596,084,465	34,730,323	21.76
1976	29,905.06	1,876,982,838	68,892,738	1,853,364,975	34,446,369	18.59
1977	29,929.57	2,014,158,273	84,221,382	1,995,381,940	42,110,691	21.10
1978	29,952.03	1,886,535,596	86,001,153	1,863,226,307	43,000,577	23.08
1979	30,008.47	1,964,328,702	93,482,005	1,934,116,556	46,741,003	24.17
1980	30,008.25	2,210,694,426	100,581,191	2,193,295,678	50,290,596	22.93
1981	30,072.55	2,524,102,659	104,003,792	2,492,190,699	52,001,896	20.87
1982	30,086.79	2,934,808,695	122,909,078	2,910,643,326	61,454,539	21.11
1983	30,084.16	3,269,243,767	127,310,171	3,171,578,527	63,655,086	20.07
1984	30,087.24	3,363,921,407	143,696,365	3,315,431,920	71,848,183	21.67
1985	30,089.03	3,628,382,077	171,133,770	3,742,822,880	85,566,885	22.86
1986	30,095.37	4,742,570,129	176,412,995	4,658,153,549	88,206,498	18.94
1987	30,095.26	4,656,668,402	169,035,460	4,595,651,198	84,588,456	18.41
1988	30,101.37	4,694,034,188	176,956,052	4,547,152,346	88,528,717	19.47
1989	30,119.91	4,801,166,017	224,066,256	4,752,045,566	112,048,340	23.58
1990	30,139.52	4,710,422,098	234,971,125	4,710,965,075	117,502,985	24.94
1991	30,144.88	4,905,899,327	228,425,033	4,927,846,604	114,216,993	23.18
1992	30,142.84	4,965,601,700	244,754,252	5,010,500,884	122,385,406	24.43
1993	30,130.03	5,231,566,081	244,499,683	5,358,303,906	122,276,603	22.82
1994	30,149.73	5,313,983,542	245,557,356	5,549,564,545	122,789,429	22.13
1995	30,200.17	5,390,579,832	249,926,147	5,738,251,809	124,963,096	21.78
1996	30,212.15	5,472,714,828	278,383,078	5,926,763,133	139,191,538	23.49
1997	30,272.41	5,775,789,344	280,824,171	6,341,979,229	140,412,086	22.14
1998	30,289.09	5,767,000,396	293,510,766	6,483,139,948	146,755,383	22.64
1999	30,322.88	6,221,807,797	310,854,283	6,989,213,942	155,427,142	22.24
2000	30,328.79	6,211,014,218	327,806,772	7,054,661,571	163,903,386	23.23
2001	30,356.26	6,480,813,015	342,079,509	7,372,660,405	171,039,754	23.19
2002	30,365.98	6,672,655,716	356,235,225	7,649,465,287	178,117,612	23.28
2003	30,386.86	6,948,696,768	335,646,516	8,034,749,831	167,823,257	20.89
2004	30,401.58	7,421,208,589	358,461,318	8,690,667,118	179,230,659	20.62
2005	30,427.62	7,768,067,132	358,601,844	9,117,963,299	179,300,922	19.66
2006	30,481.85	8,206,097,964	356,389,259	9,680,839,334	178,194,630	18.41
2007	30,506.59	8,995,176,545	360,757,456	10,688,558,772	180,378,728	16.88
2008	30,540.10	10,057,837,789	363,874,873	11,995,607,602	181,937,437	15.17
2009	30,545.95	10,065,495,565	383,265,770	12,168,327,832	196,760,563	16.17
2010	30,544.69	* \$10,700,959,995	\$383,265,770	\$12,974,110,716	\$196,760,563	\$15.17

Estimated

\* Does not include 2009 Trunk Highway Turn Back Mileage

## **Comparison of the Basic 2008 to the Basic 2009 25-Year Construction Needs**

October 2009

The following tabulation indicates the various stages of the 2008 update of the CSAH Needs Study and shows the needs effect each phase produced.

### **Normal Update**

- Reflects the needs changes due to 2008 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1983 or earlier are eligible for complete needs. Also, any bridges built prior to 1973 are eligible for reconstruction needs. This changes several counties' needs considerably.

### **2008 Traffic & Factor Update**

- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2008 and for which the needs unit has received updated traffic maps. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

Aitkin	Becker	Big Stone	Chippewa
Cottonwood	Houston	Hubbard	Isanti
Jackson	Koochiching	Lac Qui Parle	Lincoln
Mahnomen	Mower	Norman	Pine
Pipestone	Rice	Roseau	Traverse
Wadena	Waseca	Watsonwan	Wright

### **2009 Unit Price Update**

- Shows the needs impact of the unit prices approved at the June 19, 2009 meeting.

### **2009 Structure**

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

# **Comparison of the Basic 2008 to the Basic 2009 25-Year Construction Needs**

October 2009

County	Revised Basic 2008 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure Update	% Change	Basic 2009 25-Year Const. Needs	Total Change From 2008 Needs	Total % Change	County
Carlton	\$102,253,956	\$3,547,085	3.5%	\$0	0.0%	\$2,866,993	2.7%	\$784,668	0.7%	\$109,452,702	\$7,198,746	7.0%	Carlton
Cook	66,299,212	879,260	1.3%	0	0.0%	14,620,163	21.8%	72,696	0.1%	81,871,331	15,572,119	23.5%	Cook
Itasca	193,891,374	3,369,479	1.7%	0	0.0%	5,415,415	2.7%	1,295,780	0.6%	203,972,048	10,080,674	5.2%	Itasca
Koochiching	45,434,151	769,847	1.7%	(646,187)	-1.4%	3,709,962	8.1%	69,232	0.1%	49,337,005	3,902,854	8.6%	Koochiching
Lake	82,550,091	437,264	0.5%	0	0.0%	5,514,638	6.6%	794,116	0.9%	89,296,109	6,746,018	8.2%	Lake
Pine	165,194,255	(1,330,940)	-0.8%	2,482,953	1.5%	5,344,539	3.2%	800,760	0.5%	172,491,567	7,297,312	4.4%	Pine
St. Louis	573,835,759	4,233,150	0.7%	0	0.0%	26,211,908	4.5%	3,212,240	0.5%	607,493,057	33,657,298	5.9%	St. Louis
<b>District 1 Totals</b>	<b>1,229,458,798</b>	<b>11,905,145</b>	<b>1.0%</b>	<b>1,836,766</b>	<b>0.1%</b>	<b>63,683,618</b>	<b>5.1%</b>	<b>7,029,492</b>	<b>0.5%</b>	<b>1,313,913,819</b>	<b>84,455,021</b>	<b>6.9%</b>	<b>District 1 Totals</b>
Beltrami	123,210,538	(2,693,584)	-2.2%	0	0.0%	11,373,368	9.4%	224,460	0.2%	132,114,782	8,904,244	7.2%	Beltrami
Clearwater	61,977,858	30,851	0.0%	0	0.0%	2,909,838	4.7%	138,116	0.2%	65,056,663	3,078,805	5.0%	Clearwater
Hubbard	75,182,470	(199,140)	-0.3%	(1,780,471)	-2.4%	5,292,793	7.2%	93,228	0.1%	78,588,880	3,406,410	4.5%	Hubbard
Kittson	60,761,681	2,381,233	3.9%	0	0.0%	4,799,212	7.6%	157,288	0.2%	68,099,414	7,337,733	12.1%	Kittson
Lake of the Woods	30,812,112	498,572	1.6%	0	0.0%	2,572,494	8.2%	154,504	0.5%	34,037,682	3,225,570	10.5%	Lake of the Woods
Marshall	81,976,959	1,520,708	1.9%	0	0.0%	8,471,526	10.1%	510,688	0.6%	92,479,881	10,502,922	12.8%	Marshall
Norman	71,316,133	(1,576,572)	-2.2%	(673,485)	-1.0%	3,058,351	4.4%	222,874	0.3%	72,347,301	1,031,168	1.4%	Norman
Pennington	52,530,285	(836,549)	-1.6%	0	0.0%	1,512,150	2.9%	842,328	1.6%	54,048,214	1,517,929	2.9%	Pennington
Polk	161,170,369	(1,570,814)	-1.0%	0	0.0%	8,220,189	5.2%	2,540,906	1.5%	170,360,650	9,190,281	5.7%	Polk
Red Lake	31,500,738	0	0.0%	0	0.0%	1,518,953	4.8%	58,768	0.2%	33,078,459	1,577,721	5.0%	Red Lake
Roseau	100,029,402	149,076	0.1%	(3,960,242)	-4.0%	12,590,101	13.1%	688,274	0.6%	109,496,611	9,467,209	9.5%	Roseau
<b>District 2 Totals</b>	<b>850,468,545</b>	<b>(2,296,219)</b>	<b>-0.3%</b>	<b>(6,414,198)</b>	<b>-0.8%</b>	<b>62,318,975</b>	<b>7.4%</b>	<b>5,631,434</b>	<b>0.6%</b>	<b>909,708,537</b>	<b>59,239,992</b>	<b>7.0%</b>	<b>District 2 Totals</b>
Aitkin	90,306,467	97,657	0.1%	337,794	0.4%	5,042,629	5.6%	891,794	0.9%	96,676,341	6,369,874	7.1%	Aitkin
Benton	70,053,835	1,332,086	1.9%	0	0.0%	4,985,557	7.0%	295,760	0.4%	76,667,238	6,613,403	9.4%	Benton
Cass	112,217,153	104,246	0.1%	0	0.0%	8,446,354	7.5%	(64,016)	-0.1%	120,703,737	8,486,584	7.6%	Cass
Crow Wing	161,803,920	229,117	0.1%	0	0.0%	(5,915,986)	-3.7%	618,704	0.4%	156,735,755	(5,068,165)	-3.1%	Crow Wing
Isanti	64,137,063	(225,135)	-0.4%	(564,162)	-0.9%	3,829,127	6.0%	384,558	0.6%	67,561,451	3,424,388	5.3%	Isanti
Kanabec	45,076,455	(1,714,400)	-3.8%	0	0.0%	3,232,418	7.5%	418,476	0.9%	47,012,949	1,936,494	4.3%	Kanabec
Mille Lacs	92,989,621	269,228	0.3%	0	0.0%	(876,721)	-0.9%	953,169	1.0%	93,335,297	345,676	0.4%	Mille Lacs
Morrison	127,466,534	(1,970,954)	-1.5%	0	0.0%	4,859,821	3.9%	768,246	0.6%	131,123,647	3,657,113	2.9%	Morrison
Sherburne	79,408,410	(2,803,500)	-3.5%	0	0.0%	7,135,285	9.3%	769,692	0.9%	84,509,887	5,101,477	6.4%	Sherburne
Stearns	251,708,773	3,487,610	1.4%	0	0.0%	17,141,074	6.7%	1,245,049	0.5%	273,582,506	21,873,733	8.7%	Stearns
Todd	64,571,566	596,914	0.9%	0	0.0%	(12,191)	0.0%	511,560	0.8%	65,667,849	1,096,283	1.7%	Todd
Wadena	47,206,541	204,161	0.4%	(241,470)	-0.5%	2,320,206	4.9%	1,015,478	2.1%	50,504,916	3,298,375	7.0%	Wadena
Wright	204,616,854	(4,231,452)	-2.1%	828,378	0.4%	13,365,039	6.6%	551,749	0.3%	215,130,568	10,513,714	5.1%	Wright
<b>District 3 Totals</b>	<b>1,411,563,192</b>	<b>(4,624,422)</b>	<b>-0.3%</b>	<b>360,540</b>	<b>0.0%</b>	<b>63,552,612</b>	<b>4.5%</b>	<b>8,360,219</b>	<b>0.6%</b>	<b>1,479,212,141</b>	<b>67,648,949</b>	<b>4.8%</b>	<b>District 3 Totals</b>
Becker	102,164,825	126,506	0.1%	(1,211,073)	-1.2%	4,147,102	4.1%	61,531	0.1%	105,288,891	3,124,066	3.1%	Becker
Big Stone	35,189,702	(446,571)	-1.3%	(1,251,078)	-3.6%	2,530,589	7.6%	1,640	0.0%	36,024,282	834,580	2.4%	Big Stone
Clay	86,567,617	(8,987)	0.0%	0	0.0%	1,401,349	1.6%	1,300,402	1.5%	89,260,381	2,692,764	3.1%	Clay
Douglas	98,834,350	1,058,712	1.1%	0	0.0%	1,072,780	1.1%	86,320	0.1%	101,052,162	2,217,812	2.2%	Douglas
Grant	30,039,403	44,440	0.1%	0	0.0%	4,468,701	14.9%	(47,376)	-0.1%	34,505,168	4,465,765	14.9%	Grant
Mahnomen	28,931,194	(27,930)	-0.1%	(1,236,886)	-4.3%	4,103,339	14.8%	58,572	0.2%	31,828,289	2,897,095	10.0%	Mahnomen
Otter Tail	243,251,698	1,416,782	0.6%	0	0.0%	26,270,141	10.7%	531,798	0.2%	271,470,419	28,218,721	11.6%	Otter Tail
Pope	54,574,386	514,206	0.9%	0	0.0%	2,526,063	4.6%	73,660	0.1%	57,688,315	3,113,929	5.7%	Pope
Stevens	36,582,944	169,825	0.5%	0	0.0%	3,191,334	8.7%	36,144	0.1%	39,980,247	3,397,303	9.3%	Stevens
Swift	57,409,058	(136,768)	-0.2%	0	0.0%	3,524,067	6.2%	93,460	0.2%	60,889,817	3,480,759	6.1%	Swift
Traverse	39,363,188	40,445	0.1%	(2,873,460)	-7.3%	3,833,806	10.5%	42,388	0.1%	40,406,367	1,043,179	2.7%	Traverse
Wilkin	69,327,692	1,546,360	2.2%	0	0.0%	782,239	1.1%	600,194	0.8%	72,256,485	2,928,793	4.2%	Wilkin
<b>District 4 Totals</b>	<b>882,236,057</b>	<b>4,297,020</b>	<b>0.5%</b>	<b>(6,572,497)</b>	<b>-0.7%</b>	<b>57,851,510</b>	<b>6.6%</b>	<b>2,838,733</b>	<b>0.3%</b>	<b>940,650,823</b>	<b>58,414,766</b>	<b>6.6%</b>	<b>District 4 Totals</b>

# **Comparison of the Basic 2008 to the Basic 2009 25-Year Construction Needs**

October 2009

County	Revised Basic 2008 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure Update	% Change	Basic 2009 25-Year Const. Needs	Total Change From 2008 Needs	Total % Change	County
Anoka	\$277,631,167	\$12,824,539	4.6%	\$0	0.0%	31,359,320	10.8%	2,115,045	0.7%	323,930,071	\$46,298,904	16.7%	Anoka
Carver	132,479,273	1,967,397	1.5%	0	0.0%	(4,691,353)	-3.5%	664,517	0.5%	130,419,834	(2,059,439)	-1.6%	Carver
Hennepin	776,207,073	8,376,333	1.1%	0	0.0%	29,345,464	3.7%	11,488,352	1.4%	825,417,222	49,210,149	6.3%	Hennepin
Scott	141,597,052	(3,726,507)	-2.6%	0	0.0%	14,533,883	10.5%	(214,764)	-0.1%	152,189,664	10,592,612	7.5%	Scott
<b>Metro Totals</b>	<b>1,327,914,565</b>	<b>19,441,762</b>	<b>1.5%</b>	<b>0</b>	<b>0.0%</b>	<b>70,547,314</b>	<b>5.2%</b>	<b>14,053,150</b>	<b>1.0%</b>	<b>1,431,956,791</b>	<b>104,042,226</b>	<b>7.8%</b>	<b>Metro Totals</b>
Dodge	84,569,232	402,887	0.5%	0	0.0%	2,975,550	3.5%	387,760	0.4%	88,335,429	3,766,197	4.5%	Dodge
Fillmore	157,047,805	290,688	0.2%	0	0.0%	272,881	0.2%	(2,567,160)	-1.6%	155,044,214	(2,003,591)	-1.3%	Fillmore
Freeborn	120,888,355	1,837,144	1.5%	0	0.0%	(2,314,953)	-1.9%	733,538	0.6%	121,144,084	255,729	0.2%	Freeborn
Goodhue	129,063,468	3,381,620	2.6%	0	0.0%	(1,311,651)	-1.0%	2,252,278	1.7%	133,385,715	4,322,247	3.3%	Goodhue
Houston	91,102,715	451,209	0.5%	(231,466)	-0.3%	16,002,601	17.5%	230,532	0.2%	107,555,591	16,452,876	18.1%	Houston
Mower	124,676,471	(67,296)	-0.1%	333,897	0.3%	(10,076,912)	-8.1%	1,388,668	1.2%	116,254,828	(8,421,643)	-6.8%	Mower
Olmsted	172,837,790	2,406,845	1.4%	0	0.0%	8,302,696	4.7%	2,721,926	1.5%	186,269,257	13,431,467	7.8%	Olmsted
Rice	102,841,343	(1,078,323)	-1.0%	1,454,696	1.4%	10,088,837	9.8%	226,562	0.2%	113,533,115	10,691,772	10.4%	Rice
Steele	98,977,448	2,358,467	2.4%	0	0.0%	12,910,584	12.7%	1,103,164	1.0%	115,349,663	16,372,215	16.5%	Steele
Wabasha	102,799,797	(836,612)	-0.8%	0	0.0%	9,288,244	9.1%	1,186,864	1.1%	112,438,293	9,638,496	9.4%	Wabasha
Winona	136,549,801	715,631	0.5%	0	0.0%	14,242,719	10.4%	1,007,398	0.7%	152,515,549	15,965,748	11.7%	Winona
<b>District 6 Totals</b>	<b>1,321,354,225</b>	<b>9,862,260</b>	<b>0.7%</b>	<b>1,557,127</b>	<b>0.1%</b>	<b>60,380,596</b>	<b>4.5%</b>	<b>8,671,530</b>	<b>0.6%</b>	<b>1,401,825,738</b>	<b>80,471,513</b>	<b>6.1%</b>	<b>District 6 Totals</b>
Blue Earth	177,879,430	2,142,067	1.2%	0	0.0%	(489,080)	-0.3%	3,544,088	2.0%	183,076,505	5,197,075	2.9%	Blue Earth
Brown	77,599,231	1,473,355	1.9%	0	0.0%	10,260,236	13.0%	1,206,838	1.4%	90,539,660	12,940,429	16.7%	Brown
Cottonwood	63,073,284	(310,472)	-0.5%	(2,129,324)	-3.4%	4,631,138	7.6%	1,091,082	1.7%	66,355,708	3,282,424	5.2%	Cottonwood
Faribault	96,831,275	849,044	0.9%	0	0.0%	3,992,260	4.1%	913,362	0.9%	102,585,941	5,754,666	5.9%	Faribault
Jackson	100,967,949	(1,252,958)	-1.2%	4,865,579	4.9%	11,248,999	10.8%	300,298	0.3%	116,129,867	15,161,918	15.0%	Jackson
Le Sueur	108,051,288	(323,912)	-0.3%	0	0.0%	10,269,297	9.5%	179,804	0.2%	118,176,477	10,125,189	9.4%	Le Sueur
Martin	105,160,200	6,275,262	6.0%	0	0.0%	5,746,937	5.2%	248,368	0.2%	117,430,767	12,270,567	11.7%	Martin
Nicollet	92,858,348	(2,080,045)	-2.2%	0	0.0%	2,635,288	2.9%	1,028,538	1.1%	94,442,129	1,583,781	1.7%	Nicollet
Nobles	98,995,760	1,062,301	1.1%	0	0.0%	1,729,963	1.7%	881,496	0.9%	102,669,520	3,673,760	3.7%	Nobles
Rock	69,844,576	(1,789,124)	-2.6%	0	0.0%	979,675	1.4%	612,580	0.9%	69,647,707	(196,869)	-0.3%	Rock
Sibley	67,411,760	(1,172,432)	-1.7%	0	0.0%	(1,136,369)	-1.7%	161,476	0.2%	65,264,435	(2,147,325)	-3.2%	Sibley
Waseca	70,520,782	484,174	0.7%	(1,567,777)	-2.2%	1,717,032	2.5%	348,104	0.5%	71,502,315	981,533	1.4%	Waseca
Watsonwan	67,597,745	1,847,744	2.7%	828,458	1.2%	2,312,796	3.3%	309,688	0.4%	72,896,431	5,298,686	7.8%	Watsonwan
<b>District 7 Totals</b>	<b>1,196,791,628</b>	<b>7,205,004</b>	<b>0.6%</b>	<b>1,996,936</b>	<b>0.2%</b>	<b>53,898,172</b>	<b>4.5%</b>	<b>10,825,722</b>	<b>0.9%</b>	<b>1,270,717,462</b>	<b>73,925,834</b>	<b>6.2%</b>	<b>District 7 Totals</b>
Chippewa	49,740,942	3,593,158	7.2%	1,337,045	2.5%	3,858,171	7.1%	752,911	1.3%	59,282,227	9,541,285	19.2%	Chippewa
Kandiyohi	119,245,883	(141,114)	-0.1%	0	0.0%	13,577,636	11.4%	138,192	0.1%	132,820,597	13,574,714	11.4%	Kandiyohi
Lac Qui Parle	59,829,897	331,521	0.6%	261,009	0.4%	3,875,155	6.4%	618,204	1.0%	64,915,786	5,085,889	8.5%	Lac Qui Parle
Lincoln	45,079,339	383,652	0.9%	(131,425)	-0.3%	2,477,789	5.5%	165,140	0.3%	47,974,495	2,895,156	6.4%	Lincoln
Lyon	78,372,956	1,112,293	1.4%	0	0.0%	506,714	0.6%	968,662	1.2%	80,960,625	2,587,669	3.3%	Lyon
Mc Leod	78,630,188	1,579,958	2.0%	0	0.0%	2,257,919	2.8%	280,636	0.3%	82,748,701	4,118,513	5.2%	Mc Leod
Meeker	61,428,809	995,982	1.6%	0	0.0%	1,735,002	2.8%	(54,504)	-0.1%	64,105,289	2,676,480	4.4%	Meeker
Murray	66,660,022	(768,930)	-1.2%	0	0.0%	4,859,198	7.4%	216,074	0.3%	70,966,364	4,306,342	6.5%	Murray
Pipestone	52,670,148	592,988	1.1%	3,456,504	6.5%	3,928,113	6.9%	347,101	0.6%	60,994,854	8,324,706	15.8%	Pipestone
Redwood	114,599,874	(1,067,284)	-0.9%	0	0.0%	(1,721,492)	-1.5%	2,047,198	1.8%	113,858,296	(741,578)	-0.6%	Redwood
Renville	111,985,810	911,195	0.8%	0	0.0%	11,272,048	10.0%	1,872,480	1.5%	126,041,533	14,055,723	12.6%	Renville
Yellow Medicine	62,640,904	3,535,188	5.6%	0	0.0%	5,197,930	7.9%	733,455	1.0%	72,107,477	9,466,573	15.1%	Yellow Medicine
<b>District 8 Totals</b>	<b>900,884,772</b>	<b>11,058,607</b>	<b>1.2%</b>	<b>4,923,133</b>	<b>0.5%</b>	<b>51,824,183</b>	<b>5.7%</b>	<b>8,085,549</b>	<b>0.8%</b>	<b>976,776,244</b>	<b>75,891,472</b>	<b>8.4%</b>	<b>District 8 Totals</b>
Chisago	101,009,315	30,670	0.0%	0	0.0%	2,991,680	3.0%	219,112	0.2%	104,250,777	3,241,462	3.2%	Chisago
Dakota	280,486,823	(9,363,727)	-3.3%	0	0.0%	4,091,217	1.5%	1,466,900	0.5%	276,681,213	(3,805,610)	-1.4%	Dakota
Ramsey	349,360,311	2,917,800	0.8%	0	0.0%	29,952,933	8.5%	5,052,736	1.3%	387,283,780	37,923,469	10.9%	Ramsey
Washington	213,967,334	(16,714,323)	-7.8%	0	0.0%	10,469,235	5.3%	280,424	0.1%	207,982,670	(5,984,664)	-2.8%	Washington
<b>Metro Totals</b>	<b>944,823,783</b>	<b>(23,129,580)</b>	<b>-2.4%</b>	<b>0</b>	<b>0.0%</b>	<b>47,505,065</b>	<b>5.2%</b>	<b>6,999,172</b>	<b>0.7%</b>	<b>976,198,440</b>	<b>31,374,657</b>	<b>3.3%</b>	<b>Metro Totals</b>
<b>STATE TOTALS</b>	<b>10,065,495,565</b>	<b>33,719,577</b>	<b>0.3%</b>	<b>(2,312,193)</b>	<b>0.0%</b>	<b>531,562,045</b>	<b>5.3%</b>	<b>72,495,001</b>	<b>0.7%</b>	<b>10,700,959,995</b>	<b>635,464,430</b>	<b>6.3%</b>	<b>STATE TOTALS</b>

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**NEEDS**

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

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

October 2009

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

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

This year the statewide needs increased +5.8%, thereby limiting any individual counties needs change to a range from a +0.8% to a plus 25.8%. As you can see, fourteen counties required a needs restriction.

## Restriction of 25 Year Construction Needs Changes

October 2009

COUNTY	RESTRICTED 2008 25 YEAR CONSTRUCTION NEEDS	BASIC 2009 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2008 NEEDS	% CHANGE FROM RESTRICTED 2008 NEEDS	RESTRICTED 2009 25 YEAR CONSTRUCTION NEEDS	RESTRICTED % CHANGE	2009 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$102,253,956	\$109,452,702	\$7,198,746	7.0%				Carlton
Cook	66,299,212	81,871,331	15,572,119	23.5%				Cook
Itasca	193,891,374	203,972,048	10,080,674	5.2%				Itasca
Koochiching	45,434,151	49,337,005	3,902,854	8.6%				Koochiching
Lake	82,550,091	89,296,109	6,746,018	8.2%				Lake
Pine	165,194,255	172,491,567	7,297,312	4.4%				Pine
St. Louis	573,835,759	607,493,057	33,657,298	5.9%				St. Louis
<b>District 1 Totals</b>	<b>\$1,229,458,798</b>	<b>\$1,313,913,819</b>	<b>\$84,455,021</b>	<b>6.9%</b>				<b>District 1 Totals</b>
Beltrami	\$123,210,538	\$132,114,782	\$8,904,244	7.2%				Beltrami
Clearwater	61,977,858	65,056,663	3,078,805	5.0%				Clearwater
Hubbard	75,182,470	78,588,880	3,406,410	4.5%				Hubbard
Kittson	64,008,165	68,099,414	4,091,249	6.4%				Kittson
Lake of 'Woods	30,812,112	34,037,682	3,225,570	10.5%				Lake of 'Woods
Marshall	91,011,550	92,479,881	1,468,331	1.6%				Marshall
Norman	71,316,133	72,347,301	1,031,168	1.5%				Norman
Pennington	52,530,285	54,048,214	1,517,929	2.9%				Pennington
Polk	161,170,369	170,360,650	9,190,281	5.7%				Polk
Red Lake	32,442,278	33,078,459	636,181	2.0%				Red Lake
Roseau	100,029,402	109,496,611	9,467,209	9.5%				Roseau
<b>District 2 Totals</b>	<b>\$863,691,160</b>	<b>\$909,708,537</b>	<b>\$46,017,377</b>	<b>5.3%</b>				<b>District 2 Totals</b>
Aitkin	\$90,306,467	\$96,676,341	\$6,369,874	7.1%				Aitkin
Benton	70,053,835	76,667,238	6,613,403	9.4%				Benton
Cass	113,713,945	120,703,737	6,989,792	6.2%				Cass
Crow Wing	161,803,920	156,735,755	(5,068,165)	-3.1%	0.8%	163,146,893	6,411,138	Crow Wing
Isanti	64,137,063	67,561,451	3,424,388	5.3%				Isanti
Kanabec	45,076,455	47,012,949	1,936,494	4.3%				Kanabec
Mille Lacs	92,989,621	93,335,297	345,676	0.4%	0.8%	93,761,435	426,138	Mille Lacs
Morrison	127,466,534	131,123,647	3,657,113	2.9%				Morrison
Sherburne	79,408,410	84,509,887	5,101,477	6.4%				Sherburne
Stearns	251,708,773	273,582,506	21,873,733	8.7%				Stearns
Todd	64,571,566	65,667,849	1,096,283	1.7%				Todd
Wadena	47,206,541	50,504,916	3,298,375	7.0%				Wadena
Wright	204,616,854	215,130,568	10,513,714	5.1%				Wright
<b>District 3 Totals</b>	<b>\$1,413,059,984</b>	<b>\$1,479,212,141</b>	<b>\$66,152,157</b>	<b>4.7%</b>				<b>District 3 Totals</b>

## Restriction of 25 Year Construction Needs Changes

October 2009

COUNTY	RESTRICTED 2008 25 YEAR CONSTRUCTION NEEDS	BASIC 2009 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2008 NEEDS	% CHANGE FROM RESTRICTED 2008 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2009 25 YEAR CONSTRUCTION NEEDS	2009 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$102,164,825	\$105,288,891	\$3,124,066	3.1%				Becker
Big Stone	35,189,702	36,024,282	834,580	2.4%				Big Stone
Clay	86,567,617	89,260,381	2,692,764	3.1%				Clay
Douglas	98,834,350	101,052,162	2,217,812	2.2%				Douglas
Grant	31,099,037	34,505,168	3,406,131	11.0%				Grant
Mahnomen	28,931,194	31,828,289	2,897,095	10.0%				Mahnomen
Otter Tail	243,251,698	271,470,419	28,218,721	11.6%				Otter Tail
Pope	54,574,386	57,688,315	3,113,929	5.7%				Pope
Stevens	36,582,944	39,980,247	3,397,303	9.3%				Stevens
Swift	57,409,058	60,889,817	3,480,759	6.1%				Swift
Traverse	39,363,188	40,406,367	1,043,179	2.7%				Traverse
Wilkin	72,107,179	72,256,485	149,306	0.2%	0.8%	72,705,669	449,184	Wilkin
<b>District 4 Totals</b>	<b>\$886,075,178</b>	<b>\$940,650,823</b>	<b>\$54,575,645</b>	<b>6.2%</b>				<b>District 4 Totals</b>
<b>Anoka</b>	<b>\$277,631,167</b>	<b>\$323,930,071</b>	<b>\$46,298,904</b>	<b>16.7%</b>				<b>Anoka</b>
<b>Carver</b>	<b>132,479,273</b>	<b>130,419,834</b>	<b>(2,059,439)</b>	<b>-1.6%</b>	0.8%	133,578,851	3,159,017	<b>Carver</b>
<b>Hennepin</b>	<b>776,207,073</b>	<b>825,417,222</b>	<b>49,210,149</b>	<b>6.3%</b>				<b>Hennepin</b>
<b>Scott</b>	<b>141,597,052</b>	<b>152,189,664</b>	<b>10,592,612</b>	<b>7.5%</b>				<b>Scott</b>
<b>Metro Totals</b>	<b>\$1,327,914,565</b>	<b>\$1,431,956,791</b>	<b>\$104,042,226</b>	<b>7.8%</b>				<b>Metro Totals</b>
<b>Dodge</b>	<b>\$84,569,232</b>	<b>\$88,335,429</b>	<b>\$3,766,197</b>	<b>4.5%</b>				<b>Dodge</b>
<b>Fillmore</b>	<b>157,047,805</b>	<b>155,044,214</b>	<b>(2,003,591)</b>	<b>-1.3%</b>	0.8%	158,351,302	3,307,088	<b>Fillmore</b>
<b>Freeborn</b>	<b>120,888,355</b>	<b>121,144,084</b>	<b>255,729</b>	<b>0.2%</b>	0.8%	121,891,728	747,644	<b>Freeborn</b>
<b>Goodhue</b>	<b>129,063,468</b>	<b>133,385,715</b>	<b>4,322,247</b>	<b>3.4%</b>				<b>Goodhue</b>
<b>Houston</b>	<b>91,102,715</b>	<b>107,555,591</b>	<b>16,452,876</b>	<b>18.1%</b>				<b>Houston</b>
<b>Mower</b>	<b>124,676,471</b>	<b>116,254,828</b>	<b>(8,421,643)</b>	<b>-6.8%</b>	0.8%	125,711,286	9,456,458	<b>Mower</b>
<b>Olmsted</b>	<b>172,837,790</b>	<b>186,269,257</b>	<b>13,431,467</b>	<b>7.8%</b>				<b>Olmsted</b>
<b>Rice</b>	<b>102,841,343</b>	<b>113,533,115</b>	<b>10,691,772</b>	<b>10.4%</b>				<b>Rice</b>
<b>Steele</b>	<b>98,977,448</b>	<b>115,349,663</b>	<b>16,372,215</b>	<b>16.5%</b>				<b>Steele</b>
<b>Wabasha</b>	<b>105,645,595</b>	<b>112,438,293</b>	<b>6,792,698</b>	<b>6.4%</b>				<b>Wabasha</b>
<b>Winona</b>	<b>139,059,753</b>	<b>152,515,549</b>	<b>13,455,796</b>	<b>9.7%</b>				<b>Winona</b>
<b>District 6 Totals</b>	<b>\$1,326,709,975</b>	<b>\$1,401,825,738</b>	<b>\$75,115,763</b>	<b>5.7%</b>				<b>District 6 Totals</b>

## Restriction of 25 Year Construction Needs Changes

October 2009

COUNTY	RESTRICTED 2008 25 YEAR CONSTRUCTION NEEDS	BASIC 2009 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2008 NEEDS	% CHANGE FROM RESTRICTED 2008 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2009 25 YEAR CONSTRUCTION NEEDS	2009 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$177,879,430	\$183,076,505	\$5,197,075	2.9%				Blue Earth
Brown	77,599,231	90,539,660	12,940,429	16.7%				Brown
Cottonwood	63,073,284	66,355,708	3,282,424	5.2%				Cottonwood
Faribault	96,831,275	102,585,941	5,754,666	5.9%				Faribault
Jackson	100,967,949	116,129,867	15,161,918	15.0%				Jackson
Le Sueur	115,135,814	118,176,477	3,040,663	2.6%				Le Sueur
Martin	105,160,200	117,430,767	12,270,567	11.7%				Martin
Nicollet	92,858,348	94,442,129	1,583,781	1.7%				Nicollet
Nobles	99,832,594	102,669,520	2,836,926	2.8%				Nobles
Rock	69,844,576	69,647,707	(196,869)	-0.3%	0.8%	70,424,286	776,579	Rock
Sibley	67,411,760	65,264,435	(2,147,325)	-3.2%	0.8%	67,971,278	2,706,843	Sibley
Waseca	73,683,006	71,502,315	(2,180,691)	-3.0%	0.8%	74,294,575	2,792,260	Waseca
Watonwan	67,597,745	72,896,431	5,298,686	7.8%				Watonwan
<b>District 7 Totals</b>	<b>\$1,207,875,212</b>	<b>\$1,270,717,462</b>	<b>\$62,842,250</b>	<b>5.2%</b>				<b>District 7 Totals</b>
Chippewa	\$49,740,942	\$59,282,227	\$9,541,285	19.2%				Chippewa
Kandiyohi	119,245,883	132,820,597	13,574,714	11.4%				Kandiyohi
Lac Qui Parle	59,829,897	64,915,786	5,085,889	8.5%				Lac Qui Parle
Lincoln	45,079,339	47,974,495	2,895,156	6.4%				Lincoln
Lyon	78,372,956	80,960,625	2,587,669	3.3%				Lyon
Mc Leod	87,391,152	82,748,701	(4,642,451)	-5.3%	0.8%	88,116,499	5,367,798	Mc Leod
Meeker	61,428,809	64,105,289	2,676,480	4.4%				Meeker
Murray	66,660,022	70,966,364	4,306,342	6.5%				Murray
Pipestone	52,670,148	60,994,854	8,324,706	15.8%				Pipestone
Redwood	114,599,874	113,858,296	(741,578)	-0.7%	0.8%	115,551,053	1,692,757	Redwood
Renville	111,985,810	126,041,533	14,055,723	12.6%				Renville
Yellow Medicine	64,879,340	72,107,477	7,228,137	11.1%				Yellow Medicine
<b>District 8 Totals</b>	<b>\$911,884,172</b>	<b>\$976,776,244</b>	<b>\$64,892,072</b>	<b>7.1%</b>				<b>District 8 Totals</b>
Chisago	\$101,009,315	\$104,250,777	\$3,241,462	3.2%				Chisago
Dakota	280,486,823	276,681,213	(3,805,610)	-1.4%	0.8%	282,814,864	6,133,651	Dakota
Ramsey	349,360,311	387,283,780	37,923,469	10.9%				Ramsey
Washington	213,967,334	207,982,670	(5,984,664)	-2.8%	0.8%	215,743,263	7,760,593	Washington
<b>Metro Totals</b>	<b>\$944,823,783</b>	<b>\$976,198,440</b>	<b>\$31,374,657</b>	<b>3.3%</b>				<b>Metro Totals</b>
<b>STATE TOTALS</b>	<b>\$10,111,492,827</b>	<b>\$10,700,959,995</b>	<b>\$589,467,168</b>	<b>5.8%</b>		<b>\$1,784,062,982</b>	<b>\$51,187,148</b>	<b>STATE TOTALS</b>

## Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs

October 2009

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

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

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

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

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

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

- 1) 202.0 miles of CSAH's which had rural design complete grading needs were graded in St. Louis County in 1984-2008. This represents 19% of the 1,037.45 miles of CSAH's which still have rural design complete grading required in their needs study.
- 2) The Rural Grading Cost Factor of 82% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.  

$$\frac{\$351,877 - \$193,484}{\$193,484} = 82\%$$
- 3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs.  
 If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.
- 4) Then by multiplying the Adjusted Factor (82%) times the complete rural design grading needs remaining in the 2009 study (\$176,959,808) an adjustment (+\$145,107,043) to the 2008 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete rural grading needs after the adjustment is applied.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 2008 25-year construction needs) have been used in calculating the 2009 annual County State Aid Highway money needs.

# Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment  To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2)  Miles											
Carlton	28	70.1	37%	\$200,680	\$116,981	72%	72.0%	189.25	70.9%	\$23,886,333	\$126,216	\$17,198,160	\$217,091
Cook	13	32.0	23%	256,248	163,375	57%	57.0%	136.60	80.2%	22,101,748	161,799	12,597,996	254,024
Itasca	45	146.8	31%	189,441	96,093	97%	97.0%	474.80	76.8%	52,722,615	111,042	51,140,937	218,752
Koochiching	26	81.3	55%	159,157	91,996	73%	73.0%	149.11	64.3%	10,758,711	72,153	7,853,859	124,824
Lake	30	69.0	51%	384,639	192,630	100%	100.0%	134.33	63.2%	27,668,949	205,977	27,668,949	411,955
Pine	53	118.0	37%	210,422	132,582	59%	59.0%	317.29	70.1%	49,156,233	154,925	29,002,177	246,331
St. Louis	88	202.0	19%	351,877	193,484	82%	82.0%	1,037.45	81.8%	176,959,808	170,572	145,107,043	310,441
District 1 Totals	283	719.2	29%	\$257,880	\$143,264	80%		2,438.83	75.7%	\$363,254,397	\$148,946	\$290,569,121	\$268,089

## Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2)  Miles											
Beltrami	32	108.2	33%	\$139,323	\$93,483	49%	49.0%	329.22	74.2%	\$27,938,899	\$84,864	\$13,690,061	\$126,447
Clearwater	35	95.0	44%	87,814	69,427	26%	26.0%	218.23	68.7%	15,472,875	70,902	4,022,948	89,336
Hubbard	23	70.0	29%	116,034	79,106	47%	47.0%	243.36	77.6%	17,588,327	72,273	8,266,514	106,241
Kittson	38	126.6	56%	74,540	66,162	13%	13.0%	226.33	61.5%	15,008,721	66,313	1,951,134	74,934
Lake of the Woods	17	48.8	39%	89,249	63,255	41%	41.0%	125.65	66.1%	8,103,678	64,494	3,322,508	90,937
Marshall	57	280.7	84%	62,641	57,777	8%	8.0%	335.21	53.0%	19,843,929	59,198	1,587,514	63,934
Norman	34	99.3	36%	70,589	59,796	18%	18.0%	277.40	72.4%	15,840,994	57,105	2,851,379	67,384
Pennington	17	75.7	43%	82,132	52,247	57%	57.0%	177.91	69.1%	9,570,975	53,797	5,455,456	84,461
Polk	72	346.9	85%	84,022	74,198	13%	13.0%	406.48	51.4%	28,844,938	70,963	3,749,842	80,188
Red Lake	12	37.4	26%	89,007	79,706	12%	12.0%	143.27	78.6%	9,804,768	68,436	1,176,572	76,648
Roseau	32	125.2	42%	53,843	58,311	-8%	-8.0%	297.87	63.9%	16,760,897	56,269	(1,340,872)	51,768
District 2 Totals	369	1,413.7	51%	\$81,593	\$67,790	20%		2,780.93	64.0%	\$184,779,001	\$66,445	\$44,733,056	\$82,531

# **Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs**

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment  To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)  Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2)  Miles											
Aitkin	26	100.7	38%	\$146,318	\$81,016	81%	81.0%	263.78	71.3%	\$20,725,398	\$78,571	\$16,787,572	\$142,213
Benton	39	80.7	62%	156,344	50,623	209%	209.0%	129.14	61.6%	7,318,815	56,673	15,296,323	175,121
Cass	35	128.8	37%	138,350	88,261	57%	57.0%	344.36	66.6%	24,465,646	71,047	13,945,418	111,543
Crow Wing	35	108.4	51%	87,950	64,710	36%	36.0%	214.66	63.9%	16,576,519	77,222	5,967,547	105,022
Isanti	31	69.4	46%	167,515	81,387	106%	106.0%	152.17	68.8%	13,039,329	85,689	13,821,689	176,520
Kanabec	34	100.2	96%	139,385	82,754	68%	68.0%	104.03	50.5%	8,342,490	80,193	5,672,893	134,724
Mille Lacs	20	45.2	26%	178,369	77,994	129%	129.0%	170.55	74.8%	14,531,209	85,202	18,745,260	195,113
Morrison	12	54.2	15%	112,794	62,240	81%	81.0%	353.57	82.6%	24,380,604	68,956	19,748,289	124,809
Sherburne	26	73.5	55%	85,942	36,060	138%	138.0%	132.58	58.4%	7,594,800	57,285	10,480,824	136,337
Stearns	26	69.1	14%	147,489	78,992	87%	87.0%	490.78	85.6%	39,346,178	80,171	34,231,175	149,919
Todd	20	87.0	68%	83,604	65,063	28%	28.0%	128.50	32.2%	8,557,703	66,597	2,396,157	85,244
Wadena	15	50.8	35%	112,350	62,484	80%	80.0%	146.15	66.6%	7,827,715	53,559	6,262,172	96,407
Wright	32	76.1	26%	261,358	93,998	178%	178.0%	297.73	80.2%	31,507,985	105,827	56,084,213	294,200
District 3 Totals	351	1,044.0	36%	\$137,772	\$72,370	90%		2,928.00	68.0%	\$224,214,391	\$76,576	\$219,439,532	\$151,521

## Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment	
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Rural Miles	Total Cost	Average Cost Per Mile	To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	#	(Col. 2) Miles											
Becker	35	127.3	37%	\$68,719	\$45,189	52%	52.0%	341.82	75.3%	\$18,759,473	\$54,881	\$9,754,926	\$83,419
Big Stone	20	44.9	29%	91,012	43,463	109%	109.0%	156.19	77.2%	7,821,793	50,079	8,525,754	104,664
Clay	34	130.5	51%	92,187	44,267	108%	108.0%	255.02	65.4%	15,173,534	59,499	16,387,417	123,759
Douglas	22	72.1	27%	112,200	61,413	83%	83.0%	268.29	76.2%	14,133,842	52,681	11,731,089	96,407
Grant	8	37.6	20%	87,133	43,106	102%	102.0%	186.59	83.2%	8,354,399	44,774	8,521,487	90,444
Mahnomen	12	59.0	44%	107,382	41,093	161%	161.0%	134.69	70.1%	6,477,582	48,093	10,428,907	125,521
Otter Tail	46	121.6	17%	138,700	77,694	79%	79.0%	736.12	84.2%	63,059,888	85,665	49,817,312	153,341
Pope	26	70.8	33%	142,935	71,703	99%	99.0%	212.14	73.6%	17,288,755	81,497	17,115,867	162,179
Stevens	11	50.3	28%	78,903	54,151	46%	46.0%	179.19	75.3%	9,743,355	54,374	4,481,943	79,387
Swift	35	101.5	47%	68,310	43,218	58%	58.0%	214.97	66.2%	12,280,684	57,127	7,122,797	90,261
Traverse	9	37.0	19%	54,357	43,378	25%	25.0%	194.02	80.8%	11,145,071	57,443	2,786,268	71,804
Wilkin	18	61.8	28%	87,392	46,536	88%	88.0%	221.35	73.3%	10,588,942	47,838	9,318,269	89,935
District 4 Totals	276	914.3	29%	\$96,091	\$52,569	83%		3,100.39	75.9%	\$194,827,318	\$62,840	\$155,992,036	\$113,153

# Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Anoka	22	36.0	31%	\$354,574	\$152,166	133%	133.0%	116.20	69.8%	\$24,828,663	\$213,672	\$33,022,122	\$497,855
Carver	20	34.3	26%	301,700	114,438	164%	164.0%	133.15	81.4%	14,760,296	110,855	24,206,885	292,656
Hennepin	18	47.5	50%	666,248	372,459	79%	79.0%	94.71	71.3%	22,313,227	235,595	17,627,449	421,716
Scott	14	15.6	12%	383,389	89,576	328%	328.0%	130.13	82.6%	13,297,804	102,189	43,616,797	437,367
Metro Totals	74	133.3	28%	\$455,304	\$213,559	113%		474.19	76.4%	\$75,199,990	\$158,586	\$118,473,253	\$408,430

## Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Dodge	26	56.7	31%	\$103,061	\$63,675	62%	62.0%	182.38	74.7%	\$11,876,990	\$65,122	\$7,363,734	\$105,498
Fillmore	38	103.1	37%	185,567	136,297	36%	36.0%	282.16	71.9%	41,487,260	147,035	14,935,414	199,967
Freeborn	19	54.6	16%	126,693	63,413	100%	100.0%	348.21	82.5%	18,336,339	52,659	18,336,339	105,318
Goodhue	29	85.8	40%	239,757	111,100	116%	116.0%	214.82	70.9%	20,651,111	96,132	23,955,289	207,645
Houston	17	37.8	19%	253,637	154,916	64%	64.0%	201.50	83.9%	33,420,881	165,860	21,389,364	272,011
Mower	30	81.5	31%	109,207	64,390	70%	70.0%	264.21	74.2%	17,651,176	66,807	12,355,823	113,573
Olmsted	27	65.6	32%	166,388	125,619	32%	32.0%	204.48	72.5%	20,714,174	101,302	6,628,536	133,718
Rice	19	46.1	22%	147,156	60,607	143%	143.0%	210.20	82.0%	15,975,873	76,003	22,845,498	184,688
Steele	22	51.5	24%	147,331	56,597	160%	160.0%	211.20	78.5%	14,394,523	68,156	23,031,237	177,205
Wabasha	23	56.6	29%	221,329	141,051	57%	57.0%	193.03	75.6%	24,886,185	128,924	14,185,125	202,411
Winona	34	51.3	21%	157,723	123,947	27%	27.0%	243.94	82.9%	27,664,208	113,406	7,469,336	144,025
District 6 Totals	284	690.5	27%	\$169,210	\$101,440	67%		2,556.13	77.1%	\$247,058,720	\$96,653	\$172,495,695	\$164,137

# **Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs**

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Rural Miles	Total Cost	Average Cost Per Mile	To The 2008 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Blue Earth	34	90.0	35%	\$177,249	\$99,917	77%	77.0%	260.59	66.5%	\$22,364,706	\$85,823	\$17,220,824	\$151,907
Brown	21	74.4	33%	125,553	88,395	42%	42.0%	226.19	74.2%	15,492,619	68,494	6,506,900	97,261
Cottonwood	23	71.6	35%	94,797	54,603	74%	74.0%	205.00	67.3%	11,015,831	53,736	8,151,715	93,500
Faribault	23	91.6	42%	102,254	60,370	69%	69.0%	216.27	65.4%	11,582,377	53,555	7,991,840	90,508
Jackson	23	69.3	26%	97,386	77,218	26%	26.0%	270.55	75.7%	15,112,894	55,860	3,929,352	70,383
Le Sueur	27	72.9	45%	118,457	66,453	78%	78.0%	161.74	67.9%	12,488,534	77,214	9,741,057	137,440
Martin	20	109.0	43%	104,934	63,108	66%	66.0%	251.62	68.4%	13,502,164	53,661	8,911,428	89,077
Nicollet	33	82.0	64%	147,895	69,148	114%	114.0%	127.45	58.8%	13,225,881	103,773	15,077,504	222,074
Nobles	22	68.6	29%	119,630	69,630	72%	72.0%	236.77	69.1%	15,306,512	64,647	11,020,689	111,193
Rock	12	44.9	25%	85,502	48,871	75%	75.0%	182.57	73.4%	8,804,013	48,223	6,603,010	84,390
Sibley	27	85.1	47%	79,430	56,370	41%	41.0%	179.22	63.6%	10,470,243	58,421	4,292,800	82,374
Waseca	26	65.2	41%	69,918	54,712	28%	28.0%	158.00	67.4%	9,151,696	57,922	2,562,475	74,140
Watonwan	18	52.8	42%	77,457	59,777	30%	30.0%	126.10	57.6%	8,615,456	68,322	2,584,637	88,819
District 7 Totals	309	977.4	38%	\$110,352	\$67,781	63%		2,602.07	67.8%	\$167,132,926	\$64,231	\$104,594,231	\$104,427

## Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chippewa	16	52.9	31%	\$130,932	\$101,789	29%	29.0%	169.93	71.7%	\$16,292,683	\$95,879	\$4,724,878	\$123,684
Kandiyohi	46	131.1	53%	130,176	71,158	83%	83.0%	249.58	62.4%	21,687,757	86,897	18,000,838	159,022
Lac Qui Parle	23	97.9	38%	68,959	48,044	44%	44.0%	259.27	73.0%	11,065,751	42,680	4,868,930	61,460
Lincoln	25	76.9	46%	79,093	47,781	66%	66.0%	166.71	67.9%	9,627,678	57,751	6,354,267	95,867
Lyon	35	103.6	56%	96,141	59,797	61%	61.0%	183.51	61.0%	10,873,904	59,255	6,633,081	95,401
Mc Leod	31	66.2	48%	146,790	76,045	93%	93.0%	136.83	58.5%	10,445,474	76,339	9,714,291	147,334
Meeker	27	71.9	39%	106,399	55,353	92%	92.0%	185.40	70.2%	11,804,900	63,673	10,860,508	122,251
Murray	28	90.8	36%	79,759	50,545	58%	58.0%	255.19	73.9%	13,792,218	54,047	7,999,486	85,394
Pipestone	30	76.3	54%	71,120	50,906	40%	40.0%	141.99	62.8%	7,934,184	55,878	3,173,674	78,230
Redwood	36	104.3	41%	82,871	53,847	54%	54.0%	254.14	67.6%	13,120,658	51,628	7,085,155	79,507
Renville	24	98.4	31%	107,032	53,794	99%	99.0%	315.98	72.0%	17,767,632	56,230	17,589,956	111,898
Yellow Medicine	37	144.0	80%	73,482	53,676	37%	37.0%	179.93	53.3%	11,429,632	63,523	4,228,964	87,026
District 8 Totals	358	1,114.3	45%	\$95,648	\$58,702	63%		2,498.46	66.4%	\$155,842,471	\$62,375	\$101,234,028	\$102,894

# **Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs**

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
Chisago	24	48.3	32%	\$397,740	\$110,867	259%	259.0%	149.77	70.8%	\$14,019,292	\$93,605	\$36,309,966	\$336,044
Dakota	17	19.5	18%	285,867	178,434	60%	60.0%	109.75	90.4%	12,601,097	114,816	7,560,658	183,706
Ramsey	5	5.3	97%	723,793	421,056	72%	72.0%	5.47	84.2%	1,756,845	321,178	1,264,928	552,427
Washington	18	22.1	20%	389,168	169,585	129%	129.0%	108.59	81.6%	14,671,341	135,108	18,926,030	309,397
Metro Totals	64	95.2	25%	\$391,026	\$155,592	151%		373.58	79.1%	\$43,048,575	\$115,233	\$64,061,582	286,713

## Comparison of 1984-2008 Rural Design Grading Construction Costs to Needs Study Costs

October 2009

County	1984-2008 Rural Design Grading					Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2009 Needs Study				Rural Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile		
	#	(Col. 2) Miles											
District 1 Totals	283	719.2	29%	\$257,880	\$143,264	80%		2,438.83	75.7%	\$363,254,397	\$148,946	\$290,569,121	\$268,089
District 2 Totals	369	1,413.7	51%	81,593	67,790	20%		2,780.93	64.0%	184,779,001	66,445	44,733,056	82,531
District 3 Totals	351	1,044.0	36%	137,772	72,370	90%		2,928.00	68.0%	224,214,391	76,576	219,439,532	151,521
District 4 Totals	276	914.3	29%	96,091	52,569	83%		3,100.39	75.9%	194,827,318	62,840	155,992,036	113,153
Metro Totals	74	133.3	28%	455,304	213,559	113%		474.19	76.4%	75,199,990	158,586	118,473,253	408,430
District 6 Totals	284	690.5	27%	169,210	101,440	67%		2,556.13	77.1%	247,058,720	96,653	172,495,695	164,137
District 7 Totals	309	977.4	38%	110,352	67,781	63%		2,602.07	67.8%	167,132,926	64,231	104,594,231	104,427
District 8 Totals	358	1,114.3	45%	95,648	58,702	63%		2,498.46	66.4%	155,842,471	62,375	101,234,028	102,894
Metro Totals	64	95.2	25%	391,026	155,592	151%		373.58	79.1%	43,048,575	115,233	64,061,582	286,713
STATE TOTAL	2,368	7,101.9	36%	\$135,414	\$79,904	69%		19,752.58	70.6%	\$1,655,357,789	\$83,805	\$1,271,592,534	\$148,181



## OTES and COMMENTS

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

## **Comparison of 1987 - 2008 Urban Design Grading Construction Costs to Needs Study Costs**

October 2009

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

An explanation of Pine County's urban design grading cost adjustments for the 2009 apportionment is shown below.

- 1) 2.5 miles of CSAH's which had urban design complete grading needs were graded in Pine County in 1987-2008. This represents 11% of the 22.58 miles of CSAH's which still have urban design complete grading required in their needs study.
- 2) The Urban Grading Cost Factor of 198% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$537,787 - \$180,512}{\$180,512} = 198\%$$

- 3) Since the % of system indicated in 1) above is less than 10%, only a proportional part of the grading cost factor is applied. If the % in 1) above is over 10%, the entire rural grading cost factor would be used to adjust the remaining complete needs.
- 4) Then, by multiplying the Adjusted Factor (198.0%) times the complete urban design grading needs remaining in the 2009 needs study (\$4,915,697) an adjustment (+\$9,733,080) to the 2009 needs is computed.
- 5) In the last column we have shown what each county is actually receiving per mile of complete urban grading needs after the adjustment is applied.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 2008 25-year construction needs) have been used in calculating the 2009 annual County State Aid Highway money needs.

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Carlton	4	2.0	10%	\$298,585	\$244,619	22%	22.0%	19.35	76.3%	\$4,148,883	\$214,413	\$912,754	\$261,583
Cook	6	3.1	68%	493,466	436,790	13%	13.0%	4.61	54.4%	816,142	177,037	106,098	200,052
Itasca	16	7.1	36%	320,164	157,978	103%	103.0%	19.89	69.5%	7,197,274	361,854	7,413,192	734,563
Koochiching	10	5.2	51%	212,586	157,785	35%	35.0%	10.19	64.9%	1,669,822	163,869	584,438	221,223
Lake	1	1.2	12%	694,318	237,475	192%	192.0%	9.74	89.2%	2,945,669	302,430	5,655,684	883,096
Pine	7	2.5	11%	537,787	180,512	198%	198.0%	22.58	83.8%	4,915,697	217,701	9,733,080	648,750
St. Louis	30	18.4	28%	808,520	275,062	194%	194.0%	64.69	58.4%	27,364,437	423,009	53,087,008	1,243,646
District 1 Totals	74	39.5	26%	\$570,837	\$242,763	135%		151.05	66.6%	\$49,057,924	\$324,779	\$77,492,254	\$837,803

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Beltrami	13	11.8	112%	\$310,843	\$118,566	162%	162.0%	10.50	49.9%	\$2,112,074	\$201,150	\$3,421,560	\$527,013
Clearwater	4	2.2	42%	158,983	139,544	14%	14.0%	5.20	65.2%	779,655	149,934	109,152	170,924
Hubbard	7	3.7	74%	325,698	150,928	116%	116.0%	4.98	49.3%	457,456	91,859	530,649	198,415
Kittson	6	2.7	64%	295,038	176,398	67%	67.0%	4.30	78.9%	836,956	194,641	560,761	325,050
Lake of the Woods	1	0.7	26%	143,151	87,479	64%	64.0%	2.70	57.9%	360,191	133,404	230,522	218,783
Marshall	1	0.3	4%	164,975	105,050	57%	22.8%	6.59	93.1%	1,029,322	156,195	234,685	191,807
Norman	5	1.4	25%	173,427	98,165	77%	77.0%	5.78	76.1%	849,962	147,052	654,471	260,283
Pennington	3	1.2	123%	309,012	134,102	130%	130.0%	0.98	39.8%	73,967	75,477	96,157	173,596
Polk	12	3.8	33%	182,429	140,996	29%	29.0%	11.73	72.0%	1,942,654	165,614	563,370	213,642
Red Lake	3	1.1	85%	228,484	149,842	52%	52.0%	1.32	40.4%	173,795	131,663	90,373	200,127
Roseau	5	2.4	20%	390,263	155,362	151%	151.0%	11.61	74.9%	1,772,897	152,704	2,677,074	383,288
District 2 Totals	60	31.4	48%	\$276,619	\$134,388	106%		65.69	64.8%	\$10,388,929	\$158,151	\$9,168,774	297,727

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Aitkin	3	1.9	102%	\$408,193	\$385,565	6%	6.0%	1.91	50.1%	\$417,017	\$218,334	\$25,021	\$231,434
Benton	8	2.8	25%	438,685	180,099	144%	144.0%	11.28	72.3%	1,766,152	156,574	2,543,259	382,040
Cass	7	4.2	64%	192,490	111,530	73%	73.0%	6.53	43.7%	1,034,949	158,491	755,513	274,190
Crow Wing	7	3.3	12%	184,626	142,342	30%	30.0%	28.55	69.0%	6,754,509	236,585	2,026,353	307,561
Isanti	6	0.9	23%	144,950	295,841	-51%	-51.0%	3.77	68.4%	1,360,492	360,873	(693,851)	176,828
Kanabec	3	1.6	35%	377,010	107,846	250%	250.0%	4.45	79.0%	546,545	122,819	1,366,363	429,867
Mille Lacs	8	5.9	27%	290,917	162,542	79%	79.0%	21.72	75.7%	4,636,740	213,478	3,663,025	382,125
Morrison	11	6.8	56%	308,699	136,895	126%	126.0%	12.24	55.7%	1,784,865	145,822	2,248,930	329,558
Sherburne	1	0.3	4%	193,119	84,194	129%	51.6%	7.36	48.3%	858,344	116,623	442,906	176,800
Stearns	40	17.6	65%	386,104	156,910	146%	146.0%	27.18	43.4%	4,628,035	170,274	6,756,931	418,873
Todd	7	3.0	28%	300,360	144,276	108%	108.0%	10.84	74.1%	1,575,887	145,377	1,701,958	302,384
Wadena	5	1.8	46%	236,279	104,723	126%	126.0%	3.91	50.8%	738,342	188,834	930,311	426,765
Wright	13	7.4	47%	647,560	234,332	176%	176.0%	15.75	42.9%	4,017,940	255,107	7,071,574	704,096
District 3 Totals	119	57.6	37%	\$364,416	\$167,915	117%		155.49	56.7%	\$30,119,817	\$193,709	\$28,838,293	\$379,176

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Becker	12	5.5	47%	\$225,860	\$91,390	147%	147.0%	11.70	72.0%	\$1,238,825	\$105,882	\$1,821,073	\$261,530
Big Stone	7	1.9	32%	300,189	146,258	105%	105.0%	5.77	68.5%	618,462	107,186	649,385	219,731
Clay	6	2.5	29%	428,171	210,976	103%	103.0%	8.87	68.1%	2,100,756	236,838	2,163,779	480,782
Douglas	20	9.5	44%	212,789	198,468	7%	7.0%	21.49	67.2%	4,731,452	220,170	331,202	235,582
Grant	5	2.4	129%	288,425	139,315	107%	107.0%	1.86	42.3%	311,027	167,219	332,799	346,143
Mahnomen	2	0.7	43%	225,403	208,131	8%	8.0%	1.63	59.5%	262,737	161,188	21,019	174,083
Otter Tail	20	8.5	27%	395,855	193,500	105%	105.0%	31.76	74.6%	7,591,881	239,039	7,971,475	490,030
Pope	6	2.6	39%	190,597	142,593	34%	34.0%	6.59	64.6%	1,245,467	188,993	423,459	253,251
Stevens	4	1.0	75%	192,431	161,054	19%	19.0%	1.30	29.2%	203,771	156,747	38,716	186,528
Swift	5	1.7	65%	240,564	208,369	15%	15.0%	2.62	56.5%	546,407	208,552	81,961	239,835
Traverse	7	2.9	203%	260,633	132,715	96%	96.0%	1.45	27.9%	229,270	158,117	220,099	309,910
Wilkin	6	2.4	32%	350,735	220,528	59%	59.0%	7.40	73.3%	1,055,359	142,616	622,662	226,760
District 4 Totals	100	41.6	41%	\$284,060	\$171,044	66%		102.44	66.5%	\$20,135,414	\$196,558	\$14,677,629	\$339,838

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Anoka	29	26.4	35%	\$789,648	\$232,517	240%	240.0%	76.40	53.8%	\$24,502,737	\$320,716	\$58,806,569	\$1,090,436
Carver	14	9.9	36%	539,416	177,307	204%	204.0%	27.34	49.3%	5,579,326	204,072	11,381,825	620,379
Hennepin	71	62.8	24%	915,827	469,442	95%	95.0%	259.46	66.9%	120,701,803	465,204	114,666,713	907,148
Scott	24	22.6	110%	656,075	239,617	174%	174.0%	20.58	27.9%	3,685,553	179,084	6,412,862	490,691
Metro Totals	138	121.7	32%	\$809,515	\$351,577	130%		383.78	58.2%	\$154,469,419	\$402,495	\$191,267,969	\$900,874

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2008 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Dodge	10	3.4	74%	\$286,118	\$179,907	59%	59.0%	4.58	39.1%	\$1,352,460	\$295,297	\$797,951	\$469,522
Fillmore	12	5.2	40%	386,538	94,724	308%	308.0%	12.95	67.0%	1,603,701	123,838	4,939,399	505,259
Freeborn	3	1.4	7%	279,198	142,869	95%	66.5%	18.82	77.2%	2,732,476	145,190	1,817,097	241,741
Goodhue	10	3.6	23%	250,314	155,478	61%	61.0%	15.45	70.6%	3,478,918	225,173	2,122,140	362,528
Houston	7	3.7	101%	350,819	131,646	166%	166.0%	3.63	39.0%	529,132	145,766	878,359	387,739
Mower	14	4.4	52%	130,583	204,829	-36%	-36.0%	8.42	47.9%	1,641,509	194,954	(590,943)	124,770
Olmsted	2	2.5	14%	283,680	240,852	18%	18.0%	18.22	56.7%	3,264,419	179,167	587,595	211,417
Rice	12	6.7	43%	295,650	255,558	16%	16.0%	15.67	62.6%	5,246,192	334,792	839,391	388,359
Steele	7	2.8	17%	405,286	160,382	153%	153.0%	16.23	70.4%	3,752,643	231,216	5,741,544	584,978
Wabasha	10	4.3	43%	303,873	318,555	-5%	-5.0%	9.83	56.2%	2,481,568	252,448	(124,078)	239,826
Winona	4	2.8	19%	299,589	247,485	21%	21.0%	14.57	69.3%	3,100,704	212,814	651,148	257,505
District 6 Totals	91	40.7	29%	\$297,021	\$197,977	50%		138.37	62.1%	\$29,183,722	\$210,911	\$17,659,603	\$338,537

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Blue Earth	14	9.5	42%	\$531,922	\$185,179	187%	187.0%	22.51	63.2%	\$4,063,508	\$180,520	\$7,598,760	\$518,093
Brown	13	6.0	93%	199,034	103,393	93%	93.0%	6.43	51.7%	1,009,804	157,046	939,118	303,098
Cottonwood	5	2.1	26%	158,084	153,269	3%	3.0%	8.27	64.8%	1,042,844	126,100	31,285	129,883
Faribault	14	5.5	65%	435,813	179,711	143%	143.0%	8.47	51.4%	1,690,604	199,599	2,417,564	485,026
Jackson	10	11.9	155%	97,430	88,161	11%	11.0%	7.69	57.9%	1,358,549	176,664	149,440	196,097
Le Sueur	16	4.5	4%	398,902	140,270	184%	77.6%	20.08	72.4%	3,569,422	177,760	2,769,871	315,702
Martin	6	1.4	13%	197,513	184,599	7%	7.0%	10.51	86.5%	1,724,165	164,050	120,692	175,533
Nicollet	5	5.5	25%	297,423	205,265	45%	47.0%	21.60	74.1%	3,920,509	181,505	1,842,639	266,812
Nobles	14	5.0	71%	462,135	218,852	111%	111.0%	7.04	49.1%	1,610,969	228,831	1,788,176	482,833
Rock	7	2.4	29%	240,664	177,708	35%	35.0%	8.28	64.9%	1,190,707	143,805	416,747	194,137
Sibley	3	1.4	26%	307,406	124,032	148%	148.0%	5.28	70.5%	851,281	161,227	1,259,896	399,844
Waseca	5	3.9	45%	284,972	215,336	32%	32.0%	8.71	56.2%	1,688,454	193,852	540,305	255,885
Watonwan	11	3.4	36%	285,688	215,751	32%	32.0%	9.53	62.9%	1,827,691	191,783	584,861	253,153
District 7 Totals	123	62.5	43%	\$307,824	\$160,501	92%		144.40	64.2%	\$25,548,507	\$176,929	\$20,459,354	\$318,614

29-Sep-09

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2008 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
Chippewa	10	3.6	118%	\$233,703	\$282,655	-17%	-17.0%	3.09	43.6%	\$773,639	\$250,369	(\$131,519)	207,806
Kandiyohi	13	10.9	71%	486,057	213,102	128%	128.0%	15.24	45.9%	3,035,055	199,151	3,884,870	454,063
Lac Qui Parle	8	2.3	42%	445,106	210,590	111%	111.0%	5.41	70.7%	1,067,708	197,358	1,185,156	416,426
Lincoln	5	1.9	34%	333,018	167,339	99%	99.0%	5.63	64.9%	620,041	110,132	613,841	219,162
Lyon	13	6.2	62%	149,662	220,367	-32%	-32.0%	10.07	56.2%	1,892,049	187,890	(605,456)	127,765
Mc Leod	11	4.9	41%	413,079	201,729	105%	105.0%	11.88	57.1%	2,024,204	170,388	2,125,414	349,294
Meeker	4	1.9	29%	190,695	62,283	206%	206.0%	6.65	75.7%	888,038	133,540	1,829,358	408,631
Murray	3	1.5	25%	313,780	167,357	87%	87.0%	6.07	69.9%	743,750	122,529	647,063	229,129
Pipestone	18	6.0	63%	158,749	136,106	17%	17.0%	9.52	63.6%	1,543,312	162,113	262,363	189,672
Redwood	7	2.6	24%	176,991	170,402	4%	4.0%	11.08	76.2%	2,719,146	245,410	108,766	255,227
Renville	9	2.6	110%	375,742	178,931	110%	110.0%	3.43	50.7%	496,763	144,829	546,439	304,141
Yellow Medicine	6	1.9	35%	276,854	163,984	69%	69.0%	5.42	64.5%	624,664	115,252	431,018	194,775
District 8 Totals	107	46.4	50%	\$312,854	\$192,313	63%		93.49	59.4%	\$16,428,369	\$175,723	\$10,897,313	\$292,285

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment To The 2008 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile		
	#	(Col. 2) Miles											
Chisago	3	2.7	17%	\$506,663	\$161,647	213%	213.0%	15.56	73.1%	\$2,358,655	151,585	\$5,023,935	\$474,460
Dakota	36	52.1	59%	625,346	247,402	153%	153.0%	87.73	44.0%	19,554,943	222,899	29,919,063	563,935
Ramsey	52	36.8	22%	665,081	398,653	67%	67.0%	167.44	65.3%	73,037,387	436,200	48,935,049	728,455
Washington	17	11.3	24%	788,066	233,915	237%	237.0%	47.41	58.1%	9,628,013	203,080	22,818,391	684,379
Metro Totals	108	102.9	32%	\$654,333	\$297,733	120%		318.14	56.9%	\$104,578,998	\$328,720	\$106,696,438	\$664,096

29-Sep-09

## Comparison of 1987-2008 Urban Design Grading Construction Costs to Needs Study Costs

October 2009

County	1987-2008 Urban Design Grading					Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2009 Needs Study				Urban Grading Cost Adjustment	Actual Adjusted Needs Cost Per Mile
	Projects		% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile			(Col. 8)	% of Total Urban Miles	Total Cost	Average Cost per Mile	To The 2008 - 25 Year Construction Needs	
	#	(Col. 2) Miles											
District 1 Totals	74	39.5	26%	\$570,837	\$242,763	135%		151.05	66.6%	\$49,057,924	\$324,779	\$77,492,254	\$837,803
District 2 Totals	60	31.4	48%	276,619	134,388	106%		65.69	64.8%	10,388,929	158,151	9,168,774	297,727
District 3 Totals	119	57.6	37%	364,416	167,915	117%		155.49	56.7%	30,119,817	193,709	28,838,293	379,176
District 4 Totals	100	41.6	41%	284,060	171,044	66%		102.44	66.5%	20,135,414	196,558	14,677,629	339,838
Metro Totals	138	121.7	32%	809,515	351,577	130%		383.78	58.2%	154,469,419	402,495	191,267,969	900,874
District 6 Totals	91	40.7	29%	297,021	197,977	50%		138.37	62.1%	29,183,722	210,911	17,659,603	338,537
District 7 Totals	123	62.5	43%	307,824	160,501	92%		144.40	64.2%	25,548,507	176,929	20,459,354	318,614
District 8 Totals	107	46.4	50%	312,854	192,313	63%		93.49	59.4%	16,428,369	175,723	10,897,313	292,285
Metro Totals	108	102.9	32%	654,333	297,733	120%		318.14	56.9%	104,578,998	328,720	106,696,438	664,096
STATE TOTAL	920	544.1	35%	\$513,884	\$244,196	110%		1,552.85	60.2%	\$439,911,099	\$283,293	\$477,157,627	\$590,571



## OTES and COMMENTS

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

October 2009

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

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

The following listing indicates the balances as of September 1, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which would be made to the 2009 25-year construction needs if the cut off date was September 1. The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2010 CSAH distribution.

# County State Aid Construction Fund Balance Needs Deductions

October 2009

County	Regular Account			Municipal Account			Total	County
	Unencumbered Construction Fund Balance As of September 1, 2009	Maximum Balance 2 Year 2008-2009 Const. Apportionment	2010 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2009	Maximum Balance Larger of Either or \$500,000 2007-2009 Const. Apport.	2010 Construction Fund Balance "Needs" Deduction	2010 Construction Fund Balance "Needs" Deduction	
Carlton	\$1,090,187	\$3,860,406	\$0	\$737,271	\$700,884	\$36,387	\$36,387	Carlton
Cook	3,482,349	2,605,030	877,319	156,627	500,000	0	877,319	Cook
Itasca	10,106	7,555,035	0	0	1,430,971	0	0	Itasca
Koochiching	3,373,815	4,559,931	0	173,007	500,000	0	0	Koochiching
Lake	0	3,567,383	0	32,059	500,000	0	0	Lake
Pine	0	5,526,254	0	26,250	1,518,832	0	0	Pine
St. Louis	6,244,498	22,057,483	0	729,621	2,580,219	0	0	St. Louis
<b>District 1 Totals</b>	<b>\$14,200,955</b>	<b>\$49,731,522</b>	<b>\$877,319</b>	<b>\$1,854,834</b>	<b>\$7,730,906</b>	<b>\$36,387</b>	<b>\$913,706</b>	<b>District 1 Totals</b>
Beltrami	1,561,481	\$5,243,387	\$0	242,544	\$500,000	\$0	\$0	Beltrami
Clearwater	1,060,818	2,986,538	0	279,986	500,000	0	0	Clearwater
Hubbard	113,852	3,339,457	0	278,983	500,000	0	0	Hubbard
Kittson	0	3,013,046	0	182,071	661,381	0	0	Kittson
Lake of the Woods	207,518	3,102,109	0	94,751	500,000	0	0	Lake of the Woods
Marshall	685,893	4,721,951	0	396,946	682,262	0	0	Marshall
Norman	252,305	3,330,833	0	158,612	508,819	0	0	Norman
Pennington	908,221	2,708,993	0	0	500,000	0	0	Pennington
Polk	2,356,259	7,116,955	0	0	855,593	0	0	Polk
Red Lake	2,580,525	2,369,368	211,157	442,028	500,000	0	211,157	Red Lake
Roseau	0	4,079,770	0	723,454	788,553	0	0	Roseau
<b>District 2 Totals</b>	<b>\$9,726,871</b>	<b>\$42,012,407</b>	<b>\$211,157</b>	<b>\$2,799,375</b>	<b>\$6,496,608</b>	<b>\$0</b>	<b>\$211,157</b>	<b>District 2 Totals</b>
Aitkin	\$0	\$4,104,573	\$0	\$114,986	\$500,000	\$0	\$0	Aitkin
Benton	4,508	2,926,067	0	485,498	524,136	0	0	Benton
Cass	1,036,116	4,754,090	0	227,650	712,129	0	0	Cass
Crow Wing	358,890	4,144,646	0	438,281	1,612,252	0	0	Crow Wing
Isanti	1,537,732	3,124,585	0	102,184	500,000	0	0	Isanti
Kanabec	0	2,216,769	0	0	549,968	0	0	Kanabec
Mille Lacs	656,254	3,713,542	0	525,585	533,679	0	0	Mille Lacs
Morrison	1,965,457	4,986,252	0	0	847,304	0	0	Morrison
Sherburne	233,590	3,258,548	0	430,972	500,000	0	0	Sherburne
Stearns	5,397,315	8,455,687	0	704,797	2,047,921	0	0	Stearns
Todd	1,909,871	3,128,870	0	853,068	853,068	0	0	Todd
Wadena	491,221	2,277,655	0	0	532,239	0	0	Wadena
Wright	0	7,423,302	0	0	1,035,321	0	0	Wright
<b>District 3 Totals</b>	<b>\$13,590,954</b>	<b>\$54,514,586</b>	<b>\$0</b>	<b>\$3,883,021</b>	<b>\$10,748,017</b>	<b>\$0</b>	<b>\$0</b>	<b>District 3 Totals</b>

## County State Aid Construction Fund Balance Needs Deductions

October 2009

County	Regular Account			Municipal Account			Total		County
	Unencumbered Construction Fund Balance As of September 1, 2009	Maximum Balance 2 Year 2008-2009 Const. Apportionment	2010 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2009	Maximum Balance Larger of Either or \$500,000 2007-2009 Const. Apport.	2010 Construction Fund Balance "Needs" Deduction	2010 Construction Fund Balance "Needs" Deduction	2010 Construction Fund Balance "Needs" Deduction	
Becker	\$0	\$4,455,537	\$0	\$334,986	\$536,136	\$0	\$0	\$0	Becker
Big Stone	1,261,651	2,201,660	0	371,028	528,812	0	0	0	Big Stone
Clay	0	4,228,194	0	746,385	562,959	183,426	183,426	183,426	Clay
Douglas	401,402	3,779,761	0	53,658	759,703	0	0	0	Douglas
Grant	2,256,821	2,316,798	0	21,569	500,000	0	0	0	Grant
Mahnomen	1,518,408	2,420,060	0	0	500,000	0	0	0	Mahnomen
Otter Tail	2,676,727	9,648,097	0	0	1,066,285	0	0	0	Otter Tail
Pope	0	2,998,977	0	325,401	500,000	0	0	0	Pope
Stevens	647,414	2,450,255	0	188,112	500,000	0	0	0	Stevens
Swift	492,999	2,900,635	0	367,565	500,000	0	0	0	Swift
Traverse	1,700,176	2,312,925	0	0	500,000	0	0	0	Traverse
Wilkin	115,941	3,006,686	0	127,429	714,564	0	0	0	Wilkin
<b>District 4 Totals</b>	<b>\$11,071,540</b>	<b>\$42,719,585</b>	<b>\$0</b>	<b>\$2,536,133</b>	<b>\$7,168,459</b>	<b>\$183,426</b>	<b>\$183,426</b>	<b>\$183,426</b>	<b>District 4 Totals</b>
Anoka	\$0	\$11,721,715	\$0	\$0	\$826,903	\$0	\$0	\$0	Anoka
Carver	3,933,150	4,526,296	0	590,475	791,234	0	0	0	Carver
Hennepin	5,200,616	25,859,193	0	2,277,808	3,568,302	0	0	0	Hennepin
Scott	449,193	7,013,920	0	55,099	500,000	0	0	0	Scott
<b>Metro Totals</b>	<b>\$9,582,959</b>	<b>\$49,121,124</b>	<b>\$0</b>	<b>\$2,923,382</b>	<b>\$5,686,439</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Metro Totals</b>
Dodge	\$185,650	\$3,178,424	\$0	\$122,083	\$500,000	\$0	\$0	\$0	Dodge
Fillmore	1,203,049	5,069,370	0	985,346	1,430,756	0	0	0	Fillmore
Freeborn	2,917,082	4,571,021	0	369,825	705,465	0	0	0	Freeborn
Goodhue	586,698	4,851,344	0	253,431	888,934	0	0	0	Goodhue
Houston	3,295,370	3,883,507	0	184,586	500,000	0	0	0	Houston
Mower	1,513,420	4,814,225	0	439,621	500,000	0	0	0	Mower
Olmsted	2,490,102	5,958,939	0	456,102	500,000	0	0	0	Olmsted
Rice	1,064,210	4,143,343	0	268,812	500,000	0	0	0	Rice
Steele	1,394,452	4,151,490	0	581,510	500,000	81,510	81,510	81,510	Steele
Wabasha	445,893	3,651,612	0	71,886	898,413	0	0	0	Wabasha
Winona	232,603	4,573,899	0	32,491	637,307	0	0	0	Winona
<b>District 6 Totals</b>	<b>\$15,328,530</b>	<b>\$48,847,174</b>	<b>\$0</b>	<b>\$3,765,693</b>	<b>\$7,560,875</b>	<b>\$81,510</b>	<b>\$81,510</b>	<b>\$81,510</b>	<b>District 6 Totals</b>

# County State Aid Construction Fund Balance Needs Deductions

October 2009

County	Regular Account			Municipal Account			Total	County
	Unencumbered Construction Fund Balance As of September 1, 2009	Maximum Balance 2 Year 2008-2009 Const. Apportionment	2010 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2009	Maximum Balance Larger of Either or \$500,000 2007-2009 Const. Apport.	2010 Construction Fund Balance "Needs" Deduction	2010 Construction Fund Balance "Needs" Deduction	
Blue Earth	\$108,293	\$6,370,809	\$0	\$790,361	\$704,491	\$85,870	\$85,870	Blue Earth
Brown	1,359,146	3,470,600	0	352,686	500,000	0	0	Brown
Cottonwood	1,372,216	2,889,383	0	724,480	628,199	96,281	96,281	Cottonwood
Faribault	522,122	3,530,775	0	341,951	1,078,600	0	0	Faribault
Jackson	1,280,318	3,647,404	0	706,777	810,464	0	0	Jackson
Le Sueur	0	3,604,742	0	804,886	1,247,984	0	0	Le Sueur
Martin	3,041,395	4,244,396	0	649,809	500,000	149,809	149,809	Martin
Nicollet	1,555,000	3,556,794	0	194,275	500,000	0	0	Nicollet
Nobles	480,330	4,122,441	0	0	500,000	0	0	Nobles
Rock	743,366	2,504,963	0	0	891,919	0	0	Rock
Sibley	663,515	2,858,273	0	164,553	517,155	0	0	Sibley
Waseca	1,256,610	2,894,898	0	479,063	500,000	0	0	Waseca
Watonwan	0	2,488,218	0	208,619	775,953	0	0	Watonwan
<b>District 7 Totals</b>	<b>\$12,382,310</b>	<b>\$46,183,696</b>	<b>\$0</b>	<b>\$5,417,460</b>	<b>\$9,154,765</b>	<b>\$331,960</b>	<b>\$331,960</b>	<b>District 7 Totals</b>
Chippewa	\$89,981	\$2,426,540	\$0	\$0	\$500,000	\$0	\$0	Chippewa
Kandiyohi	369,825	5,314,822	0	185,392	500,000	0	0	Kandiyohi
Lac Qui Parle	527,264	2,939,660	0	561,382	564,013	0	0	Lac Qui Parle
Lincoln	1,625,244	2,313,606	0	302,982	500,000	0	0	Lincoln
Lyon	1,465,777	3,029,187	0	771,797	840,876	0	0	Lyon
Mc Leod	1,537,436	3,521,308	0	545,598	525,643	19,955	19,955	Mc Leod
Meeker	0	3,008,462	0	0	500,000	0	0	Meeker
Murray	395,136	3,040,537	0	334,176	595,013	0	0	Murray
Pipestone	1,223,974	1,976,146	0	764,193	992,883	0	0	Pipestone
Redwood	949,313	3,977,831	0	605,614	1,009,020	0	0	Redwood
Renville	882,672	4,934,820	0	321,786	500,000	0	0	Renville
Yellow Medicine	1,353,144	3,057,577	0	200,944	597,413	0	0	Yellow Medicine
<b>District 8 Totals</b>	<b>\$10,419,765</b>	<b>\$39,540,496</b>	<b>\$0</b>	<b>\$4,593,864</b>	<b>\$7,624,861</b>	<b>\$19,955</b>	<b>\$19,955</b>	<b>District 8 Totals</b>
Chisago	\$2,228,395	\$4,176,749	\$0	\$791,641	\$951,978	\$0	\$0	Chisago
Dakota	5,735,308	\$11,169,863	0	504,021	500,000	4,021	4,021	Dakota
Ramsey	997,489	\$12,680,673	0	263,204	500,000	0	0	Ramsey
Washington	6,651,271	\$6,668,106	0	0	2,402,552	0	0	Washington
<b>Metro Totals</b>	<b>\$15,612,463</b>	<b>\$34,695,391</b>	<b>\$0</b>	<b>\$1,558,866</b>	<b>\$4,354,530</b>	<b>\$4,021</b>	<b>\$4,021</b>	<b>Metro Totals</b>
<b>STATE TOTALS</b>	<b>\$111,916,347</b>	<b>\$407,365,981</b>	<b>\$1,088,476</b>	<b>\$29,332,628</b>	<b>\$66,525,460</b>	<b>\$657,259</b>	<b>\$1,745,735</b>	<b>STATE TOTALS</b>

## TRLF & Bond Account Adjustments

October 2009

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

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

### STATE AID BOND RECORD AS OF DECEMBER 31, 2008

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal To Be Paid	Total \$'s Applied to Ineligible Projects	Bond Account Adjustment
Lake	09/01/05	\$3,200,000	\$3,200,000	\$1,380,000	\$1,820,000	\$165,024	\$1,654,976
District 1 Totals		\$3,200,000	\$3,200,000	\$1,380,000	\$1,820,000	\$165,024	\$1,654,976
Polk	03/18/08	\$4,000,000	\$2,414,742	\$0	\$2,414,742	\$664,467	\$1,750,275
District 2 Totals		\$4,000,000	\$2,414,742	\$0	\$2,414,742	\$664,467	\$1,750,275
Anoka	05/18/99	\$6,400,000	\$6,400,000	\$5,670,000	\$730,000	\$0	\$730,000
Anoka	03/01/01	4,575,000	4,575,000	2,970,000	1,605,000	0	1,605,000
Metro Totals		\$10,975,000	\$10,975,000	\$8,640,000	\$2,335,000	\$0	\$2,335,000
LeSueur	05/01/03	\$2,670,000	\$2,670,000	\$1,080,000	\$1,590,000	\$0	\$1,590,000
LeSueur	04/01/05	2,650,000	2,650,000	795,000	1,855,000	0	1,855,000
Nicollet	01/01/02	2,450,000	2,450,000	1,225,000	1,225,000	173,135	1,051,865
District 7 Totals		\$7,770,000	\$7,770,000	\$3,100,000	\$4,670,000	\$173,135	\$4,496,865
Kandiyohi	01/01/99	\$3,250,000	\$3,250,000	\$1,680,000	\$1,570,000	\$0	\$1,570,000
District 8 Totals		\$3,250,000	\$3,250,000	\$1,680,000	\$1,570,000	\$0	\$1,570,000
Chisago	03/30/04	\$4,000,000	\$4,000,000	\$1,880,000	\$2,120,000	\$0	\$2,120,000
Chisago	06/13/07	3,960,000	3,878,864	330,000	3,548,864	0	3,548,864
Ramsey	12/01/02	4,400,000	4,250,000	695,000	3,555,000	0	3,555,000
Metro Totals		\$12,360,000	\$12,128,864	\$2,905,000	\$9,223,864	\$0	\$9,223,864
<b>STATE TOTALS</b>		<b>\$41,555,000</b>	<b>\$39,738,606</b>	<b>\$17,705,000</b>	<b>\$22,033,606</b>	<b>\$1,002,626</b>	<b>\$21,030,980</b>

# TRLF & Bond Account Adjustments

October 2009

## 162.065 ALLOCATING MATCHING FUNDS FOR CSAH REVOLVING LOAN ACCOUNT.

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

[History: 1997 c 141 s 3](#)

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

History of the TRLF	
Year	Amount allocated to the TRLF from the CSAH distribution fund
From 1997 to 2008 law was enacted but not in effect	
2009	\$0
2010	
2011	
2012	

## TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2008

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal To Be Paid	Total \$'s Applied to Ineligible Projects	Bond Account Adjustment
Pine	08/30/01	\$1,434,459	\$103,761	\$721,459	(\$617,698)	\$0	\$0
District 1 Totals		\$1,434,459	\$103,761	\$721,459	(\$617,698)	\$0	\$0
Hubbard	09/25/07	\$1,800,000	\$0	\$160,000	(\$160,000)		
Pennington	07/14/01	\$1,731,285	\$0	\$504,285	(\$504,285)	\$0	\$0
District 2 Totals		\$3,531,285	\$0	\$664,285	(\$664,285)	\$0	\$0
STATE TOTALS		\$4,965,744	\$103,761	\$1,385,744	(\$1,281,983)	\$0	\$0

# Special Resurfacing Projects

October 2009

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

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

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

The following list shows the counties, by district, that awarded special resurfacing projects from 1999 through 2006 the number of projects awarded and the project costs in each account which have been deducted from the 2009 County State Aid Highway Money Needs.

County	Number of Special Resurf. Projects 1999-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2009 25-Yr. Const. Needs
Carlton	16	\$2,433,284	\$269,499	\$2,702,783
Cook	5	1,869,470	-	1,869,470
Itasca	11	4,431,253	-	4,431,253
Koochiching	23	3,662,918	82,565	3,745,483
Lake	7	1,991,719	41,976	2,033,695
Pine	19	6,563,139	933,975	7,497,114
St. Louis	31	15,761,652	86,922	15,848,574
<b>District 1 Totals</b>	<b>112</b>	<b>\$36,713,435</b>	<b>\$1,414,937</b>	<b>\$38,128,372</b>
Beltrami	9	\$3,881,988	\$61,828	\$3,943,816
Clearwater	8	1,642,781	33,962	1,676,743
Hubbard	12	3,547,551	11,832	3,559,383
Kittson	4	1,854,571	221,435	2,076,006
Lake of the Woods	12	3,834,123	16,078	3,850,201
Marshall	4	637,025	97,738	734,763
Norman	16	2,245,732	28,952	2,274,684
Pennington	4	1,881,576	-	1,881,576
Polk	9	2,340,873	97,963	2,438,836
Red Lake	9	4,031,407	195,922	4,227,329
Roseau	7	2,371,746	43,498	2,415,244
<b>District 2 Totals</b>	<b>94</b>	<b>\$28,269,373</b>	<b>\$809,208</b>	<b>\$29,078,581</b>

County	Number of Special Resurf. Projects 1999-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2009 25-Yr. Const. Needs
Aitkin	7	\$1,763,942	\$51,836	1,815,778
Benton	6	1,722,312	179,863	1,902,175
Cass	6	844,591	278,686	1,123,277
Crow Wing	7	3,185,210	544,400	3,729,610
Isanti	12	1,281,987	-	1,281,987
Kanabec	1	-	26,464	26,464
Mille Lacs	27	5,011,314	127,109	5,138,423
Morrison	9	3,393,428	-	3,393,428
Sherburne	6	729,405	-	729,405
Stearns	24	9,193,705	16,954	9,210,659
Todd	4	1,424,550	32,391	1,456,941
Wadena	9	2,365,816	8,705	2,374,521
Wright	15	6,871,047	390,346	7,261,393
<b>District 3 Totals</b>	<b>133</b>	<b>\$37,787,307</b>	<b>\$1,656,754</b>	<b>\$39,444,061</b>
Becker	33	\$5,917,084	\$233,877	6,150,961
Big Stone	13	3,243,195	-	3,243,195
Clay	3	548,002	138,786	686,788
Douglas	17	4,287,572	125,184	4,412,756
Grant	6	1,968,728	-	1,968,728
Mahnomen	5	2,345,512	15,785	2,361,297
Otter Tail	27	8,602,581	186,685	8,789,266
Pope	5	1,838,657	52,487	1,891,144
Stevens	5	1,991,586	-	1,991,586
Swift	3	639,450	67,913	707,363
Traverse	5	1,847,010	117,128	1,964,138
Wilkin	8	2,279,462	320,826	2,600,288
<b>District 4 Totals</b>	<b>130</b>	<b>\$35,508,839</b>	<b>\$1,258,671</b>	<b>\$36,767,510</b>
Anoka	0	\$0	\$0	\$0
Carver	3	373,515	-	373,515
Hennepin	1	267,766	-	267,766
Scott	0	-	-	0
<b>Metro Totals</b>	<b>4</b>	<b>\$641,281</b>	<b>\$0</b>	<b>\$641,281</b>
Dodge	4	\$1,486,276	\$67,706	1,553,982
Fillmore	5	1,883,099	103,307	1,986,406
Freeborn	22	12,534,827	-	12,534,827
Goodhue	4	1,815,203	-	1,815,203
Houston	10	2,124,536	316,917	2,441,453
Mower	3	1,018,356	401,839	1,420,195
Olmsted	3	4,113,989	-	4,113,989
Rice	19	6,187,610	-	6,187,610
Steele	21	4,986,074	-	4,986,074
Wabasha	17	3,835,777	300,252	4,136,029
Winona	27	7,394,091	1,017,929	8,412,020
<b>District 6 Totals</b>	<b>135</b>	<b>\$47,379,838</b>	<b>\$2,207,950</b>	<b>\$49,587,788</b>

County	Number of Special Resurf. Projects 1999-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2009 25-Yr. Const. Needs
Blue Earth	30	\$4,151,112	\$50,160	4,201,272
Brown	13	2,170,661	169,208	2,339,869
Cottonwood	16	1,533,454	149,474	1,682,928
Faribault	2	964,076	-	964,076
Jackson	11	2,442,159	-	2,442,159
LeSueur	17	6,254,156	936,394	7,190,550
Martin	4	1,309,836	-	1,309,836
Nicollet	17	5,832,644	333,583	6,166,227
Nobles	11	2,869,241	54,145	2,923,386
Rock	15	4,125,196	117,617	4,242,813
Sibley	18	1,932,153	212,666	2,144,819
Waseca	13	5,764,045	23,176	5,787,221
Watonwan	12	568,655	187,593	756,248
<b>District 7 Totals</b>	<b>179</b>	<b>\$39,917,388</b>	<b>\$2,234,016</b>	<b>\$42,151,404</b>
Chippewa	9	\$3,778,780	\$147,123	3,925,903
Kandiyohi	0	-	-	-
Lac Qui Parle	14	4,285,297	76,196	4,361,493
Lincoln	9	1,126,072	142,407	1,268,479
Lyon	22	4,048,379	233,038	4,281,417
Mc Leod	11	1,625,163	29,045	1,654,208
Meeker	7	1,354,918	182,965	1,537,883
Murray	16	3,647,310	218,648	3,865,958
Pipestone	22	2,949,106	217,479	3,166,585
Redwood	16	4,280,294	373,908	4,654,202
Renville	6	1,438,601	-	1,438,601
Yellow Medicine	4	429,033	79,890	508,923
<b>District 8 Totals</b>	<b>136</b>	<b>\$28,962,953</b>	<b>\$1,700,699</b>	<b>\$30,663,652</b>
Chisago	5	\$1,314,482	\$559,509	1,873,991
Dakota	0	-	-	-
Ramsey	32	5,716,750	-	5,716,750
Washington	3	1,067,763	498,571	1,566,334
<b>Metro Totals</b>	<b>40</b>	<b>\$8,098,995</b>	<b>\$1,058,080</b>	<b>\$9,157,075</b>
<b>STATE TOTALS</b>	<b>963</b>	<b>\$263,279,409</b>	<b>\$12,340,315</b>	<b>\$275,619,724</b>

# **"After The Fact" Bridge Deck Rehabilitation Needs**

**October 2009**

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the tentative 2010 money needs distribution.

County	Letting Date Or Reporting Date	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	Total Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
Itasca	1999	2	\$256,076	\$210,838	\$466,914	2001-2015
Lake	1999	1	113,025	0	113,025	2001-2015
<b>District 1</b>		<b>3</b>	<b>\$369,101</b>	<b>\$210,838</b>	<b>\$579,939</b>	
Beltrami	2002	1	\$270,771	\$0	\$270,771	2004-2018
<b>District 2</b>		<b>1</b>	<b>\$270,771</b>	<b>\$0</b>	<b>\$270,771</b>	
Benton	2006	1	\$8,007	\$0	\$8,007	2007-2021
Crow Wing	2007	1	18,132		18,132	2008-2022
Stearns	2007	1	8,007	0	8,007	2008-2022
Wright	1992	1	54,677	0	54,677	2005-2019
<b>District 3</b>		<b>1</b>	<b>88,823</b>	<b>\$0</b>	<b>88,823</b>	
Anoka	2000	1	179,005	0	179,005	2001-2015
Hennepin	1994	1	45,520	0	45,520	1996-2010
Hennepin	2000	1	88,131	0	88,131	2002-2016
Hennepin	2002	1	1,687,062	0	1,687,062	2004-2018
<b>Metro</b>		<b>4</b>	<b>\$1,999,718</b>	<b>\$0</b>	<b>\$1,999,718</b>	
Goodhue	2005	2	\$168,135	\$0	\$168,135	2005-2020
Houston	2002	1	0	138,340	138,340	2004-2018
Olmsted	1999	2	228,355	0	228,355	2003-2017
Olmsted	2000	3	295,336	0	295,336	2003-2017
Rice	1999	1	0	299,733	299,733	2004-2018
Wabasha	1998	1	27,500	0	27,500	1999-2013
<b>District 6</b>		<b>8</b>	<b>\$719,326</b>	<b>\$438,073</b>	<b>\$1,157,399</b>	
Nicollet	1999	1	\$0	\$114,468	\$114,468	2000-2014
Nicollet	2001	1	37,813	0	37,813	2003-2017
<b>District 7</b>		<b>2</b>	<b>\$37,813</b>	<b>\$114,468</b>	<b>\$152,281</b>	
Kandiyohi	2001	1	\$19,828	\$0	\$19,828	2002-2016
<b>District 8</b>		<b>1</b>	<b>\$19,828</b>	<b>\$0</b>	<b>\$19,828</b>	
Ramsey	1979	1	\$79,075	\$0	\$79,075	2003-2017
Ramsey	1986	1	555,051	0	555,051	2003-2017
<b>Metro</b>		<b>2</b>	<b>\$634,126</b>	<b>\$0</b>	<b>\$634,126</b>	
<b>State Total</b>		<b>25</b>	<b>\$4,139,506</b>	<b>\$763,379</b>	<b>\$4,902,885</b>	<b>2010 Apport.</b>

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

October 2009

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

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

Pursuant to this resolution, the following counties have reported and justified county funds used on Mn/DOT bridges in the amounts and for the years indicated. These adjustments are shown on the Tentative 2010 Money Needs Distribution.

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



## OTES and COMMENTS

[illegible]

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

**October 2009**

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

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

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

Pursuant to this resolution, the following R/W needs will be added to each county's 2009 25-year needs and are shown on the Tentative 2010 Money Needs Distribution Chart.

<b>County</b>	<b>After the Fact R/W Needs</b>
Carlton	\$1,116,446
Cook	473,551
Itasca	1,298,135
Koochiching	1,281,497
Lake	1,168,790
Pine	1,640,735
St. Louis	10,987,005
<b>District 1 Totals</b>	<b>\$17,966,159</b>
Beltrami	\$2,193,398
Clearwater	795,414
Hubbard	2,229,881
Kittson	1,587,441
Lake of the Woods	230,490
Marshall	2,386,071
Norman	918,957
Pennington	426,165
Polk	5,009,147
Red Lake	293,692
Roseau	945,136
<b>District 2 Totals</b>	<b>\$17,015,792</b>

<b>County</b>	<b>After the Fact R/W Needs</b>
Aitkin	\$1,799,527
Benton	1,911,945
Cass	1,656,075
Crow Wing	1,019,583
Isanti	1,715,188
Kanabec	1,048,633
Mille Lacs	783,048
Morrison	1,104,927
Sherburne	2,653,603
Stearns	2,131,316
Todd	657,197
Wadena	344,351
Wright	8,146,555
<b>District 3 Totals</b>	<b>\$24,971,948</b>

## "After the Fact" Right of Way Needs

October 2009

<u>County</u>	<u>After the Fact R/W Needs</u>
Becker	\$1,329,145
Big Stone	150,902
Clay	1,626,490
Douglas	1,432,396
Grant	439,639
Mahnomen	440,791
Otter Tail	2,183,144
Pope	1,125,343
Stevens	818,658
Swift	640,592
Traverse	160,653
Wilkin	767,566
<b>District 4 Totals</b>	<b>\$11,115,319</b>

Anoka	\$22,671,243
Carver	3,741,897
Hennepin	100,439,315
Scott	34,473,743
<b>Metro Totals</b>	<b>\$161,326,198</b>

Dodge	\$767,117
Fillmore	1,362,101
Freeborn	453,746
Goodhue	3,969,585
Houston	890,959
Mower	441,194
Olmsted	7,617,264
Rice	1,186,857
Steele	849,327
Wabasha	1,845,188
Winona	749,363
<b>District 6 Totals</b>	<b>\$20,132,701</b>

<u>County</u>	<u>After the Fact R/W Needs</u>
Blue Earth	\$14,848,491
Brown	1,802,624
Cottonwood	847,393
Faribault	681,259
Jackson	415,147
Le Sueur	1,185,168
Martin	598,529
Nicollet	2,290,266
Nobles	400,268
Rock	560,738
Sibley	642,186
Waseca	1,312,603
Watsonwan	400,465
<b>District 7 Totals</b>	<b>\$25,985,137</b>

Chippewa	\$648,219
Kandiyohi	4,207,705
Lac Qui Parle	598,111
Lincoln	938,362
Lyon	1,340,637
Mc Leod	2,366,654
Meeker	516,482
Murray	923,302
Pipestone	584,935
Redwood	1,270,744
Renville	3,054,716
Yellow Medicine	1,024,251
<b>District 8 Totals</b>	<b>\$17,474,118</b>

Chisago	\$5,184,450
Dakota	63,803,789
Ramsey	22,296,678
Washington	14,746,391
<b>Metro Totals</b>	<b>\$106,031,308</b>

<b>STATE TOTALS</b>	<b>\$402,018,680</b>
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## Miscellaneous After the Fact Needs

October 2009

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

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

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs have been added to each county's 2008 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	RR Protection	Concrete Paving	Total
Carlton	\$56,098	\$0	\$0	\$40,432	\$0	\$0	\$0	\$0	\$96,530
Cook	6,976	0	55,620	39,345	0	0	0	0	101,941
Itasca	80,395	143,725	0	86,190	0	0	0	0	310,310
Koochiching	0	0	0	0	0	0	0	0	0
Lake	89,138	80,970	15,801	72,786	4,442	0	0	0	263,137
Pine	136,386	308,830	0	125,289	274,622	0	0	0	845,127
St. Louis	1,125,210	1,150,372	89,546	1,155,588	245,437	0	0	0	3,766,153
<b>District 1</b>	<b>\$1,494,203</b>	<b>\$1,683,897</b>	<b>\$160,967</b>	<b>\$1,519,630</b>	<b>\$524,501</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,383,198</b>
Beltrami	\$76,884	\$0	\$343,769	\$48,748	\$29,464	\$94,350	\$0	\$0	\$593,215
Clearwater	0	0	0	57,509	32,134	28,800	0	0	118,443
Hubbard	0	0	0	0	18,213	0	0	0	18,213
Kittson	0	65,237	0	0	0	107,098	0	0	172,335
Lake of the Woods	0	148,610	0	89,115	0	0	0	0	237,725
Marshall	0	0	0	80,678	18,732	20,000	0	0	119,410
Norman	0	0	0	0	0	0	0	0	0
Pennington	0	0	0	0	0	0	0	0	0
Polk	0	0	0	207,665	4,970	418,423	0	0	631,058
Red Lake	0	193,218	0	61,553	1,953	0	0	0	256,724
Roseau	0	0	0	225,886	0	18,232	0	0	244,117
<b>District 2</b>	<b>\$76,884</b>	<b>\$407,065</b>	<b>\$343,769</b>	<b>\$771,154</b>	<b>\$105,466</b>	<b>\$686,903</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,391,240</b>
Aitkin	\$27,696	\$0	\$8,130	\$229,240	\$7,534	\$32,000	\$0	\$0	\$304,600
Benton	248,957	0	0	0	0	0	0	0	248,957
Cass	0	0	0	0	0	0	0	0	0
Crow Wing	445,570	0	63,769	105,461	121,106	0	0	0	735,906
Isanti	83,500	0	0	10,181	0	0	0	0	93,681
Kanabec	0	0	0	0	0	0	0	0	0
Mille Lacs	81,866	172,816	34,694	173,755	44,417	0	0	0	507,548
Morrison	0	0	0	0	0	0	0	0	0
Sherburne	101,528	0	0	0	0	0	0	0	101,528
Stearns	737,582	0	85,182	331,919	0	0	0	0	1,154,682
Todd	16,745	0	0	0	0	0	0	0	16,745
Wadena	0	0	0	0	0	0	0	0	0
Wright	1,332,475	11,724	200,851	329,286	58,970	100,319	0	0	2,033,625
<b>District 3</b>	<b>\$3,075,919</b>	<b>\$184,540</b>	<b>\$392,626</b>	<b>\$1,179,842</b>	<b>\$232,027</b>	<b>\$132,319</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,197,272</b>
Becker	\$8,883	\$0	\$0	\$115,520	\$37,561	\$19,576	\$0	\$0	\$181,540
Big Stone	0	0	0	0	0	0	0	0	0
Clay	56,589	0	0	0	10,411	116,511	0	0	183,511
Douglas	183,684	26,549	25,081	135,235	0	32,755	0	0	403,304
Grant	0	0	8,496	76,044	0	22,750	0	0	107,290
Mahnomen	0	0	0	0	0	0	0	0	0
Otter Tail	0	0	0	0	0	0	0	0	0
Pope	0	0	0	0	0	0	0	0	0
Stevens	0	0	0	5,680	14,000	0	0	0	19,680
Swift	0	20,054	0	35,904	0	0	0	0	55,958
Traverse	0	0	0	0	0	0	0	0	0
Wilkin	0	0	0	0	0	0	0	0	0
<b>District 4</b>	<b>\$249,156</b>	<b>\$46,603</b>	<b>\$33,577</b>	<b>\$368,383</b>	<b>\$61,972</b>	<b>\$191,592</b>	<b>\$0</b>	<b>\$0</b>	<b>\$951,283</b>

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	RR Protection	Concrete Paving	Total
Anoka	\$10,259,978	\$107,206	\$1,328,566	\$1,795,719	\$1,416,026	\$369,592	\$0	\$0	\$15,277,087
Carver	37,029	204,557	0	0	143,578	50,581	0	0	435,745
Hennepin	15,411,114	3,536,971	4,144,300	8,058,173	67,499	0	0	26,149	31,244,206
Scott	4,877,895	84,055	1,329,844	2,291,507	206,355	0	0	0	8,789,656
<b>Metro</b>	<b>\$30,586,016</b>	<b>\$3,932,789</b>	<b>\$6,802,710</b>	<b>\$12,145,399</b>	<b>\$1,833,458</b>	<b>\$420,173</b>	<b>\$0</b>	<b>\$26,149</b>	<b>\$55,746,694</b>
Dodge	\$0	\$0	\$0	\$48,264	\$22,268	\$0	\$0	\$0	\$70,532
Fillmore	0	338,637	66,528	209,584	0	0	0	0	614,749
Freeborn	144,736	0	0	0	0	0	0	0	144,736
Goodhue	326,840	272,507	271,798	226,227	0	36,513	0	1,101,372	2,235,257
Houston	0	153,749	127,107	91,760	122,040	0	0	0	494,656
Mower	0	0	0	0	0	0	0	0	0
Olmsted	1,729,338	0	90,033	0	0	0	0	0	1,819,371
Rice	153,441	0	67,315	338,728	0	0	0	0	559,484
Steele	0	0	0	0	0	0	0	550,725	550,725
Wabasha	0	0	182,971	440,763	5,100	9,000	0	0	637,834
Winona	0	0	2,760	0	0	81,675	0	0	84,435
<b>District 6</b>	<b>\$2,354,355</b>	<b>\$764,893</b>	<b>\$808,512</b>	<b>\$1,355,326</b>	<b>\$149,408</b>	<b>\$127,188</b>	<b>\$0</b>	<b>\$1,652,097</b>	<b>\$7,211,779</b>
Blue Earth	\$804,268	\$550,953	\$208,536	\$453,366	\$655,184	\$168,705	\$13,190	\$2,370,276	\$5,224,478
Brown	8,925	79,742	0	68,649	0	253,288	0	0	410,604
Cottonwood	0	0	0	29,474	0	0	0	0	29,474
Faribault	99,989	27,850	0	141,052	0	99,909	0	0	368,800
Jackson	0	0	0	0	0	0	0	0	0
Le Sueur	35,834	111,130	130,685	273,876	0	41,241	0	0	592,766
Martin	0	0	0	0	0	0	0	0	0
Nicollet	0	0	50,232	23,340	0	0	0	0	73,572
Nobles	106,208	0	0	49,875	0	68,942	0	0	225,025
Rock	0	0	0	0	0	0	0	0	0
Sibley	0	0	0	0	0	0	0	0	0
Waseca	0	0	0	0	0	0	0	0	0
Watsonwan	1,626	324,117	0	337,496	0	169,745	0	403,088	1,236,072
<b>District 7</b>	<b>\$1,056,850</b>	<b>\$1,093,792</b>	<b>\$389,453</b>	<b>\$1,377,128</b>	<b>\$655,184</b>	<b>\$801,830</b>	<b>\$13,190</b>	<b>\$2,773,364</b>	<b>\$8,160,791</b>
Chippewa	\$0	\$0	\$0	\$0	\$0	\$92,358	\$0	\$0	\$92,358
Kandiyohi	331,230	119,575	56,899	136,963	89,093	48,888	0	0	782,648
Lac Qui Parle	0	0	0	0	0	0	0	0	0
Lincoln	0	0	0	0	0	0	0	0	0
Lyon	0	0	0	73,849	7,824	0	0	0	81,673
McLeod	0	0	40,294	0	16,400	0	0	0	56,694
Meeker	8,439	0	0	0	0	23,762	0	0	32,201
Murray	0	0	29,988	303,030	0	0	0	0	333,018
Pipestone	96	120	3,150	122,280	0	15,000	0	0	140,646
Redwood	0	0	0	0	0	0	0	0	0
Renville	0	0	0	0	0	0	0	0	0
Yellow Medicine	0	0	0	0	0	36,576	0	0	36,576
<b>District 8</b>	<b>\$339,765</b>	<b>\$119,695</b>	<b>\$130,331</b>	<b>\$636,122</b>	<b>\$113,317</b>	<b>\$216,584</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,555,814</b>
Chisago	\$83,255	\$0	\$4,599	\$110,419	\$861	\$0	\$0	\$0	\$199,134
Dakota	6,760,389	44,010	2,458,035	1,616,835	435,535	353,618	0	0	11,668,421
Ramsey	12,583,722	2,089,360	2,920,000	2,028,929	877,278	2,240,430	349,405	267,880	23,357,004
Washington	5,175,383	117,448	854,868	946,615	281,565	0	0	0	7,375,879
<b>Metro</b>	<b>\$24,602,749</b>	<b>\$2,250,818</b>	<b>\$6,237,502</b>	<b>\$4,702,798</b>	<b>\$1,595,239</b>	<b>\$2,594,048</b>	<b>\$349,405</b>	<b>\$267,880</b>	<b>\$42,600,439</b>
<b>TOTAL</b>	<b>\$63,835,897</b>	<b>\$10,484,092</b>	<b>\$15,299,447</b>	<b>\$24,055,782</b>	<b>\$5,270,572</b>	<b>\$5,170,637</b>	<b>\$362,595</b>	<b>\$4,719,490</b>	<b>\$129,198,511</b>

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

# Needs Adjustment for Credit for Local Effort

October 2009

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

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

**The adjustment (credit for local effort) shall be the local (not state aid or federal aid) dollars spent on state aid construction projects for items eligible for state aid participation. This adjustment shall be annually added to the 25 year county state aid highway construction needs of the county involved for a period of twenty years beginning with the first needs of the county involved for a period of twenty years beginning with the first distribution year after the documentation has been submitted.**

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

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These amounts have been added to each County's 2009 money needs.

<b>County</b>	<b>Regular Account Adjustment</b>	<b>Municipal Account Adjustment</b>	<b>Total Adjustment</b>
<b>Carlton</b>	\$21,550	\$0	\$21,550
<b>District 1</b>	<b>\$21,550</b>	<b>\$0</b>	<b>\$21,550</b>
<b>Clearwater</b>	191,806	551,887	\$743,693
<b>Kittson</b>	162,695	45,705	208,400
<b>Polk</b>	7,858,579	340,000	8,198,579
<b>District 2</b>	<b>\$8,213,080</b>	<b>\$937,592</b>	<b>\$9,150,672</b>
<b>Isanti</b>	26,710	0	\$26,710
<b>Sherburne</b>	0	1,418,913	1,418,913
<b>Stearns</b>	6,026	523,449	\$529,475
<b>Todd</b>	0	297,741	\$297,741
<b>Wright</b>	126,424	204,457	330,881
<b>District 3</b>	<b>\$159,160</b>	<b>\$2,444,560</b>	<b>\$2,603,720</b>
<b>Becker</b>	2,249,703	0	\$2,249,703
<b>Clay</b>	55,021	0	55,021
<b>Douglas</b>	1,816,415	0	1,816,415
<b>Stevens</b>	100,000	25,000	125,000
<b>District 4</b>	<b>\$4,221,139</b>	<b>\$25,000</b>	<b>\$4,246,139</b>
<b>Anoka</b>	29,139,904	817,144	\$29,957,048
<b>Carver</b>	12,503,128	689,751	13,192,879
<b>Hennepin</b>	24,599,717	268,125	24,867,842
<b>Scott</b>	32,820,436	2,447,153	35,267,589
<b>District 5</b>	<b>\$99,063,185</b>	<b>\$4,222,173</b>	<b>\$103,285,358</b>

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Dodge	496,857	426,054	\$922,911
Fillmore	2,191,747	95,238	2,286,985
Freeborn	168,744	0	168,744
Goodhue	8,027,384	599	8,027,983
Olmsted	10,189,363	0	10,189,363
Rice	904,298	0	904,298
Wabasha	226,255	0	226,255
Winona	1,578,836	0	1,578,836
<b>District 6</b>	<b>\$23,783,484</b>	<b>\$521,891</b>	<b>\$24,305,375</b>
Blue Earth	2,375,882	0	\$2,375,882
Brown	2,447,516	355,015	2,802,531
Faribault	1,339,587	34,377	1,373,964
Jackson	46,584	125,950	172,534
Le Sueur	0	600,544	600,544
Martin	280,303	0	280,303
Nicollet	11,149,455	28,652	11,178,107
Nobles	0	62,245	62,245
Waseca	491,421	647,832	1,139,253
Watonwan	225,989	0	225,989
<b>District 7</b>	<b>\$18,356,737</b>	<b>\$1,854,615</b>	<b>\$20,211,352</b>
Chippewa	0	28,964	\$28,964
Kandiyohi	7,718,829	887,196	8,606,025
Lyon	343,882	0	343,882
McLeod	461,794	214,710	676,504
Meeker	1,591,316	0	1,591,316
Pipestone	246,637	0	246,637
Redwood	7,599	0	7,599
Renville	137,715	311,633	449,348
Yellow Medicine	940,553	14,416	954,969
<b>District 8</b>	<b>\$11,448,325</b>	<b>\$1,456,919</b>	<b>\$12,905,244</b>
Dakota	10,655,105	0	\$10,655,105
Ramsey	5,279,664	0	5,279,664
Washington	2,703,206	0	2,703,206
<b>District 9</b>	<b>\$18,637,975</b>	<b>\$0</b>	<b>\$18,637,975</b>
<b>TOTAL</b>	<b>\$183,904,635</b>	<b>\$11,462,750</b>	<b>\$195,367,385</b>

# Non Existing CSAH Needs Adjustment

October 2009

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

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

The following segments are covered by this resolution and the corresponding needs will be subtracted from the 2008 25 year needs, as shown on the tentative 2010 Money Needs Distribution.

County	CSAH	Miles	Termini	Year Designation	Needs Deduction
ITASCA	83	0.70	1.5 M E of TH 169 to TH 65	1976	\$877,406
<b>DISTRICT 1</b>		<b>0.70</b>			<b>\$877,406</b>
DAKOTA	5	1.35	TH 13 to FAI 35W	1975	\$2,729,161
<b>METRO</b>		<b>1.35</b>			<b>\$2,729,161</b>
<b>STATE TOTAL</b>		<b>2.05</b>			<b>\$3,606,567</b>

# **Mill Levy Deduction**

**October 2009**

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

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

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

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

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

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

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

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

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

# Mill Levy Deduction

October 2009

County	County Total Real & Personal Market Value (Taxes Payable 2009)	Mill Levy Deduction
Carlton	2,601,583,700	\$415,213
Cook	1,721,075,300	274,684
Itasca	5,516,946,700	880,505
Koochiching	962,157,500	153,560
Lake	1,746,089,500	278,676
Pine	3,161,195,590	504,527
St. Louis*	15,756,286,400	1,523,633
<b>District 1 Totals</b>	<b>31,465,334,690</b>	<b>\$4,030,798</b>
Beltrami	2,871,711,900	\$458,325
Clearwater	739,959,500	118,098
Hubbard	3,549,159,700	566,446
Kittson	670,281,400	106,977
Lake of the Woods	465,209,400	74,247
Marshall	995,379,100	158,863
Norman	771,706,200	123,164
Pennington	763,529,200	121,859
Polk	2,704,624,200	431,658
Red Lake	307,969,300	49,152
Roseau	994,923,200	158,790
<b>District 2 Totals</b>	<b>14,834,453,100</b>	<b>\$2,367,579</b>
Aitkin	3,136,847,600	\$500,641
Benton	2,889,799,800	461,212
Cass	6,687,023,200	1,067,249
Crow Wing	11,450,862,400	1,827,558
Isanti	3,569,260,500	569,654
Kanabec	1,479,050,700	236,056
Mille Lacs	2,367,482,800	377,850
Morrison	3,224,443,400	514,621
Sherburne	8,577,831,000	1,369,022
Stearns	12,538,573,800	2,001,156
Todd	2,246,396,600	358,525
Wadena	1,001,437,700	159,829
Wright	12,997,385,300	2,074,383
<b>District 3 Totals</b>	<b>72,166,394,800</b>	<b>\$11,517,756</b>
Becker	4,269,099,110	\$681,348
Big Stone	740,796,100	118,231
Clay	3,836,510,000	612,307
Douglas	4,931,956,500	787,140
Grant	896,329,100	143,054
Mahnomen	413,514,900	65,997
Otter Tail	8,145,995,900	1,300,101
Pope	1,611,775,400	257,239
Stevens	1,136,022,700	181,309
Swift	1,432,438,700	228,617
Traverse	841,878,800	134,364
Wilkin	1,086,077,400	173,338
<b>District 4 Totals</b>	<b>29,342,394,610</b>	<b>\$4,683,045</b>

# Mill Levy Deduction

October 2009

County	County Total Real & Personal Market Value (Taxes Payable 2009)	Mill Levy Deduction
Anoka*	31,710,911,300	\$3,066,445
Carver	11,094,008,500	1,770,604
Hennepin*	146,889,041,907	14,204,170
Scott	15,196,136,500	2,425,303
<b>Metro Totals</b>	<b>204,890,098,207</b>	<b>\$21,466,522</b>
Dodge	2,063,369,400	\$329,314
Fillmore	2,443,250,500	389,943
Freeborn	2,920,353,900	466,088
Goodhue	5,718,863,000	912,731
Houston	1,718,771,500	274,316
Mower	3,161,213,700	504,530
Olmsted	12,672,310,900	2,022,501
Rice	6,297,836,550	1,005,135
Steele	3,344,550,100	533,790
Wabasha	2,444,982,300	390,219
Winona	3,823,689,500	610,261
<b>District 6 Totals</b>	<b>46,609,191,350</b>	<b>\$7,438,828</b>
Blue Earth	6,198,315,500	\$989,251
Brown	2,416,342,900	385,648
Cottonwood	1,599,829,900	255,333
Faribault	1,934,923,900	308,814
Jackson	1,775,461,300	283,364
Le Sueur	3,359,702,000	536,208
Martin	2,619,381,400	418,053
Nicollet	2,951,728,300	471,096
Nobles	2,112,519,700	337,158
Rock	1,329,690,700	212,219
Sibley	2,018,265,400	322,115
Waseca	1,982,184,600	316,357
Watonwan	1,264,877,000	201,874
<b>District 7 Totals</b>	<b>31,563,222,600</b>	<b>\$5,037,490</b>
Chippewa	1,434,401,600	\$228,930
Kandiyohi	4,355,434,500	695,127
Lac Qui Parle	1,124,069,300	179,401
Lincoln	785,429,400	125,355
Lyon	2,471,599,300	394,467
Mc Leod	3,286,665,200	524,552
Meeker	2,662,647,300	424,959
Murray	1,556,639,100	248,440
Pipestone	1,012,086,800	161,529
Redwood	2,124,903,900	339,135
Renville	2,593,216,300	413,877
Yellow Medicine	1,391,296,000	222,051
<b>District 8 Totals</b>	<b>24,798,388,700</b>	<b>\$3,957,823</b>
Chisago	5,316,651,900	\$848,538
Dakota*	43,416,860,100	4,198,410
Ramsey*	48,377,706,800	4,678,124
Washington*	28,857,581,400	2,790,528
<b>Metro Totals</b>	<b>125,968,800,200</b>	<b>\$12,515,600</b>
<b>STATE TOTALS</b>	<b>581,638,278,257</b>	<b>\$73,015,441</b>

# Minimum County Apportionments

October 2009

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

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

And the following Screening Board resolution:

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

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

County	State Total 2009 Apportionment Sum	Apportionment Percentage	Minimum Apportionment	2009 Apportionment Sum
Big Stone		0.00586782	\$1,948,052	\$1,948,052
Grant		0.00586782	\$1,948,052	\$1,948,052
Kanabec		0.00586782	\$1,948,052	\$1,948,052
Koochiching		0.01099800	\$3,651,215	\$3,651,215
	\$331,988,993			
Lake of the Woods		0.00749425	\$2,488,009	\$2,488,009
Mahnomen		0.00586782	\$1,948,052	\$1,948,052
Red Lake		0.00586782	\$1,948,052	\$1,948,052
Traverse		0.00586782	\$1,948,052	\$1,948,052
Stevens		0.00586782	\$1,948,052	\$1,948,052

# Minimum County Adjustment

October 2009

KOOCHICHING	-	EQUALIZATION	-	\$381,597	\$3,651,215
-----		MOTOR VEHICLE	-	121,110	1,291,812 *
		LANE MILEAGE	-	789,105	-----
				-----	2,359,403
				\$1,291,812 *	762,231 FIG. A MONEY NEEDS
					-----
					\$1,597,172 = ADJUSTMENT

LAKE OF THE WOOD	-	EQUALIZATION	-	\$381,597	\$2,488,009
-----		MOTOR VEHICLE	-	39,706	1,042,986 *
		LANE MILEAGE	-	621,683	-----
				-----	1,445,023
				\$1,042,986 *	479,095 FIG. A MONEY NEEDS
					-----
					\$965,928 = ADJUSTMENT

RED LAKE	-	EQUALIZATION	-	\$381,597	\$1,948,052
-----		MOTOR VEHICLE	-	38,909	1,012,907 *
		LANE MILEAGE	-	592,401	-----
				-----	935,145
				\$1,012,907	432,832 FIG. A MONEY NEEDS
					-----
					\$502,313 = ADJUSTMENT

KANABEC	-	EQUALIZATION	-	\$381,597	\$1,948,052
-----		MOTOR VEHICLE	-	113,308	1,170,370 *
		LANE MILEAGE	-	675,465	-----
				-----	777,682
				\$1,170,370 *	728,182 FIG. A MONEY NEEDS
					-----
					\$49,500 = ADJUSTMENT

BIG STONE	-	EQUALIZATION	-	\$381,597	\$1,948,052
-----		MOTOR VEHICLE	-	50,363	1,104,736 *
		LANE MILEAGE	-	672,776	-----
				-----	843,316
				\$1,104,736 *	579,775 FIG. A MONEY NEEDS
					-----
					\$263,541 = ADJUSTMENT

GRANT	-	EQUALIZATION	-	\$381,597	\$1,948,052
-----		MOTOR VEHICLE	-	59,791	1,171,033 *
		LANE MILEAGE	-	729,645	-----
				-----	777,019
				\$1,171,033 *	568,076 FIG. A MONEY NEEDS
					-----
					\$208,943 = ADJUSTMENT

# Minimum County Adjustment

October 2009

STEVENSON	-	EQUALIZATION	-	\$381,597	\$1,948,052	
		MOTOR VEHICLE	-	77,387	1,233,050	*
		LANE MILEAGE	-	774,066		
					715,002	
				\$1,233,050	576,644	FIG. A MONEY NEEDS
					\$138,358	= ADJUSTMENT

MAHNOMEN	-	EQUALIZATION	-	\$381,597	\$1,948,052	
		MOTOR VEHICLE	-	32,502	1,035,782	*
		LANE MILEAGE	-	621,683		
					912,270	
				\$1,035,782	573,207	FIG. A MONEY NEEDS
					\$339,063	= ADJUSTMENT

TRAVERSE	-	EQUALIZATION	-	\$381,597	\$1,948,052	
		MOTOR VEHICLE	-	34,660	1,199,087	*
		LANE MILEAGE	-	782,830		
					748,965	
				\$1,199,087	566,430	FIG. A MONEY NEEDS
					\$182,535	= ADJUSTMENT

TOTAL ADJUSTMENTS FOR ALL COUNTIES  
\$4,247,353

\* \* \* \* \*

# **TENTATIVE APPORTIONMENT DATA**

\* \* \* \* \*

## **Development of the Tentative 2010 CSAH Money Needs Distribution**

**October 2009**

This chart was prepared in order to determine annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for him in distributing the 2010 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2010 money needs distribution figure for each county based on an estimated distribution.

The trunk highway turnback adjustment column is the same as was used for the 2009 money needs distribution determination because current data was not available at the time the chart was printed. Current data will be used for the final 2010 distribution.

Adjustments must be made for any turnback activity in 2009, construction fund balances as of 12/31/09, and possibly for any action taken by this Board.

FIGURE A

30-Sep-09

2009 Money Needs  
October 2009

Pursuant to Minnesota Statutes, Chapter 162.01 Subdivision 1(c), which reads in part as follows: "An amount equal to 30 percent or the apportionment sum shall be apportioned among the several counties so that each county shall receive of such amount the percentage that its money needs bears to the sum of the money of all of the individual counties," the below listed data has been computed.

COUNTY	BASIC 2009 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 2009 CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONSTR. FUND BALANCE DEDUCT.	BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER THE FACT" NEEDS	(PLUS) Mn/DOT "AFTER THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	EXCESS SUM MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	2008 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 78 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 78 COUNTIES	2010 MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL APPORTMENT RECOMMENDATION TO THE COMMISSIONER	COUNTY	
Carlton	\$109,452,702	\$0	\$109,452,702	\$17,198,160	\$912,754	(\$36,387)		(\$2,702,783)	\$0	\$1,116,446	\$96,530		\$21,550		\$126,058,972	\$5,042,359	(\$415,213)	\$4,627,146	1.037595	\$1,713,034		\$1,713,034		1.065797	(\$45,268)	1,667,766	1.0047	\$4,480,501	Carlton	
Cook	81,871,331	0	81,871,331	12,597,996	106,088	(877,319)		(1,869,470)	0	473,551	101,941		0		92,404,128	3,696,165	(274,684)	3,421,481	0.767236	1,266,681		1,266,681		0.788090	(33,473)	1,233,208	0.7429	3,313,409	Cook	
Itasca	203,972,048	0	203,972,048	51,140,937	7,413,192	0		(4,431,253)	466,914	1,298,135	310,310		0	(\$877,406)	259,292,877	10,371,715	(880,505)	9,491,210	2.128317	3,513,779		3,513,779		0.92854	(92,854)	3,420,925	2.0609	9,190,413	Itasca	
Koochiching	49,337,005	0	49,337,005	7,853,859	584,438	0		(3,745,483)	0	1,281,497	0		0		55,311,316	2,212,453	(153,560)	2,058,893	0.461688	762,231	\$1,597,172	762,231		1.076314	(45,715)	1,684,223	1.0146	6,338,604	Koochiching	
Lake	89,296,109	0	89,296,109	27,668,949	5,655,684	0	1,654,976	(2,033,695)	113,025	1,168,790	263,137		0		123,786,975	4,951,479	(472,676)	4,672,803	1.047834	1,729,938		1,729,938		1.792057	(76,115)	2,804,223	1.6893	7,533,626	Lake	
Pine	172,491,567	0	172,491,567	29,002,177	9,733,080	0		(4,797,114)	0	1,640,735	845,127		0		206,215,572	8,248,623	(504,527)	7,744,096	1.736543	2,866,973	\$13,365	2,880,338		7.062102	(299,952)	11,050,825	6.6573	29,688,359	Pine	
St. Louis	607,493,057	0	607,493,057	145,107,043	53,087,008	0		(15,848,574)	0	10,987,005	3,766,153		0		804,591,692	32,183,668	(1,523,633)	30,660,035	6.875234	11,350,777		11,350,777								St. Louis
District 1 Totals	\$1,313,913,819		\$1,313,913,819	\$290,569,121	\$77,492,254	(\$913,706)	\$1,654,976	(\$38,128,372)	\$579,939	\$0	\$17,966,159	\$5,383,198	\$21,550	(\$877,406)	\$1,667,661,532	\$66,706,462	(\$4,030,798)	\$62,675,664	14.054447	\$23,203,413	\$13,365	\$23,216,778	\$1,597,172	13.970524	(\$593,377)	\$24,220,573	14.5911	\$65,609,266	District 1 Totals	
Beltrami	\$132,114,782	\$0	\$132,114,782	\$13,690,061	\$3,421,560	\$0		(\$3,943,816)	\$0	\$2,193,398	\$593,215		\$0		\$148,339,971	\$3,933,599	(\$458,325)	\$5,475,274	1.227780	\$2,027,023		\$2,027,023		1.261151	(\$53,566)	\$1,973,457	1.1889	\$5,301,749	Beltrami	
Clearwater	65,056,663	0	65,056,663	4,022,948	109,152	0		(1,676,743)	0	795,414	118,443		743,693		69,169,570	2,766,783	(118,098)	2,648,685	0.593943	980,580		980,580		0.610087	(25,913)	954,667	0.5751	2,564,740	Clearwater	
Hubbard	78,588,880	0	78,588,880	8,266,514	530,649	0		(3,559,383)	0	2,229,881	18,213		0		86,074,754	3,442,990	(566,446)	2,876,544	0.645039	1,064,937		1,064,937		0.662571	(12,142)	1,036,795	0.6246	2,785,380	Hubbard	
Kittson	68,099,414	0	68,099,414	1,951,134	560,761	0		(2,076,006)	0	1,587,441	172,335		208,400		70,503,479	2,820,139	(106,977)	2,713,162	0.608402	1,004,451		1,004,451		0.624938	(26,543)	977,908	0.5891	2,627,178	Kittson	
Lake of Woods	34,037,682	0	34,037,682	3,322,508	230,522	0		(3,850,201)	0	230,490	237,725		0		34,208,726	1,368,349	(74,247)	1,294,102	0.290191	479,095		479,095	\$965,928		1,445,023	0.8705	3,882,096	Lake of Woods		
Marshall	92,479,881	0	92,479,881	1,587,514	234,685	0		(734,763)	0	2,386,071	119,410		0		96,072,798	3,842,912	(158,863)	3,684,409	0.826114	1,363,886		1,363,886		0.848568	(36,042)	1,327,844	0.7999	3,567,291	Marshall	
Norman	72,347,301	0	72,347,301	2,851,379	654,471	0		(2,274,684)	0	918,957	0		0		74,497,424	2,979,897	(123,164)	2,856,733	0.640596	1,057,602		1,057,602		0.658007	(27,948)	1,029,654	0.6203	2,766,195	Norman	
Pennington	54,048,214	0	54,048,214	5,455,456	96,157	0		(1,881,576)	0	426,165	0		0		55,144,416	2,325,777	(121,859)	2,203,918	0.949209	815,922		815,922		0.507641	(21,561)	794,361	0.4785	2,134,074	Pennington	
Polk	170,360,650	0	170,360,650	3,749,842	563,370	0	1,750,275	(2,436,836)	0	5,009,147	631,058		8,198,579		187,824,085	7,512,963	(431,658)	7,081,305	1.589148	2,621,599		2,621,599		1.631078	(69,278)	2,656,884	1.5376	6,856,984	Polk	
Red Lake	33,078,459	0	33,078,459	1,176,572	90,373	0		(4,227,329)	0	293,692	256,724		0		30,457,334	1,218,293	(49,152)	1,169,141	0.262169	432,832		432,832	502,313			935,145	0.5634	2,512,294	Red Lake	
Roseau	109,496,611	0	109,496,611	(1,340,872)	2,677,074	0		(2,415,244)	0	945,136	244,117		0		109,606,822	4,384,273	(158,790)	4,225,483	0.947526	1,564,333		1,564,333		0.973280	(41,339)	1,522,994	0.9175	4,091,567	Roseau	
District 2 Totals	\$909,708,537		\$909,708,537	\$44,733,056	\$9,168,774	(\$211,157)	\$1,750,275	(\$29,075,581)	\$270,771	\$0	\$17,015,792	\$2,391,240	\$9,150,672	\$0	\$964,899,379	\$38,595,975	(\$2,367,579)	\$36,228,396	8.123887	\$13,412,260	\$0	\$13,412,260	\$1,468,241	7.773321	(\$30,332)	\$14,550,169	8.7654	\$39,089,448	District 2 Totals	
Aitkin	\$96,676,341	\$0	\$96,676,341	\$16,787,572	\$25,021	\$0		(\$1,815,778)	\$0	\$1,799,527	\$304,600		\$0		\$113,777,283	\$4,551,091	(\$500,641)	\$4,050,450	0.908277	\$1,499,534		\$1,499,534		0.932964	(\$39,626)	\$1,459,908	0.8795	\$3,922,085	Aitkin	
Benton	76,667,238	0	76,667,238	15,296,323	2,543,259	0		(1,902,175)	8,007	1,911,945	248,957		0		94,773,554	3,790,942	(461,212)	3,329,730	0.746662	1,232,714		1,232,714		0.766956	(32,575)	1,200,139	0.7230	3,224,208	Benton	
Cass	120,703,737	0	120,703,737	13,945,418	755,513	0		(1,123,277)	0	1,656,075	0		0		135,937,499	4,537,249	(1,067,249)	4,370,250	0.979989	1,617,928		1,617,928		1.006625	(42,755)	1,575,173	0.9489	4,231,748	Cass	
Crow Wing	156,738,755	6,411,138	163,149,893	9,967,847	2,026,353	0		(3,729,610)	18,132	169,184,804	735,906		0		163,883,708	6,767,392	(1,067,558)	4,938,834	1.107713	1,828,796	15,082	1,845,878		1.147204	(48,726)	1,795,152	1.0815	4,852,727	Crow Wing	
Isanti	67,561,451	0	67,561,451	13,821,689	(693,851)	0		(1,281,987)	0	1,715,188	93,681		26,710		81,242,881	3,249,715	(569,654)	2,680,061	0.800579	992,196		992,196		0.617314	(26,220)	965,976	0.5819	2,595,122	Isanti	
Kanabec	47,012,949	0	47,012,949	5,672,893	1,366,363	0		(2,464)	0	50,074,374	0		0		2,202,975	1,968,919	(328,056)	1,640,864	0.441064	728,182		728,182	\$49,500			777,682	0.4685	2,089,265	Kanabec	
Millie Lacs	93,335,297	426,138	93,761,435	18,745,260	3,663,025	0		(5,138,423)	0	783,048	507,548		0		112,321,893	4,492,876	(377,850)	4,115,026	0.922757	1,523,440		1,523,440		0.947837	(40,258)	1,483,182	0.8935	3,984,611	Millie Lacs	
Morrison	131,123,647	0	131,123,647	19,748,289	2,248,930	0		(3,393,428)	0	1,104,927	0		0		150,832,365	6,033,295	(514,621)	5,518,674	1.237512	2,043,090	37,547	2,080,637		0.658007	(54,982)	2,025,655	1.2203	5,441,980	Morrison	
Sherburne	84,509,887	0	84,509,887	10,480,824	442,906	0		(729,405)	0	2,653,603	101,528		1,418,913		96,878,256	3,955,130	(1,369,022)	2,586,108	0.579911	957,413		957,413		0.595673	(25,300)	932,113	0.5615	2,504,148	Sherburne	
Stearns	273,582,506	0	273,582,506	34,231,175	6,756,931	0		(9,210,659)	8,007	309,183,433	12,367,337		0		309,183,433	12,367,337	(2,001,156)	10,366,181	2.324522	3,837,707		3,837,707		0.277702	(101,414)	3,736,293	2.2509	10,037,659	Stearns	
Todd	65,667,849	0	65,667,849	2,396,157	1,701,958	0		(1,456,941)	0	657,197	16,745		297,741		69,280,706	2,771,228	(358,525)	2,412,703	0.541027	893,217		893,217		0.555732	(23,604)	869,613	0.5239	2,336,240	Todd	
Wadena	50,504,916	0	50,504,916	6,262,172	830,311	0		(2,374,521)	0	54,255,351	0		0		55,667,229	2,226,689	(59,828)	2,066,805	0.453475	765,181		765,181		0.476702	(20,220)	744,961	0.4488	2,001,355	Wadena	
Wright	215,130,568	0	215,130,568	56,094,215	7,014,574	0		(5,074,385)	54,677	281,566,700	330,887		0		281,566,700	11,189,352	(2,061,382)	9,128,369	0.401989	3,312,082		3,312,082		0.990222	(39,022)	3,273,060	1.9953	8,999,022	Wright	
District 3 Totals	\$1,479,212,141		\$1,486,049,417	\$219,439,532	\$28,838,293	\$0	\$0	(\$39,444,061)	\$88,823	\$0	\$24,971,948	\$5,197,272	\$2,603,720	\$0	\$1,727,744,944	\$69,109,797	(\$1,517,756)	\$57,592,041	12.914493	\$21,321,387	\$52,629	\$21,374,016	\$49,500	12.845199	(\$545,580)	\$20,877,936	12.5775	\$56,089,174	District 3 Totals	
Becker	\$105,288,891	\$0	\$105,288,891	\$9,754,926	\$1,821,073	\$0		(\$6,150,961)	\$0	\$1,329,145	\$181,540		\$2,249,703		\$114,474,317	\$4,578,973	(\$681,348)	\$3,897,625	0.874007	\$1,442,956		\$1,442,956		0.897763	(\$38,131)	\$1,404,825	0.8463	\$3,774,103	Becker	
Big Stone	36,024,282	0	36,024,282																											

October 29, 2009

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

Dear Commissioner Sorel:

We, the undersigned, as members of the 2009 County Screening Board, have reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System. Do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, traffic and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2009; construction fund balances as of December 31, 2009; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2010.

This Board therefore recommends that the mileage, lane miles and money needs as listed be modified as required and used as the basis for apportioning to the counties the 2010 Distribution provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

John Welle, Secretary  
County Screening Board

APPROVED

\_\_\_\_\_  
Mark LeBrun, District 1

\_\_\_\_\_  
Mitch Rasmussen, Metro

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

\_\_\_\_\_  
Bruce Hasbargen, District 2

\_\_\_\_\_  
Guy Kohnhofer, District 6

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

\_\_\_\_\_  
Robert Kozel, District 3

\_\_\_\_\_  
Tim Stahl, District 7

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

\_\_\_\_\_  
Brian Noetzelman, District 4

\_\_\_\_\_  
John Brunkhorst, District 8

\_\_\_\_\_  
Jim Foldesi, Urban

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Joe Triplett, Metro

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

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Don Theisen, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

## Annual County State Aid Highway Money Needs

October 2009

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN DISTRIBUTING THE 2010 CSAH FUND.

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Need Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Carlton	292.11	595.14	\$4,480,501	\$4,627,146
Cook	178.88	359.86	3,313,049	3,421,481
Itasca	647.18	1,292.96	9,190,413	9,491,210
Koochiching	247.45	494.60	6,338,604	2,058,893
Lake	223.65	440.30	4,524,714	4,672,803
Pine	479.36	958.63	7,533,626	7,744,096
St. Louis	1,379.57	2,774.69	29,688,359	30,660,035
<b>District 1 Totals</b>	<b>3,448.20</b>	<b>6,916.18</b>	<b>\$65,069,266</b>	<b>\$62,675,664</b>
Beltrami	464.86	929.72	\$5,301,749	\$5,475,274
Clearwater	325.68	651.36	2,564,740	2,648,685
Hubbard	323.82	647.64	2,785,380	2,876,544
Kittson	373.46	746.92	2,627,178	2,713,162
Lake of the Woods	194.81	389.62	3,882,096	1,294,102
Marshall	639.65	1,279.30	3,567,291	3,684,049
Norman	390.89	783.02	2,766,195	2,856,733
Pennington	260.04	520.08	2,134,074	2,203,918
Polk	807.44	1,614.88	6,856,884	7,081,305
Red Lake	185.66	371.32	2,512,294	1,169,141
Roseau	481.92	963.84	4,091,567	4,225,483
<b>District 2 Totals</b>	<b>4,448.23</b>	<b>8,897.70</b>	<b>\$39,089,448</b>	<b>\$36,228,396</b>
Aitkin	373.59	747.78	\$3,922,085	\$4,050,450
Benton	225.15	454.42	3,224,208	3,329,730
Cass	531.70	1,064.02	4,231,748	4,370,250
Crow Wing	377.23	757.43	4,822,727	4,939,834
Isanti	226.78	454.46	2,595,122	2,680,061
Kanabec	211.68	423.36	2,089,265	1,966,919
Mille Lacs	256.83	513.66	3,984,611	4,115,026
Morrison	450.25	906.30	5,441,980	5,518,674
Sherburne	242.22	491.32	2,504,148	2,586,108
Stearns	635.86	1,315.82	10,037,659	10,366,181
Todd	413.50	624.00	2,336,240	2,412,703
Wadena	227.32	454.64	2,001,359	2,066,860
Wright	408.14	833.42	8,898,022	9,189,245
<b>District 3 Totals</b>	<b>4,580.25</b>	<b>9,040.63</b>	<b>\$56,089,174</b>	<b>\$57,592,041</b>
Becker	470.41	940.82	\$3,774,103	\$3,897,625
Big Stone	210.85	421.70	2,265,593	1,566,054
Clay	403.16	806.44	3,621,419	3,739,948
Douglas	384.06	768.12	3,589,533	3,707,012
Grant	228.65	457.30	2,087,484	1,534,452
Mahnomen	194.81	389.62	2,450,840	1,548,311
Otter Tail	916.56	1,833.12	11,238,204	11,606,022
Pope	298.60	596.62	2,634,993	2,721,235
Stevens	242.59	485.18	1,920,873	1,557,597
Swift	329.41	660.56	2,415,670	2,494,733
Traverse	245.32	490.64	2,012,116	1,530,006
Wilkin	312.26	625.68	2,962,266	3,059,217
<b>District 4 Totals</b>	<b>4,236.68</b>	<b>8,475.80</b>	<b>\$40,973,094</b>	<b>\$38,962,212</b>

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Need Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Anoka	308.52	803.41	\$16,162,888	\$16,447,361
Carver	219.05	459.08	5,496,098	5,675,979
Hennepin	520.74	1,558.84	29,650,216	30,428,458
Scott	231.38	561.58	8,908,099	8,804,709
<b>Metro Totals</b>	<b>1,279.69</b>	<b>3,382.91</b>	<b>\$60,217,301</b>	<b>\$61,356,507</b>
Dodge	255.87	512.24	\$3,426,681	\$3,538,834
Fillmore	411.74	823.48	6,613,737	6,830,199
Freeborn	446.55	894.74	4,594,636	4,745,015
Goodhue	324.71	651.88	5,780,048	5,969,225
Houston	249.59	499.62	4,727,197	4,881,917
Mower	373.79	750.34	4,798,312	4,955,357
Olmsted	314.21	684.04	6,156,836	6,358,343
Rice	281.48	565.24	4,216,104	4,354,096
Steele	291.98	578.12	4,923,271	5,084,406
Wabasha	272.94	545.88	4,467,566	4,613,785
Winona	315.38	630.82	5,398,518	5,575,205
<b>District 6 Totals</b>	<b>3,538.24</b>	<b>7,136.40</b>	<b>\$55,102,906</b>	<b>\$56,906,382</b>
Blue Earth	427.70	868.00	\$7,848,530	\$8,053,061
Brown	317.41	635.82	3,525,432	3,640,815
Cottonwood	317.57	635.14	2,604,864	2,690,122
Faribault	346.98	694.60	4,134,095	4,269,398
Jackson	370.56	741.12	4,309,748	4,450,803
Le Sueur	266.09	532.68	4,489,660	4,636,605
Martin	380.04	761.32	4,470,902	4,617,230
Nicollet	245.77	490.16	4,189,470	4,326,589
Nobles	357.02	716.10	4,175,360	4,192,543
Rock	261.60	523.20	2,651,480	2,738,260
Sibley	289.10	580.50	2,477,646	2,558,739
Waseca	249.99	499.98	2,562,263	2,646,123
Watonwan	234.14	468.28	2,793,582	2,885,014
<b>District 7 Totals</b>	<b>4,063.97</b>	<b>8,146.90</b>	<b>\$50,233,032</b>	<b>\$51,705,302</b>
Chippewa	243.95	487.90	\$2,130,124	\$2,199,839
Kandiyohi	432.91	875.93	5,907,233	6,100,573
Lac Qui Parle	362.91	725.82	2,429,347	2,508,859
Lincoln	254.18	508.36	1,993,885	2,059,144
Lyon	318.93	637.46	2,889,875	2,984,454
Mc Leod	254.79	510.74	3,443,797	3,530,724
Meeker	272.75	545.50	2,586,284	2,670,932
Murray	354.20	708.40	2,741,949	2,831,691
Pipestone	241.20	482.56	2,254,156	2,327,932
Redwood	390.54	781.56	4,295,056	4,435,630
Renville	445.87	891.74	5,263,590	5,435,859
Yellow Medicine	345.79	691.58	2,816,731	2,908,922
<b>District 8 Totals</b>	<b>3,918.02</b>	<b>7,847.55</b>	<b>\$38,752,027</b>	<b>\$39,994,559</b>
Chisago	232.94	466.08	\$5,189,828	\$5,341,987
Dakota	320.84	872.72	11,672,648	11,949,139
Ramsey	262.98	754.39	15,286,845	14,797,455
Washington	214.65	486.14	8,273,420	8,439,345
<b>Metro Totals</b>	<b>1,031.41</b>	<b>2,579.33</b>	<b>\$40,422,741</b>	<b>\$40,527,926</b>
<b>STATE TOTALS</b>	<b>30,544.69</b>	<b>62,423.40</b>	<b>\$445,948,989</b>	<b>\$445,948,989</b>

Does not include 2009 T.H. Turnback Mileage

# Components of the Tentative 2010 Distribution

October 2009

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2010 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2010 Distribution
Carlton	\$381,597	\$264,197	\$949,555	\$1,667,766	\$3,263,115	\$163,224	\$319,227	\$482,451	\$3,745,566
Cook	381,597	45,184	574,175	1,233,208	2,234,164	27,915	236,048	263,963	2,498,127
Itasca	381,597	372,691	2,062,946	3,420,925	6,238,159	230,253	654,799	885,052	7,123,211
Koochiching	381,597	121,110	789,105	2,359,403	3,651,215	74,823	142,043	216,866	3,868,081
Lake	381,597	86,151	702,456	1,684,223	2,854,427	53,225	322,377	375,602	3,230,029
Pine	381,597	229,139	1,529,506	2,804,223	4,944,465	141,565	534,266	675,831	5,620,296
St. Louis	381,597	1,342,364	4,427,073	11,050,825	17,201,859	829,330	2,115,239	2,944,569	20,146,428
<b>District 1 Totals</b>	<b>\$2,671,179</b>	<b>\$2,460,836</b>	<b>\$11,034,816</b>	<b>\$24,220,573</b>	<b>\$40,387,404</b>	<b>\$1,520,335</b>	<b>\$4,323,999</b>	<b>\$5,844,334</b>	<b>\$46,231,738</b>
Beltrami	\$381,597	\$277,908	\$1,483,393	\$1,973,457	4,116,355	\$171,695	\$377,740	549,435	4,665,790
Clearwater	381,597	79,179	1,039,292	954,667	2,454,735	48,918	182,733	231,651	2,686,386
Hubbard	381,597	159,952	1,033,316	1,036,795	2,611,660	98,821	198,453	297,274	2,908,934
Kittson	381,597	42,893	1,191,674	977,908	2,594,072	26,500	187,181	213,681	2,807,753
Lake of the Woods	381,597	39,706	621,683	1,445,023	2,488,009	24,531	89,280	113,811	2,601,820
Marshall	381,597	89,073	2,041,135	1,327,844	3,839,649	55,030	254,163	309,193	4,148,842
Norman	381,597	58,563	1,249,341	1,029,654	2,719,155	36,181	197,086	233,267	2,952,422
Pennington	381,597	107,133	829,740	794,361	2,112,831	66,188	152,049	218,237	2,331,068
Polk	381,597	230,965	2,576,567	2,552,321	5,741,450	142,693	488,540	631,233	6,372,683
Red Lake	381,597	38,909	592,401	935,145	1,948,052	24,039	80,659	104,698	2,052,750
Roseau	381,597	140,465	1,537,773	1,522,994	3,582,829	86,781	291,516	378,297	3,961,126
<b>District 2 Totals</b>	<b>\$4,197,567</b>	<b>\$1,264,746</b>	<b>\$14,196,315</b>	<b>\$14,550,169</b>	<b>\$34,208,797</b>	<b>\$781,377</b>	<b>\$2,499,400</b>	<b>\$3,280,777</b>	<b>\$37,489,574</b>
Aitkin	\$381,597	\$150,159	\$1,193,069	\$1,459,908	3,184,733	\$92,770	\$279,441	372,211	3,556,944
Benton	381,597	243,016	725,064	1,200,139	2,549,816	150,138	229,719	379,857	2,929,673
Cass	381,597	221,271	1,697,626	1,575,173	3,875,667	136,704	301,504	438,208	4,313,875
Crow Wing	381,597	518,036	1,208,506	1,795,152	3,903,291	320,049	340,800	660,849	4,564,140
Isanti	381,597	270,438	725,064	965,976	2,343,075	167,080	184,898	351,978	2,695,053
Kanabec	381,597	113,308	675,465	777,682	1,948,052	70,003	135,698	205,701	2,153,753
Mille Lacs	381,597	251,581	819,581	1,483,182	2,935,941	155,430	283,896	439,326	3,375,267
Morrison	381,597	286,706	1,446,044	2,025,655	4,140,002	177,131	380,734	557,865	4,697,867
Sherburne	381,597	596,750	783,926	932,113	2,694,386	368,680	178,416	547,096	3,241,482
Stearns	381,597	1,062,896	2,099,399	3,736,293	7,280,185	656,671	715,164	1,371,835	8,652,020
Todd	381,597	186,843	995,569	869,613	2,433,622	115,434	166,453	281,887	2,715,509
Wadena	381,597	124,595	725,363	744,961	1,976,516	76,977	142,593	219,570	2,196,086
Wright	381,597	836,048	1,329,716	3,312,089	5,859,450	516,521	633,967	1,150,488	7,009,938
<b>District 3 Totals</b>	<b>\$4,960,761</b>	<b>\$4,861,647</b>	<b>\$14,424,392</b>	<b>\$20,877,936</b>	<b>\$45,124,736</b>	<b>\$3,003,588</b>	<b>\$3,973,283</b>	<b>\$6,976,871</b>	<b>\$52,101,607</b>
Becker	\$381,597	\$253,009	\$1,501,121	\$1,404,825	3,540,552	\$156,312	\$268,898	425,210	3,965,762
Big Stone	381,597	50,363	672,776	843,316	1,948,052	31,115	108,042	139,157	2,087,209
Clay	381,597	331,425	1,286,690	1,347,992	3,347,704	204,758	258,019	462,777	3,810,481
Douglas	381,597	306,061	1,225,537	1,336,123	3,249,318	189,088	255,747	444,835	3,694,153
Grant	381,597	59,791	729,645	777,019	1,948,052	36,940	105,862	142,802	2,090,854
Mahnomen	381,597	32,502	621,683	912,270	1,948,052	20,080	106,818	126,898	2,074,950
Otter Tail	381,597	466,345	2,924,757	4,183,169	7,955,868	288,114	800,701	1,088,815	9,044,683
Pope	381,597	96,908	951,945	980,817	2,411,267	59,871	187,738	247,609	2,658,876
Stevens	381,597	77,387	774,066	715,002	1,948,052	47,810	107,459	155,269	2,103,321
Swift	381,597	92,160	1,053,932	899,179	2,426,868	56,938	172,112	229,050	2,655,918
Traverse	381,597	34,660	782,830	748,965	1,948,052	21,413	105,555	126,968	2,075,020
Wilkin	381,597	60,953	998,258	1,102,637	2,543,445	37,658	211,056	248,714	2,792,159
<b>District 4 Totals</b>	<b>\$4,579,164</b>	<b>\$1,861,564</b>	<b>\$13,523,240</b>	<b>\$15,251,314</b>	<b>\$35,215,282</b>	<b>\$1,150,097</b>	<b>\$2,688,007</b>	<b>\$3,838,104</b>	<b>\$39,053,386</b>

# Components of the Tentative 2010 Distribution

October 2009

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2010 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2010 Distribution
Anoka	\$381,597	\$1,926,300	\$1,281,810	\$6,016,272	9,605,979	\$1,190,093	\$1,134,705	2,324,798	11,930,777
Carver	381,597	494,099	732,434	2,045,799	3,653,929	305,261	391,586	696,847	4,350,776
Hennepin	381,597	5,768,441	2,487,129	11,036,627	19,673,794	3,563,818	2,099,263	5,663,081	25,336,875
Scott	381,597	714,108	895,972	3,315,840	5,307,517	441,185	607,438	1,048,623	6,356,140
<b>Metro Totals</b>	<b>\$1,526,388</b>	<b>\$8,902,948</b>	<b>\$5,397,345</b>	<b>\$22,414,538</b>	<b>\$38,241,219</b>	<b>\$5,500,357</b>	<b>\$4,232,992</b>	<b>\$9,733,349</b>	<b>\$47,974,568</b>
Dodge	\$381,596	\$146,739	\$817,291	\$1,275,505	2,621,131	\$90,657	\$244,144	334,801	2,955,932
Fillmore	381,596	181,067	1,313,880	2,461,815	4,338,358	111,865	471,216	583,081	4,921,439
Freeborn	381,596	229,902	1,427,519	1,710,250	3,749,267	142,037	327,359	469,396	4,218,663
Goodhue	381,596	361,569	1,040,088	2,151,493	3,934,746	223,382	411,817	635,199	4,569,945
Houston	381,596	146,241	797,172	1,759,593	3,084,602	90,350	336,804	427,154	3,511,756
Mower	381,596	266,587	1,197,152	1,786,064	3,631,399	164,701	341,871	506,572	4,137,971
Olmsted	381,596	789,437	1,091,381	2,291,744	4,554,158	487,724	438,663	926,387	5,480,545
Rice	381,596	397,656	901,848	1,569,350	3,250,450	245,677	300,389	546,066	3,796,516
Steele	381,596	253,175	922,365	1,832,577	3,389,713	156,415	350,774	507,189	3,896,902
Wabasha	381,596	189,134	870,973	1,662,951	3,104,654	116,850	318,305	435,155	3,539,809
Winona	381,596	294,607	1,006,524	2,009,477	3,692,204	182,012	384,634	566,646	4,258,850
<b>District 6 Totals</b>	<b>\$4,197,556</b>	<b>\$3,256,114</b>	<b>\$11,386,193</b>	<b>\$20,510,819</b>	<b>\$39,350,682</b>	<b>\$2,011,670</b>	<b>\$3,925,976</b>	<b>\$5,937,646</b>	<b>\$45,288,328</b>
Blue Earth	\$381,596	\$378,667	\$1,384,892	\$2,921,439	5,066,594	\$233,945	\$555,582	789,527	5,856,121
Brown	381,596	232,326	1,014,492	1,312,263	2,940,677	143,534	251,180	394,714	3,335,391
Cottonwood	381,596	93,986	1,013,396	969,602	2,458,580	58,066	185,592	243,658	2,702,238
Faribault	381,596	131,434	1,108,212	1,538,824	3,160,066	81,202	294,546	375,748	3,535,814
Jackson	381,596	85,587	1,182,412	1,604,207	3,253,802	52,877	307,061	359,938	3,613,740
Le Sueur	381,596	257,989	849,859	1,671,175	3,160,619	159,389	319,880	479,269	3,639,888
Martin	381,596	170,576	1,214,681	1,664,193	3,431,046	105,384	318,543	423,927	3,854,973
Nicollet	381,596	192,056	782,033	1,559,436	2,915,121	118,654	298,492	417,146	3,332,267
Nobles	381,596	152,947	1,142,573	1,554,184	3,231,300	94,943	289,244	383,737	3,615,037
Rock	381,596	74,067	834,720	986,954	2,277,337	45,759	188,913	234,672	2,512,009
Sibley	381,596	116,495	926,150	922,248	2,346,489	71,972	176,528	248,500	2,594,989
Waseca	381,596	142,456	797,670	953,745	2,275,467	88,011	182,556	270,567	2,546,034
Watsonwan	381,596	90,002	747,174	1,039,848	2,258,620	55,605	199,037	254,642	2,513,262
<b>District 7 Totals</b>	<b>\$4,960,748</b>	<b>\$2,118,588</b>	<b>\$12,998,264</b>	<b>\$18,698,118</b>	<b>\$38,775,718</b>	<b>\$1,308,891</b>	<b>\$3,567,154</b>	<b>\$4,876,045</b>	<b>\$43,651,763</b>
Chippewa	\$381,596	\$103,415	\$778,448	\$792,891	2,056,350	\$63,891	\$151,767	215,658	2,272,008
Kandiyohi	381,596	323,457	1,397,541	2,198,835	4,301,429	199,836	420,879	620,715	4,922,144
Lac Qui Parle	381,596	66,199	1,158,011	904,270	2,510,076	40,898	173,087	213,985	2,724,061
Lincoln	381,596	50,828	811,116	742,179	1,985,719	31,402	142,060	173,462	2,159,181
Lyon	381,596	192,188	1,017,081	1,075,691	2,666,556	118,737	205,898	324,635	2,991,191
Mc Leod	381,596	294,275	814,900	1,281,876	2,772,647	181,807	243,585	425,392	3,198,039
Meeker	381,596	188,238	870,376	962,686	2,402,896	116,296	184,268	300,564	2,703,460
Murray	381,596	79,379	1,130,223	1,020,629	2,611,827	49,041	195,359	244,400	2,856,227
Pipestone	381,596	83,993	769,882	839,059	2,074,530	51,892	160,604	212,496	2,287,026
Redwood	381,596	140,033	1,246,951	1,598,738	3,367,318	86,514	306,015	392,529	3,759,847
Renville	381,596	145,843	1,422,739	1,959,253	3,909,431	90,104	375,021	465,125	4,374,556
Yellow Medicine	381,596	94,749	1,103,432	1,048,465	2,628,242	58,538	200,686	259,224	2,887,466
<b>District 8 Totals</b>	<b>\$4,579,152</b>	<b>\$1,762,597</b>	<b>\$12,520,700</b>	<b>\$14,424,572</b>	<b>\$33,287,021</b>	<b>\$1,088,956</b>	<b>\$2,759,229</b>	<b>\$3,848,185</b>	<b>\$37,135,206</b>
Chisago	\$381,596	\$458,874	\$743,589	\$1,931,797	3,515,856	\$283,499	\$368,544	652,043	4,167,899
Dakota	381,596	2,267,351	1,392,461	4,344,881	8,386,289	1,400,800	824,372	2,225,172	10,611,461
Ramsey	381,596	2,555,385	1,203,625	5,690,185	9,830,791	1,578,750	1,020,878	2,599,628	12,430,419
Washington	381,596	1,428,249	775,758	3,079,595	5,665,198	882,391	582,232	1,464,623	7,129,821
<b>Metro Totals</b>	<b>\$1,526,384</b>	<b>\$6,709,859</b>	<b>\$4,115,433</b>	<b>\$15,046,458</b>	<b>\$27,398,134</b>	<b>\$4,145,440</b>	<b>\$2,796,026</b>	<b>\$6,941,466</b>	<b>\$34,339,600</b>
<b>STATE TOTALS</b>	<b>\$33,198,899</b>	<b>\$33,198,899</b>	<b>\$99,596,698</b>	<b>\$165,994,497</b>	<b>\$331,988,993</b>	<b>\$20,510,711</b>	<b>\$30,766,066</b>	<b>\$51,276,777</b>	<b>\$383,265,770</b>



## OTES and COMMENTS

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**Comparison of the Actual 2009 to  
the TENTATIVE 2010 CSAH Distribution**  
October 2009

The following two pages indicate a comparison between the actual 2009 CSAH distribution and what each county's 2010 county state aid distribution would be if all mileage, needs and adjustments remained as published in this booklet and if the 2010 CSAH Highway User Fund were the same as the estimate for apportionment sum and excess sum. However, as we stated in the previous pages, some revised figures will be used to determine the final 2010 distribution. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

## Comparison of the Actual 2009 to the TENTATIVE 2010 CSAH Distribution

October 2009

County	Actual 2009 CSAH Distribution	TENTATIVE 2010 CSAH Distribution	Increase or Decrease	% + or -
Carlton	\$3,741,229	\$3,745,566	\$4,337	0.1%
Cook	2,340,996	2,498,127	157,131	6.7%
Itasca	7,250,235	7,123,211	(127,024)	-1.8%
Koochiching	3,866,540	3,868,081	1,541	0.0%
Lake	3,239,211	3,230,029	(9,182)	-0.3%
Pine	5,672,449	5,620,296	(52,153)	-0.9%
St. Louis	20,202,689	20,146,428	(56,261)	-0.3%
<b>District 1 Totals</b>	<b>\$46,313,349</b>	<b>\$46,231,738</b>	<b>(\$81,611)</b>	<b>-0.2%</b>
Beltrami	\$4,586,394	\$4,665,790	\$79,396	1.7%
Clearwater	2,708,872	2,686,386	(22,486)	-0.8%
Hubbard	2,939,561	2,908,934	(30,627)	-1.0%
Kittson	2,810,283	2,807,753	(2,530)	-0.1%
Lake of the Woods	2,598,884	2,601,820	2,936	0.1%
Marshall	4,236,766	4,148,842	(87,924)	-2.1%
Norman	3,027,044	2,952,422	(74,622)	-2.5%
Pennington	2,363,801	2,331,068	(32,733)	-1.4%
Polk	6,405,051	6,372,683	(32,368)	-0.5%
Red Lake	2,057,689	2,052,750	(4,939)	-0.2%
Roseau	3,904,850	3,961,126	56,276	1.4%
<b>District 2 Totals</b>	<b>\$37,639,195</b>	<b>\$37,489,574</b>	<b>(\$149,621)</b>	<b>-0.4%</b>
Aitkin	\$3,568,694	\$3,556,944	(\$11,750)	-0.3%
Benton	2,863,980	2,929,673	65,693	2.3%
Cass	4,326,522	4,313,875	(12,647)	-0.3%
Crow Wing	4,761,240	4,564,140	(197,100)	-4.1%
Isanti	2,704,706	2,695,053	(9,653)	-0.4%
Kanabec	2,149,232	2,153,753	4,521	0.2%
Mille Lacs	3,447,553	3,375,267	(72,286)	-2.1%
Morrison	4,803,248	4,697,867	(105,381)	-2.2%
Sherburne	3,187,778	3,241,482	53,704	1.7%
Stearns	8,586,373	8,652,020	65,647	0.8%
Todd	3,085,077	2,715,509	(369,568)	-12.0%
Wadena	2,197,392	2,196,086	(1,306)	-0.1%
Wright	6,922,086	7,009,938	87,852	1.3%
<b>District 3 Totals</b>	<b>\$52,603,881</b>	<b>\$52,101,607</b>	<b>(\$502,274)</b>	<b>-1.0%</b>
Becker	\$4,031,844	\$3,965,762	(\$66,082)	-1.6%
Big Stone	2,093,447	2,087,209	(6,238)	-0.3%
Clay	3,883,298	3,810,481	(72,817)	-1.9%
Douglas	3,715,566	3,694,153	(21,413)	-0.6%
Grant	2,086,847	2,090,854	4,007	0.2%
Mahnomen	2,074,036	2,074,950	914	0.0%
Otter Tail	8,771,123	9,044,683	273,560	3.1%
Pope	2,687,841	2,658,876	(28,965)	-1.1%
Stevens	2,101,503	2,103,321	1,818	0.1%
Swift	2,671,491	2,655,918	(15,573)	-0.6%
Traverse	2,070,135	2,075,020	4,885	0.2%
Wilkin	2,858,412	2,792,159	(66,253)	-2.3%
<b>District 4 Totals</b>	<b>\$39,045,543</b>	<b>\$39,053,386</b>	<b>\$7,843</b>	<b>0.0%</b>

## Comparison of the Actual 2009 to the TENTATIVE 2010 CSAH Distribution

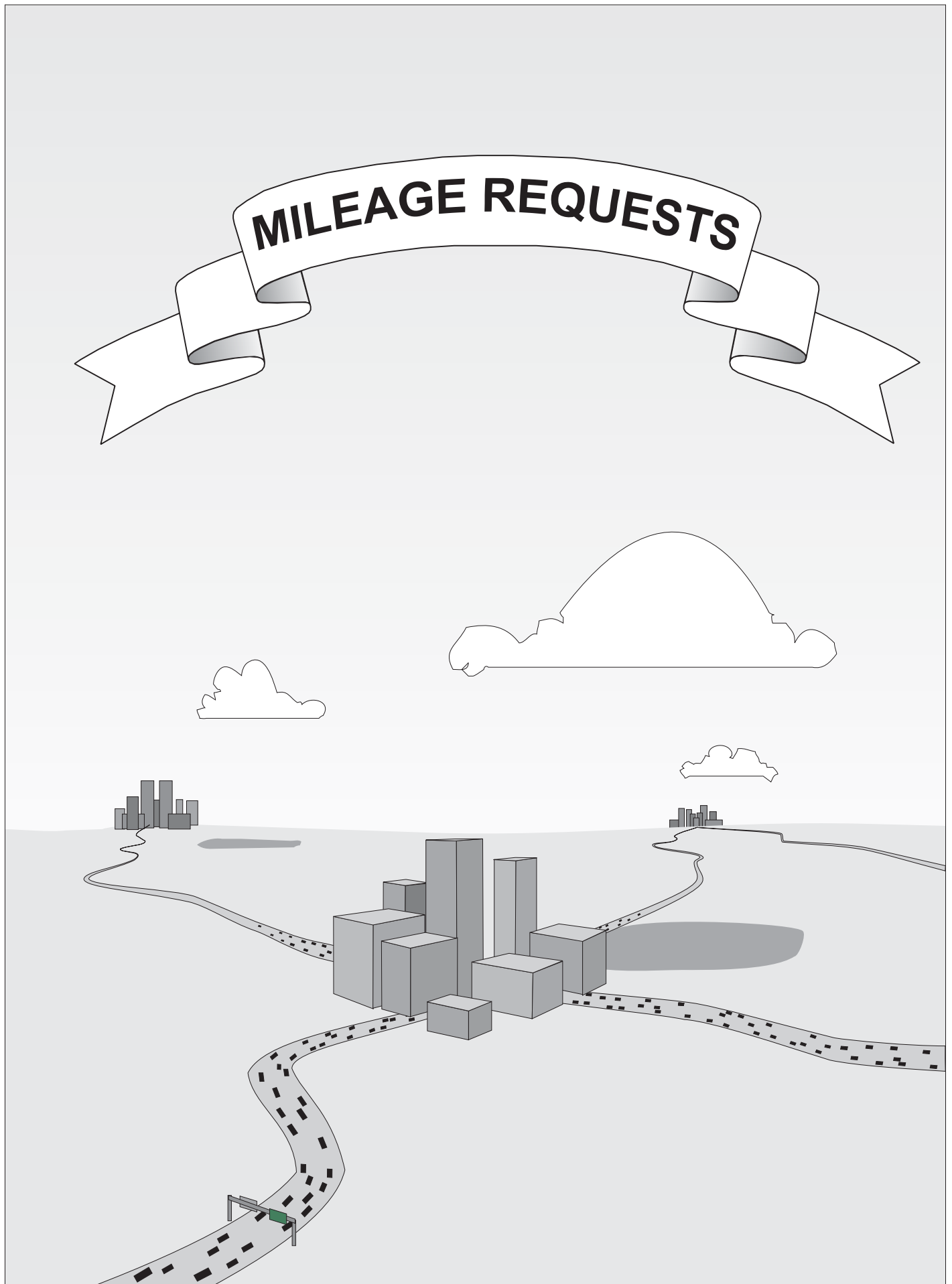
October 2009

County	Actual 2009 CSAH Distribution	TENTATIVE 2010 CSAH Distribution	Increase or Decrease	% + or -
Anoka	\$11,421,612	\$11,930,777	\$509,165	4.5%
Carver	4,477,498	4,350,776	(126,722)	-2.8%
Hennepin	25,136,325	25,336,875	200,550	0.8%
Scott	6,360,864	6,356,140	(4,724)	-0.1%
<b>Metro Totals</b>	<b>\$47,396,299</b>	<b>\$47,974,568</b>	<b>\$578,269</b>	<b>1.2%</b>
Dodge	\$2,992,349	\$2,955,932	(\$36,417)	-1.2%
Fillmore	5,100,930	4,921,439	(179,491)	-3.5%
Freeborn	4,262,483	4,218,663	(43,820)	-1.0%
Goodhue	4,667,434	4,569,945	(97,489)	-2.1%
Houston	3,361,583	3,511,756	150,173	4.5%
Mower	4,279,249	4,137,971	(141,278)	-3.3%
Olmsted	5,418,990	5,480,545	61,555	1.1%
Rice	3,722,676	3,796,516	73,840	2.0%
Steele	3,751,272	3,896,902	145,630	3.9%
Wabasha	3,545,699	3,539,809	(5,890)	-0.2%
Winona	4,188,357	4,258,850	70,493	1.7%
<b>District 6 Totals</b>	<b>\$45,291,022</b>	<b>\$45,288,328</b>	<b>(\$2,694)</b>	<b>0.0%</b>
Blue Earth	\$6,012,707	\$5,856,121	(\$156,586)	-2.6%
Brown	3,212,441	3,335,391	122,950	3.8%
Cottonwood	2,727,393	2,702,238	(25,155)	-0.9%
Faribault	3,557,715	3,535,814	(21,901)	-0.6%
Jackson	3,469,663	3,613,740	144,077	4.2%
Le Sueur	3,748,561	3,639,888	(108,673)	-2.9%
Martin	3,767,518	3,854,973	87,455	2.3%
Nicollet	3,319,516	3,332,267	12,751	0.4%
Nobles	3,698,123	3,615,037	(83,086)	-2.3%
Rock	2,583,698	2,512,009	(71,689)	-2.8%
Sibley	2,649,948	2,594,989	(54,959)	-2.1%
Waseca	2,588,615	2,546,034	(42,581)	-1.6%
Watonwan	2,502,143	2,513,262	11,119	0.4%
<b>District 7 Totals</b>	<b>\$43,838,041</b>	<b>\$43,651,763</b>	<b>(\$186,278)</b>	<b>-0.4%</b>
Chippewa	\$2,164,580	\$2,272,008	\$107,428	5.0%
Kandiyohi	4,819,139	4,922,144	103,005	2.1%
Lac Qui Parle	2,709,182	2,724,061	14,879	0.6%
Lincoln	2,170,713	2,159,181	(11,532)	-0.5%
Lyon	3,019,554	2,991,191	(28,363)	-0.9%
Mc Leod	3,279,453	3,198,039	(81,414)	-2.5%
Meeker	2,688,162	2,703,460	15,298	0.6%
Murray	2,884,858	2,856,227	(28,631)	-1.0%
Pipestone	2,204,372	2,287,026	82,654	3.8%
Redwood	3,894,045	3,759,847	(134,198)	-3.5%
Renville	4,261,759	4,374,556	112,797	2.7%
Yellow Medicine	2,838,701	2,887,466	48,765	1.7%
<b>District 8 Totals</b>	<b>\$36,934,518</b>	<b>\$37,135,206</b>	<b>\$200,688</b>	<b>0.5%</b>
Chisago	\$4,277,867	\$4,167,899	(\$109,968)	-2.6%
Dakota	10,586,571	10,611,461	24,890	0.2%
Ramsey	11,987,208	12,430,419	443,211	3.7%
Washington	7,352,276	7,129,821	(222,455)	-3.0%
<b>Metro Totals</b>	<b>\$34,203,922</b>	<b>\$34,339,600</b>	<b>\$135,678</b>	<b>0.4%</b>
<b>STATE TOTALS</b>	<b>\$383,265,770</b>	<b>\$383,265,770</b>	<b>\$0</b>	<b>0.0%</b>



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# MILEAGE REQUESTS



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

October 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

October 2009

## Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total Miles To Date	County
Carlton	3.62																		3.62	Carlton
Cook	3.60																		3.60	Cook
Itasca																			0.00	Itasca
Koochiching	9.27 <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		3.90		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

October 2009

## Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total Miles To Date	County
Becker	10.07																		10.07	Becker
Big Stone	1.40	0.16																	1.56	Big Stone
Clay	2.00	0.10																	2.10	Clay
Douglas	10.65 <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								22.13					59.58	Anoka
Carver	2.49	0.48		0.08						11.70									14.75	Carver
Hennepin	4.50	0.24	0.85																5.59	Hennepin
Scott	12.09 <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

October 2009

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total Miles To Date	County
Blue Earth	15.29 <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
Mc Leod	0.09	0.50			0.32														0.91	Mc Leod
Meeker	0.80	0.50																	1.30	Meeker
Murray	3.52	1.10																	4.62	Murray
Pipestone	0.50																		0.50	Pipestone
Redwood	3.41		0.13																3.54	Redwood
Renville																			0.00	Renville
Yellow Medicine		1.39																	1.39	Yellow Medicine
<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>
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<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

October 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	County	Banked Mileage Available
Aitkin	0.00	Marshall	0.03
Anoka	0.00	Martin	0.00
Becker	0.11	Meeker	0.81
Beltrami	1.30	Mille Lacs	0.00
Benton	0.28	Morrison	0.25
Big Stone	0.00	Mower	0.00
Blue Earth	0.55	Murray	0.00
Brown	0.61	Nicollet	0.00
Carlton	0.88	Nobles	2.07
Carver	0.92	Norman	2.26
Cass	0.55	Olmsted	0.00
Chippewa	0.32	Otter Tail	0.06
Chisago	1.02	Pennington	0.35
Clay	0.90	Pine	0.66
Clearwater	0.60	Pipestone	0.12
Cook	0.01	Polk	0.00
Cottonwood	1.00	Pope	0.13
Crow Wing	0.00	Ramsey	0.26
Dakota	0.80	Red Lake	0.50
Dodge	1.56	Redwood	0.20
Douglas	2.47	Renville	2.47
Faribault	2.54	Rice	0.95
Fillmore	0.06	Rock	1.30
Freeborn	0.00	Roseau	0.30
Goodhue	1.78	St. Louis	0.86
Grant	0.00	Scott	0.75
Hennepin	5.64	Sherburne	0.00
Houston	0.00	Sibley	0.25
Hubbard	0.40	Stearns	1.30
Isanti	0.88	Steele	0.90
Itasca	0.17	Stevens	2.48
Jackson	0.12	Swift	0.00
Kanabec	0.32	Todd	0.24
Kandiyohi	2.20	Traverse	0.00
Kittson	0.00	Wabasha	0.81
Koochiching	0.23	Wadena	1.27
Lac Qui Parle	0.00	Waseca	0.01
Lake	0.39	Washington	0.00
Lake of the Woods	0.20	Watsonwan	1.04
Le Sueur	1.10	Wilkin	0.00
Lincoln	0.00	Winona	0.00
Lyon	0.00	Wright	0.10
McLeod	1.59	Yellow Medicine	0.24
Mahnomen	0.00		
		<b>Total Banked Mileage</b>	<b>54.47</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

October 2009

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

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**

October 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**

**October 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

October 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
<b>TOTAL</b>	<b>321.02</b>

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**

October 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**

**October 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)
<b>TOTAL</b>	<b>220.06</b>

<b>Date</b>	<b>Type of Transaction</b>	<b>Mileage Change</b>	<b>Starting Mileage</b>	<b>Ending Mileage</b>
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**

**October 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>

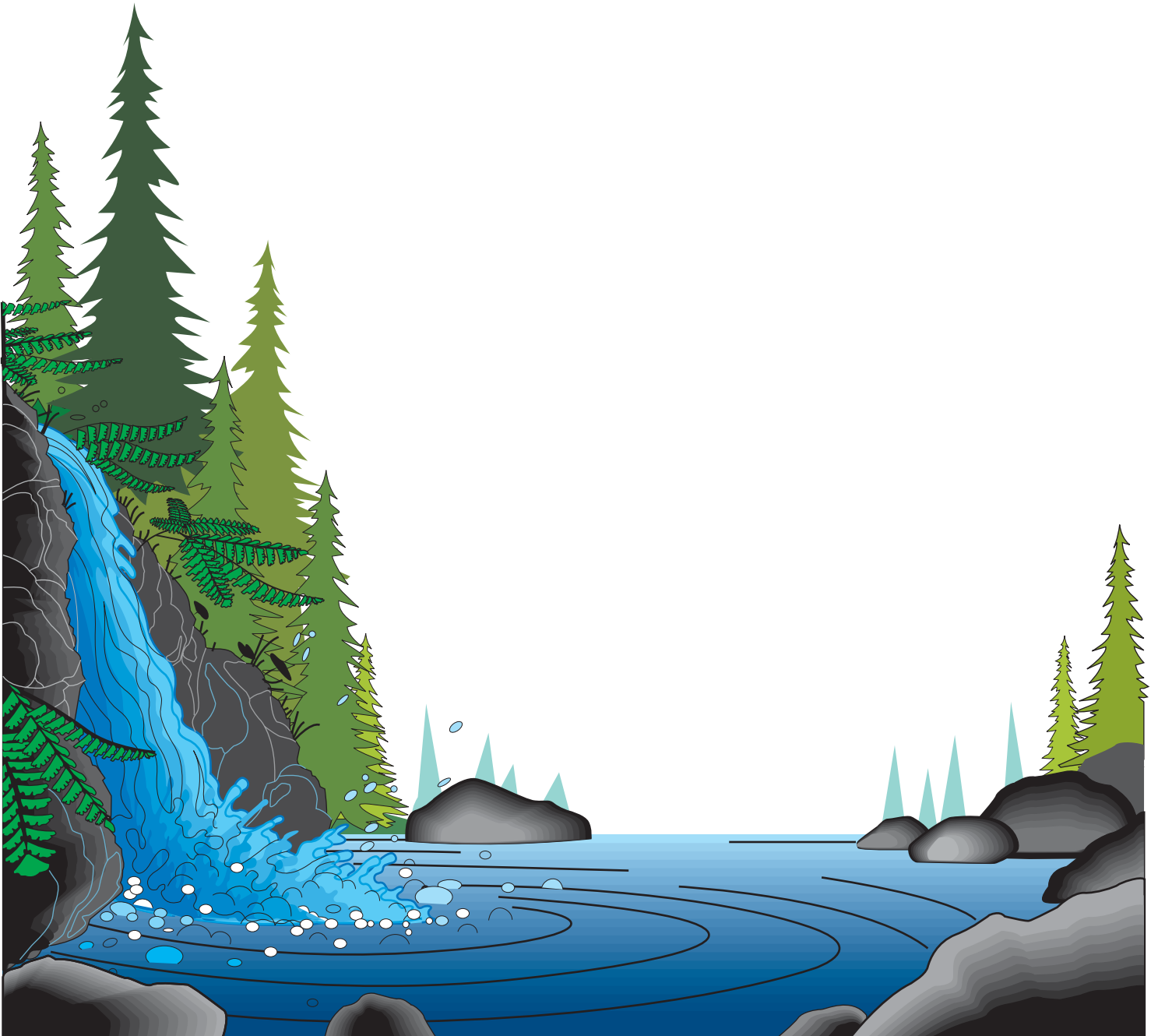
**These designations are left to be completed:**

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>



## This image shows a full page of blank, lined paper. It features approximately 20 evenly spaced horizontal grey lines across its entire width, providing a template for writing or drawing. The margins are consistent on all sides.

# STATE PARK ROAD ACCOUNT



## Historical Review of 2007 State Park Road Account

October 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		11-600-016	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>\$3,150,238</b>

\* Supplement to a previous allocation

## Historical Review of 2008 State Park Road Account

October 2009

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

### 2008 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Becker	6/08	003-635-006	CSAH	From Whaley's Rd. to Rat Lake Trail	Road Improvements	150,000
Chippewa	6/07	012-632-003	CSAH	CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters	Bridge Replace.	465,000
Chippewa		012-600-007	Co Rd	CSAH 32 to Boat Ramp of Lac Que Parle State Park & Wildlife Headquarters	Road Improvements	175,000
Crow Wing		018-600-028	Co Rd	Kego Lake Rd., access to Kego Lake	Road Improvements	40,000
Faribault		022-600-002	Twp Rd	At outlet of South Walnut Lake	Bridge Rehab.	300,000
Hubbard		029-600-009				300,000
Kanabec		033-600-001	Co Rd	TH 47 to access to Ann Lake	Road Improvements	175,000
Meeker		047-600-007	Twp Rd	CSAH 18 to 195th Ave.		315,000
Pope	6/07	061-628-025	CSAH	CSAH 30 to CSAH 57 in Villard	Road Improvements	150,000
St. Louis		069-600-037	Park Rd	At Lake Vermillion	Road Improvements	200,000
Watonwan		083-600-002	Twp Rd	Shared approach to Long Lake Park & Boat Ramp	Road Improvements	40,000

\* Supplement to a previous allocation

**TOTAL: \$2,310,000**

\* Supplement to a previous allocation

## **Historical Review of 2009 State Park Road Account**

October 2009

**2009 Allotment \$2,896,215**

### **2009 Projects**

<b>County</b>	<b>Appr</b>	<b>Project #</b>	<b>Jurisdiction</b>	<b>Location</b>	<b>Type of Work</b>	<b>SPR \$ Allocated</b>
St. Louis		069-600-022	Cty. Road	Co. Rd. 781 to E Co. line, 1 Mi. E of Ely	Road Improvements	106,000

**TOTAL: \$106,000**

\* Supplement to a previous allocation



# **CSAH 20-Year Traffic Projection Factors**

**October 2009**

The map on the following page indicates the 20-year traffic projection factors used for the 2009 Needs Study.

For those counties whose traffic was counted in 2008 and for which we received traffic maps in 2009, two factors are shown. The first factor is the one used in the 2008 Needs Study and the second one was computed using 2008 traffic and has been used for the 2009 Needs Study.

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

The following counties were counted in 2008 and we received new traffic maps in 2009.

<b>Aitkin</b>	<b>Koochiching</b>	<b>Roseau</b>
<b>Becker</b>	<b>Lac Qui Parle</b>	<b>Traverse</b>
<b>Big Stone</b>	<b>Lincoln</b>	<b>Wadena</b>
<b>Chippewa</b>	<b>Mahnomen</b>	<b>Waseca</b>
<b>Cottonwood</b>	<b>Mower</b>	<b>Watsonwan</b>
<b>Houston</b>	<b>Norman</b>	<b>Wright</b>
<b>Hubbard</b>	<b>Pine</b>	
<b>Isanti</b>	<b>Pipestone</b>	
<b>Jackson</b>	<b>Rice</b>	

## Transportation Revolving Loan Fund

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

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

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

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

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

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

### TRLF PROJECT HISTORY (August 2009)

62 total project applications from 1999 - 2009;  
27 city, 18 county, 15 Mn/DOT, and 2 Metropolitan Council.

21 total projects funded from 1999 - 2009;  
8 city, 7 county, 4 Mn/DOT, and 2 Metropolitan Council.

# Hardship Transfers

October 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.

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

# Maintenance Facilities

October 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	

Maintenance Facilities		
<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.

**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.

<b>SEVERE</b>	<b>Code RED - SEVERE</b> - Fund Balances too low. NO ADVANCES - NO EXCEPTIONS
<b>HIGH</b>	<b>Code ORANGE - HIGH</b> - 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.
<b>GUARDED</b>	<b>Code BLUE- GUARDED</b> - 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.
<b>LOW</b>	<b>Code GREEN - LOW</b> - 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.

## Variances Requested

October 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
2007-01	Murray County	6/14/2007	<b>8820.9961</b> , so as to allow a 62 foot wide street with 18 foot deep parking stalls in lieu of 66 foot wide with 20 foot parking stall depths.	6/19/2007		SP 51-604-025 West of Cotter, S of Columbia in Iona
2007-02	Morrison County	6/14/2007	<b>8820.9936</b> , so as to allow a design speed of 20mph at the railroad grade crossing in lieu of the minimum 30 mph.	6/19/2007		SAP 49-704-002 TH 10 to TH 115 in Randall
2007-03	Ramsey County	6/14/2007	<b>8820.2900</b> , so as to allow an extension of CSAH turnback funds for a period of 25 years beyond the date of jurisdiction transfer in lieu of 15 years.	6/19/2007		SAP 62-030-010
2007-04	Winona County	6/14/2007	<b>8820.9936</b> , so as to allow reconstruction of the bridge on the existing alignment but shifted southerly approximately 10 feet in lieu of the minimum 30 mph design speed on horizontal curves.	6/19/2007		SAP 85-607-009 Over Big Trout Creek SE of Winona
2007-06	Filmore County	10/8/2007	<b>8820.9920</b> to allow a 30 MPH vertical sag curve in lieu of the minimum 40 MPH required by standard	10/23/2008		S.P. 23-620-002, Bridge 92882 on CSAH 20 in York Township
2007-07	Washington Co	12/20/2007	<b>8820.9920</b> to allow a minimum left shoulder width of 3.4 feet paved and a minimum right shoulder width of 4.7 feet paved in lieu of the minimum shoulder width of 11.5 feet usable (10.0 feet paved)	1/8/2008		S.A.P. 82-613-024 (CSAH 13) between 1000 feet south of the south ramp to I-94 and 3rd Street N. in the City of Woodbury.
2008-03	Fillmore County	6/25/2008	<b>8820.9920</b> , 30 MPH horizontal curves in lieu of the 40 MPH.	7/11/2008		SAP 23-615-12, 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		SAP 85-599-64, (Inplace) Bridge #L1489
2008-06	Hennepin Cty	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

## Variances Requested

October 2008

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status (*Full approval or **Pend HH*)	Denial Date	Project Number Route Name, Number, Location, Termini, Tied to Project Numbers
2008-10	Kandiyohi Cty.	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.	1/8/2009		SAP 34-639-04; Proposed reconstr/bridge replacement of CSAH 39 between 0.26 miles and 0.23 miles of CSAH 39's intersection with CR 105 in section 36, Twp 122 N, Range 33 W.
2008-11	Houston Cty.	12/20/2008	<b>8820.9922</b> , design speed of 20 MPH sag vertical curve on Elm Drive and a 15 MPH crest and sag vertical curve design speed on Crystal Creek Road in lieu of the minimum 30 MPH.	1/8/2009		SAP 28-599-64, (Twp Rd 88) Houston Cty/Spring Grove township, MN. Reconstruction / br. Replace of Elm Dr. and Crystal Cr Rd between CSAH 8 and 0.1 miles N of the jcnctn with CSAH 8 in Spring Grove Township in Houston County.
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 TH 14 and County Road 63 in the City of Balaton.
2009-10	Hennepin Cty.	9/17/2009	<b>8820.2800</b> - Plan approval after bid opening.	9/17/2009		SP 27-701-10/sap 27-605-24; Street ligh installation.



## OTES and COMMENTS

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MINUTES OF THE COUNTY ENGINEER'S  
SCREENING BOARD MEETING  
JUNE 17 & 18, 2009  
ARROWWOOD RESORT  
ALEXANDRIA, MN

The spring meeting of the County Engineers Screening Board was called to order by Chairman Guy Kohlhofer, Dodge County Engineer, at 1:06 p.m., June 17, 2009.

**Attendance**

A roll call of the Screening Board members by Secretary John Welle, Aitkin County Engineer, indicated the following members present:

Mark LeBrun, Pine	District 1
Bruce Hasbargen, Lake of the Woods	District 2
Robert Kozel, Benton	District 3
Brian Noetzelman, Pope	District 4
Mitch Rasmussen, Scott	Metro
Joe Triplett, Chisago	Metro
Guy Kohlhofer, Dodge	District 6
Tim Stahl, Jackson	District 7
John Brunkhorst, McLeod	District 8
Don Theisen, Washington	Urban
Doug Fischer, Anoka	Urban
Mark Krebsbach, Dakota	Urban
Jim Grube, Hennepin	Urban
Ken Haider, Ramsey	Urban
Jim Foldesi, St. Louis	Urban

**Approval of Screening Board Minutes**

Chairman Guy Kohlhofer requested a motion to approve minutes of the October 22 - 23, 2008 Screening Board meeting held at Maddens on Gull Lake. Motion was made by Jim Grube, seconded by John Brunkhorst, and passed unanimously.

**Others in Attendance**

Chairman, Guy Kohlhofer asked the secretary to recognize the following alternates in attendance:

Shae Kosmalski, Cook	District 1
Mike Flaagan, Pennington	District 2
Brian Giese, Stevens	District 4
Kevin Peyman, Martin	District 7
Ron Mortenson, Meeker	District 8

Chairman Guy Kohlhofer recognized the General Subcommittee members: Chairman Anita Benson from Steele County, Mitch Rasmussen from Scott County and Al Goodman from Lake County.

The attached attendance sheet will reflect others in attendance including county engineers and MnDOT personnel.

**Election of Vice-Chairman**

Chairman Guy Kohlhofer asked for nominations for a vice-chairman. Motion was made by Don Theisen,

seconded by Bob Kozel to elect Jim Foldesi as vice-chairman. Motion passed unanimously.

### **Review of Screening Board Report**

Chairman Guy Kohlnhofer asked County State-Aid Needs Manager Kim DeLaRosa to review portions of the 2009 County Screening Board Data dated June 2009 that require approval by the Screening Board.

#### **A. Gravel Base Unit Price Information – Pages 2-9**

Kim reviewed the five-year gravel base unit cost study that is being recommended by the General Subcommittee for determination of individual county gravel base unit prices as shown on pages 3-4.

These unit prices are inflated unit prices with inflation factors determined by the gravel base inflation factor study shown on page 2. Six counties did not have 50,000 tons of gravel base in their respective five-year studies and therefore had their gravel base unit price adjusted based on the gravel base unit prices of surrounding counties as shown on pages 5-6. The unit price calculation for Lac Qui Parle County shown on page 6 inadvertently omitted Chippewa County from this calculation, which, upon correction, changed the gravel base unit price for Lac Qui Parle County from \$8.10 to \$8.17.

Data used in the five-year gravel base unit price study is shown as reference material on pages 41 through 82 of the Screening Board Data. Information on page 8 summarizes a portion of this data. Statewide, results of the 2009 gravel base unit price study relative to the 2008 study indicate that the unit prices of 60 counties went down, the unit prices of 24 counties went up, and the unit prices of 3 counties was unchanged.

#### **B. Bituminous Unit Price Information – Pages 10-14**

Kim reviewed the five-year bituminous unit price study that is being recommended by the General Subcommittee for determination of individual county bituminous unit prices as shown on pages 11-12. The five-year study represents a change from the increment method used in past years to determine individual county bituminous unit prices. The proposed five year study, which is modeled after the gravel base unit price study, computes a five-year inflated average of bituminous unit prices from county state-aid highway construction projects. A single bituminous unit price is calculated for each county that will represent the unit price for both rural and urban segments.

Kim distributed revised pages 10 through 14, which show the updated 2004 through 2008 annual average costs that resulted in an updated 2006 inflation factor of 1.23. These changes were the result of Blue Earth County submitting revised bituminous costs for their projects included in the study and Washington County submitting two additional projects. The revised annual average costs and 2006 inflation factor resulted in updated county bituminous unit prices shown on pages 11-12 as well as updated district averages shown on page 13. Cook and Traverse Counties did not have 50,000 tons of bituminous in their respective five-year studies and therefore had their bituminous unit price adjusted based on the bituminous unit prices of surrounding counties. Revised pages 83-84 were also distributed to show county-specific comparisons of the bituminous unit price as determined by the increment method and the recommended five-year study method. Although the increment method is not being recommended for use in determining bituminous unit prices this year, the results of the increment method are shown on revised page 14.

#### **C. Other Unit Prices – Pages 14-15**

Kim informed the Screening Board that the General Subcommittee recommends continued use of the increment method for determination of gravel surfacing and gravel shoulder unit prices. These increments are shown on page 14 of the Screening Board Data.

Page 15 of the Screening Board Data shows miscellaneous unit price recommendations by the General Subcommittee for partial and complete storm sewer, curb and gutter, bridges with length less than 150 feet, bridges 150 feet and longer, and bridge widening. Storm sewer unit prices are based on 2008 storm sewer costs as determined by the State-aid Hydraulic Specialist. Curb and gutter unit prices are based on costs from 77 municipal state-aid projects constructed in 2008. Bridge unit prices are based on costs of county state-aid bridge projects constructed in 2008 as tracked by the MnDOT Bridge Office. The unit price for bridge widening is recommended to remain unchanged from the 2008 unit price as there was no data to justify a change.

**D. Box Culvert Prices – Pages 18-19**

Kim explained that the box culvert unit prices recommended by the General Subcommittee as shown on pages 18-19 are based on a five-year study of unit prices for the various sizes of box culverts.

**E. Mileage Requests – Pages 20-32**

Although there are no mileage requests that require Screening Board action, historical information of approved mileage requests, banked state-aid mileage, and historical documentation of approved mileage requests is shown on pages 20-32.

**F. State Park Road Account – Page 34-38**

Kim distributed the attached letter from Pipestone County requesting \$83,000 of state park funds for use on County State-Aid Highway 20 which provides access to Split Rock Creek State Park.. Screening Board approval is required for county state-aid highway projects before the Minnesota Department of Natural Resources can provide state park funds for the project.

**Additional Subjects**

**A. Appointment of the Minimum Allotment Task Force/District 7 Minimum Adjustment Resolution**

Chairman Guy Kohlhofer asked Nathan Richman, Waseca County Engineer, to explain the District 7 resolution requesting review of the minimum county adjustment for the 2010 state-aid apportionment. Nathan submitted the attached Minimum Allotment Resolution Introduction and explained that five districts passed resolutions requesting a review of the minimum county adjustment. Nathan noted that the 2009 state-aid apportionment resulted in eleven counties having an overall distribution percentage lower than the historical 0.586782 minimum percentage apportionment as a result of no minimum county adjustment being applied to the excess sum portion of the apportionment. The Minnesota County Engineers Association Board of Directors approved the creation of a task force with representation from each district to review the minimum county adjustment. The Screening Board is being asked to direct this task force to review the minimum county adjustment and bring forth recommendations to the 2009 Fall Screening Board meeting. Julie Skallman, State-Aid Engineer, stated that she is supportive of a task force to study the issue and bring forth a recommendation so it can be documented that the Screening Board thoroughly discussed this issue.

**B. Needs Task Force Report**

Chairman Guy Kohlhofer asked Brian Giese, co-chair of the task force, to review the attached

Needs Task Force Update and Progress Report. Brian reported that a progress report had been given at the annual conference in January 2009 and that he would report progress made since that date. The task force is recommending that structure (bridge) needs be added to the proposed needs system with an 85-year life cycle and prices as recommended by the General Subcommittee. Grading and paving needs have been combined into a single reconstruction need with a life cycle of 60 years. The task force is also recommending that all segments draw right of way needs based on a five-year actual cost average with a 100-year life cycle. Additional detailed information on the new needs system is available on the MCEA web site. The current proposed timeline for implementing the proposed needs system includes software development during 2010, with the first year of the phased-in implementation being 2011 or 2012.

### **C. Other Items**

Chairman Guy Kohlnhofer reported that a resolution from District 3 of the Association of Minnesota Counties pertaining to Screening Board membership had been submitted to the MCEA Board of Directors and that no action had been taken by the Board of Directors. This attached resolution supports legislative change to Screening Board membership such that each MnDOT district would have a single representative. It was reported that county commissioners from AMC District 3 passed this resolution because they are concerned about increased loads on rural roads as a result of 2008 legislation and their belief that farm to market routes in rural counties are being underfunded. A concern was raised that an internal dispute over Screening Board membership taken to the State Legislature could result in the Screening Board being abolished by the State Legislature. It was also reported that AMC is encouraging the County Engineers to establish their position on this resolution prior to the next AMC Transportation Policy meeting. Several members were concerned about taking a vote because the resolution had not been discussed at the district level while other members wanted to see more data regarding historical apportionment percentages. Although there were differing opinions on whether this resolution should be addressed by the MCEA Board of Directors or the Screening Board, it was agreed that this item would be placed on the agenda for further discussion during the Thursday, June 18<sup>th</sup> session of the Screening Board.

With no other items presented for discussion, Guy asked for a motion to recess until Thursday, June 18, 2009 at 1:00 p.m. Motion was made by Mark Krebsbach, seconded by Brian Noetzelman, and passed unanimously.

The meeting reconvened at 1:05 p.m. June 18, 2009 with all members present.

Chairman Guy Kohlnhofer asked for a motion to approve the inflated gravel base unit prices as shown on page 8 with the change of the Lac Qui Parle County unit price from \$8.10 to \$8.17. Motion was made by Doug Fischer, seconded by Jim Grube, and passed unanimously.

Chairman Guy Kohlnhofer asked for a motion to approve the inflated bituminous unit prices as shown on revised pages 11 and 12. Motion was made by Bruce Hasbargen, seconded by Mark Krebsbach, and passed unanimously.

Chairman Guy Kohlnhofer asked for a motion to approve the increments for aggregate surfacing and aggregate shouldering as shown on page 14. Motion was made by Jim Foldesi, seconded by Tim Stahl, and passed unanimously.

Chairman Guy Kohlnhofer asked for a motion to approve the miscellaneous unit prices for storm sewer, curb and gutter and bridges as shown on page 15. Motion was made by Bruce Hasbargen, seconded by Doug Fischer, and passed unanimously.

Chairman Guy Kohlhofer asked for a motion to approve the box culvert unit prices as shown on pages 18 and 19. Motion was made by Brian Noetzelman, seconded by Bob Kozel, and passed unanimously.

Chairman Guy Kohlhofer asked for a motion to approve the Pipestone County request for state park fund on CSAH 20. Motion was made by John Brunkhorst, seconded by Tim Stahl, and passed unanimously.

Chairman Guy Kohlhofer asked for action regarding the proposed minimum allotment task force that had been discussed during the previous day's session of the Screening Board. Motion was made by Tim Stahl, seconded by Brian Noetzelman to create a minimum allotment task force to review the historical intent of the minimum county adjustment, to study the long term impacts of no minimum county adjustment to the excess sum distribution, and to recommend to the Screening Board whether or not this adjustment should be applied to the excess sum distribution. It was clarified that the membership of the task force would include Wayne Olson from Carlton County, Dan Sauve from Clearwater County, Joel Ulring from Wadena County, Brian Giese from Stevens County, Don Theisen from Washington County, Greg Isakson from Goodhue County, Nathan Richman from Waseca County, and Dave Halbersma from Pipestone County. Although there were differing opinions on whether or not a recommendation should be brought forth from the task force, several spoke in favor of a policy-level discussion at the task force. Tim clarified that his motion includes a recommendation to be brought forth from the task force. Several engineers spoke in favor of an adjustment being applied to the excess sum, even if the new minimum percentage is different than the current minimum percentage. The point was made that we need to concentrate our efforts on being united in our pursuit of additional transportation funding rather than being divided over the distribution of our current funds. Motion passed on a vote of 13 to 1.

Chairman Guy Kohlhofer asked for action regarding the AMC District 3 resolution that had been discussed during the previous day's session of the Screening Board. Motion was made by Don Theisen, seconded by Jim Foldesi to recommend to the MCEA Board of Directors that they take action to support the current membership of the Screening Board and notify AMC that the county engineers are not supportive of the AMC District 3 resolution. Several members stated that they believed time should be allowed for district discussion on this resolution before action is taken. Don stated that it was urgent that action be taken before the AMC Transportation Policy Meeting and that members could abstain from the vote if they needed further district input. Motion passed on a vote of 9 to 4, with one member abstaining.

Chairman Guy Kohlhofer asked for further input on the Needs Task Force report. There was discussion on whether this is the appropriate time for the Screening Board to specify a maximum percentage change in needs distribution as a result of transitioning to the new needs system, as one of the next steps in development of the system is to conduct a trial run of data that will yield individual county apportionment percentages. With no action taken to establish a maximum acceptable change in needs percentage as a result of implementing the new system, the Needs Task Force was directed to continue development as outlined in their report.

Chairman Guy Kohlhofer thanked Anita Benson for her three years of service on the General Subcommittee. A General Subcommittee member will be appointed in the near future to represent the southern counties.

Julie Skallman announced that due to recent legislation, a needs adjustment is no longer required as a result of a project being awarded State Park Funds.

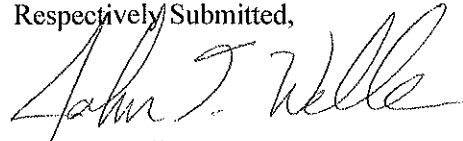
Julie also informed the Screening Board that the Department of Natural Resources has requested that state-aid staff be involved in discussions regarding the expanded use of State Park Road Account funds to include projects such as trails along state-aid routes. Expanded eligibility could be accomplished through the legislative process or the rule-making process. In the event that expanded eligibility is proposed, the Screening Board will have the opportunity to provide input on the expanded eligibility and the process by

which it would take effect.

Kim announced that the 2009 Fall Screening Board will be held October 28-29, 2009. Although arrangements had been made for this meeting to take place at Ruttger's Bay Lake Lodge near Deerwood, the location may need to change due to new MnDOT bidding requirements.

Motion was made by John McDonald, seconded by Doug Fischer to adjourn the 2009 Spring Screening Board meeting. Motion passed unanimously.

Respectively Submitted,

A handwritten signature in black ink, appearing to read "John T. Welle". The signature is fluid and cursive, with the first name "John" being more prominent.

John T. Welle  
Screening Board Secretary  
Aitkin County Engineer

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

BE IT RESOLVED:

## **ADMINISTRATIVE**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **NEEDS ADJUSTMENTS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **MILEAGE**

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

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

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

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

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

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

Mileage made available by reason of shortening a route by construction shall not be considered as 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 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)**

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.

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