2011
COUNTY SCREENING BOARD DATA

Lyon County
CSAH 9
2010 Bridge Project

June 2011

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.

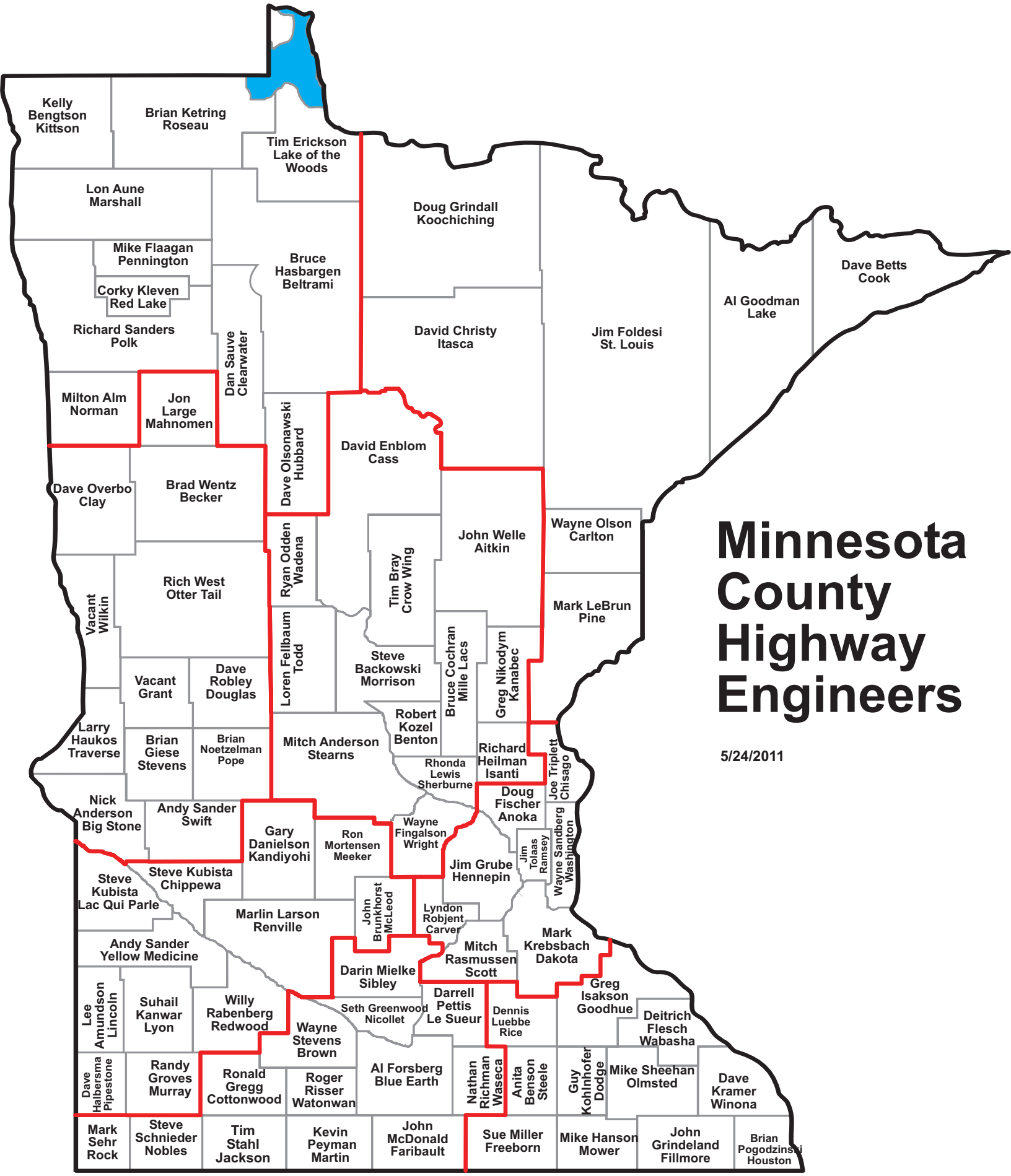
The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

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.

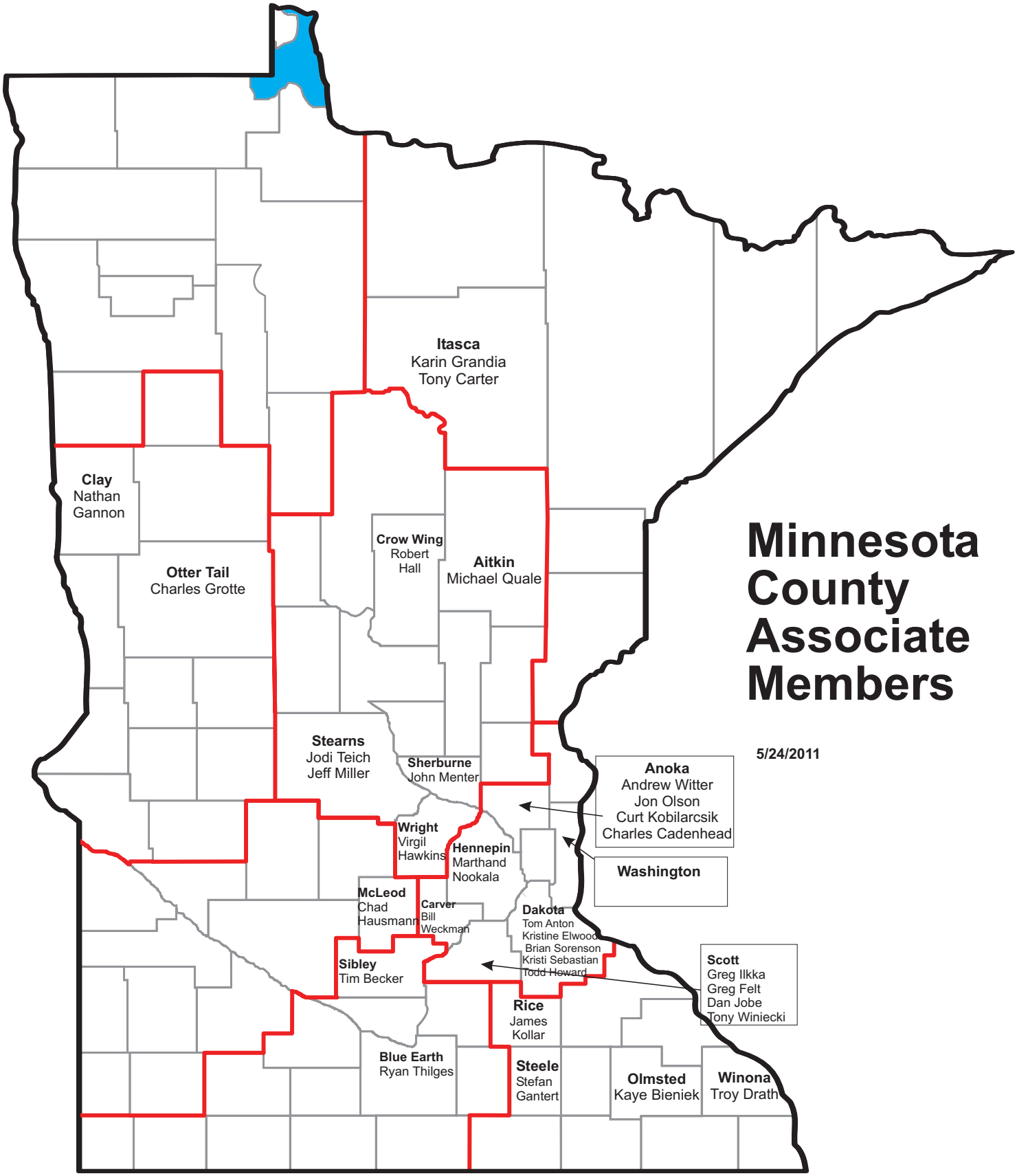
Minnesota County Highway Engineers

5/24/2011



Minnesota County Associate Members

5/24/2011



2011 COUNTY SCREENING BOARD

Doug Grindall	(10-12)	Koochiching County	District 1
Mike Flaagan	(10-11)	Pennington County	District 2
Rhonda Lewis	(11-12)	Sherburne County	District 3
Brian Giese	(10-11)	Stevens County	District 4
Lyndon Robjent	(10-12)	Carver County	Metro
Joe Triplett	(08-11)	Chisago County	Metro
Dietrich Flesch	(10-11)	Wabasha County	District 6
Kevin Peyman	(11-12)	Martin County	District 7
Ron Mortenson, Chair	(10-11)	Meeker County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Jim Tolaas	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
John Welle, Secretary		Aitkin County	

2011 SCREENING BOARD ALTERNATES

Dave Betts	Cook County	District 1
Brian Ketring	Roseau County	District 2
Loren Felbaum	Todd County	District 3
John Large	Mahnomen County	District 4
Mitch Rasmussen	Scott County	Metro
Mike Hanson	Mower County	District 6
Roger Risser	Watonwan County	District 7
Lee Amundson	Lincoln County	District 8

2011 CSAH GENERAL SUBCOMMITTEE

Al Goodman	June 2011	Lake County
Roger Risser	June 2012	Watonwan County
Mark Krebsbach	June 2013	Dakota County

2011 CSAH MILEAGE SUBCOMMITTEE

Dave Enblom	October 2011	Cass County
Anita Benson	October 2012	Steele County
Wayne Sandberg	October 2013	Washington County

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If you wish to obtain more copies of this report you can do so from our website: http://www.dot.state.mn.us/stateaid/res_csah_books.html.

Any updates or changes to the book will be updated online.

Introduction

June 2011

The primary task of the Screening Board at this meeting is to establish unit prices to be used for the 2011 County State Aid Highway Needs Study.

As in other years, in order to keep the five-year average unit price study current, we have removed the 2005 construction projects and added the 2010 construction projects. The awarded of bid on all State Aid and Federal Aid projects, let from 2006 through 2010, are the basic source of information for compiling the data used for computing the recommended 2011 unit prices. As directed by the 1986 Screening Board, urban design projects have been included in the five-year average unit price study. Each county was asked to submit their gravel base costs for 2010 projects.

Minutes of the General Subcommittee meeting held April 21, 2011 are included in the "Reference Material" section of this report. Al Goodman, Lake County, Chairman, along with Roger Risser, Watonwan County and Mark Krebsbach, Dakota County will attend the Screening Board meeting to review and explain the recommendations of the group.

Gravel Base Inflation Factor Study

June 2011

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

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

Gravel Base

Year	Quantity	Cost	Annual Average	Inflation Factor	
2006	3,213,456	$24,987,514	$7.78	$7.93/$7.78=	1.02
2007	3,064,726	$23,895,854	$7.80	$7.93/$7.80=	1.02
2008	2,666,018	$19,854,768	$7.45	$7.93/$7.45=	1.06
2009	2,434,844	$19,881,805	$8.17	$7.93/$8.17=	0.97
2010	2,175,351	$17,246,352	$7.93		

In order to reflect current prices in the 2006-2010 five-year average unit price study, each county's gravel base cost was multiplied by the appropriate factor.

N:\CSAH\Books\Spring 2011\Inflation Gravel Factors Spring 2011.xls

Procedure for Inflating Gravel Base Unit Prices

June 2011

27-Apr-11

NO.	COUNTY	2006 COSTS	INFLATED 2006 COSTS (X 1.02)	2007 COSTS	INFLATED 2007 COSTS (X 1.02)	2008 COSTS	INFLATED 2008 COSTS (X 1.06)	2009 COSTS	INFLATED 2009 COSTS (X 0.97)	2010 Costs	TOTAL 2006-2010 INFLATED COSTS	TOTAL 2006-2010 QUANTITY	2006-2010 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
9	Carlton	$334,999	$341,699	$0	$0	$0	$0	$0	$0	$0	341,699	43,059	$7.94	Carlton
16	Cook	0	0	351,520	358,550	0	0	22,674	21,994	340,859	721,403	95,790	7.53	Cook
31	Itasca	245,448	250,357	77,484	79,034	549,115	582,062	0	0	443,558	1,355,011	200,537	6.76	Itasca
36	Koochiching	0	0	139,000	141,780	416,555	441,548	289,884	281,187	0	864,515	109,711	7.88	Koochiching
38	Lake	0	0	1,418,585	1,446,957	637,064	675,288	43,504	42,199	100,778	2,265,222	365,769	6.19	Lake
58	Pine	242,707	247,561	244,734	249,629	170,239	180,453	152,309	147,740	143,941	969,324	120,124	8.07	Pine
69	St. Louis	459,832	469,029	157,717	160,871	891,578	945,073	151,078	146,546	707,432	2,428,951	371,935	6.53	St. Louis
	District 1 Totals	**1,282,986**	**1,308,646**	**2,389,040**	**2,436,821**	**2,664,551**	**2,824,424**	**659,449**	**639,666**	**1,736,568**	**8,946,125**	**1,306,925**	**6.85**	**District 1 Totals**
4	Beltrami	514,672	524,965	539,700	550,494	690,165	731,575	1,303,609	1,264,501	0	3,071,535	383,386	8.01	Beltrami
15	Clearwater	193,600	197,472	332,325	338,972	303,563	321,777	0	0	257,050	1,115,271	198,275	5.62	Clearwater
29	Hubbard	294,233	300,118	651,107	664,129	0	0	262,306	254,437	0	1,218,684	205,598	5.93	Hubbard
35	Kittson	0	0	225,437	229,946	26,048	27,611	437,370	424,249	0	681,806	92,875	7.34	Kittson
39	Lake of the Woods	76,197	77,721	0	0	0	0	0	0	0	77,721	6,927	11.22	Lake of the Woods
45	Marshall	304,723	310,817	730,516	745,126	250,741	265,785	293,476	284,672	209,214	1,815,614	258,336	7.03	Marshall
54	Norman	426,828	435,365	65,593	66,905	0	0	0	0	269,916	772,186	100,629	7.67	Norman
57	Pennington	1,050,994	1,072,014	392,605	400,457	227,669	241,329	0	0	95,572	1,809,372	233,252	7.76	Pennington
60	Polk	837,900	854,658	152,822	155,878	825,495	875,025	1,136,919	1,102,811	229,521	3,217,893	460,123	6.99	Polk
63	Red Lake	0	0	0	0	0	0	0	0	0	0	0	0.00	Red Lake
68	Roseau	498,674	508,647	127,088	129,630	0	0	57,021	55,310	0	693,587	86,541	8.01	Roseau
	District 2 Totals	**4,197,821**	**4,281,777**	**3,217,193**	**3,281,537**	**2,323,681**	**2,463,102**	**3,490,701**	**3,385,980**	**1,061,273**	**14,473,669**	**2,025,942**	**7.14**	**District 2 Totals**
1	Aitkin	357,704	364,858	110,367	112,574	202,830	215,000	553,474	536,870	179,582	1,408,884	174,874	8.06	Aitkin
5	Benton	119,024	121,404	38,909	39,687	688,556	729,869	160,600	155,782	0	1,046,742	137,663	7.60	Benton
11	Cass	214,237	218,522	471,167	480,590	96,969	102,787	462,145	448,281	365,850	1,616,030	244,650	6.61	Cass
18	Crow Wing	18,144	18,507	0	0	356,973	378,391	643,380	624,079	445,028	1,466,005	191,524	7.65	Crow Wing
30	Isanti	478,907	488,485	0	0	238,871	253,203	0	0	141,900	883,588	107,468	8.22	Isanti
33	Kanabec	154,261	157,346	333,657	340,330	620,959	658,217	0	0	0	1,155,893	165,014	7.00	Kanabec
48	Mille Lacs	259,685	264,879	58,927	60,106	278,345	295,046	0	0	0	620,031	87,269	7.10	Mille Lacs
49	Morrison	4,806	4,902	50,798	51,814	298,813	316,742	36,957	35,848	87,956	497,262	71,372	6.97	Morrison
71	Sherburne	420,165	428,568	773,949	789,428	464,102	491,948	218,568	212,011	123,809	2,045,764	226,963	9.01	Sherburne
73	Stearns	254,510	259,600	205,505	209,615	0	0	433,296	420,297	755,420	1,644,932	217,903	7.55	Stearns
77	Todd	146,688	149,622	191,400	195,228	0	0	55,283	53,625	113,362	511,837	68,857	7.43	Todd
80	Wadena	0	0	255,997	261,117	156,531	165,923	329,403	319,521	0	746,561	114,934	6.50	Wadena
86	Wright	0	0	189,279	193,065	640,735	679,179	164,933	159,985	399,943	1,432,172	167,524	8.55	Wright
	District 3 Totals	**2,428,131**	**2,476,693**	**2,679,955**	**2,733,554**	**4,043,684**	**4,286,305**	**3,058,039**	**2,966,299**	**2,612,850**	**15,075,701**	**1,976,015**	**7.63**	**District 3 Totals**
3	Becker	938,444	957,213	280,276	285,882	132,124	140,051	79,350	76,970	15,865	1,475,981	228,899	6.45	Becker
6	Big Stone	24,528	25,019	0	0	51,042	54,105	0	0	0	79,124	8,819	8.97	Big Stone
14	Clay	0	0	0	0	122,400	129,744	659,952	640,153	0	769,897	107,109	7.19	Clay
21	Douglas	15,705	16,019	0	0	233,559	247,573	378,306	366,957	379,526	1,010,075	141,899	7.12	Douglas
26	Grant	363,860	371,137	58,259	59,424	84,151	89,200	88,770	86,107	0	605,868	104,618	5.79	Grant
44	Mahnomen	49,591	50,583	0	0	0	0	222,199	215,533	0	266,116	33,655	7.91	Mahnomen
56	Otter Tail	994,551	1,014,442	378,426	385,995	300,133	318,141	0	0	99,459	1,818,037	299,745	6.07	Otter Tail
61	Pope	248,775	253,751	293,952	299,831	104,500	110,770	129,822	125,927	135,544	925,823	155,770	5.94	Pope
75	Stevens	0	0	0	0	0	0	588,034	570,393	51,139	621,532	105,521	5.89	Stevens
76	Swift	0	0	589,840	601,637	0	0	32,371	31,400	239,989	873,026	107,604	8.11	Swift
78	Traverse	0	0	0	0	189,240	200,594	463,750	449,838	0	650,432	83,000	7.84	Traverse
84	Wilkin	0	0	716,429	730,758	0	0	0	0	0	730,758	75,773	9.64	Wilkin
	District 4 Totals	**2,635,454**	**2,688,164**	**2,317,182**	**2,363,527**	**1,217,149**	**1,290,178**	**2,642,554**	**2,563,278**	**921,522**	**9,826,669**	**1,452,412**	**6.77**	**District 4 Totals**

Procedure for Inflating Gravel Base Unit Prices

June 2011

27-Apr-11

NO.	COUNTY	2006 COSTS	INFLATED 2006 COSTS (X 1.02)	2007 COSTS	INFLATED 2007 COSTS (X 1.02)	2008 COSTS	INFLATED 2008 COSTS (X 1.06)	2009 COSTS	INFLATED 2009 COSTS (X 0.97)	2010 Costs	TOTAL 2006-2010 INFLATED COSTS	TOTAL 2006-2010 QUANTITY	2006-2010 INFLATED GRAVEL BASE UNIT PRICE	COUNTY
2	Anoka	672,145	685,588	3,107,228	3,169,373	225,906	239,460	714,466	693,032	702,587	5,490,040	549,040	10.00	Anoka
10	Carver	2,365,330	2,412,637	151,800	154,836	740,163	784,573	0	0	181,693	3,533,739	335,628	10.53	Carver
27	Hennepin	2,218,812	2,263,188	298,143	304,106	553,995	587,235	351,307	340,768	1,122,191	4,617,488	430,109	10.74	Hennepin
70	Scott	1,259,719	1,284,913	1,256,426	1,281,555	239,904	254,298	1,820,747	1,766,125	429,204	5,016,095	572,028	8.77	Scott
	District 5 Totals	**6,516,006**	**6,646,326**	**4,813,597**	**4,909,870**	**1,759,968**	**1,865,566**	**2,886,520**	**2,799,925**	**2,435,675**	**18,657,362**	**1,886,805**	**9.89**	**District 5 Totals**
20	Dodge	$329,945	336,544	$436,546	445,277	$0	0	$0	0	$0	781,821	69,681	$11.22	Dodge
23	Fillmore	555,346	566,453	0	0	235,358	249,479	582,613	565,135	0	1,381,067	161,086	8.57	Fillmore
24	Freeborn	120,360	122,767	36,465	37,194	30,163	31,973	0	0	0	191,934	29,306	6.55	Freeborn
25	Goodhue	382,549	390,200	254,149	259,232	0	0	205,301	199,142	107,767	956,341	127,508	7.50	Goodhue
28	Houston	0	0	65,521	66,831	0	0	0	0	492,388	559,219	61,010	9.17	Houston
50	Mower	1,074,039	1,095,520	320,217	326,621	199,700	211,682	118,380	114,829	552,064	2,300,716	266,435	8.64	Mower
55	Olmsted	162,762	166,017	278,880	284,458	0	0	222,377	215,706	908,293	1,574,474	148,421	10.61	Olmsted
66	Rice	51,686	52,720	80,595	82,207	194,403	206,067	722,238	700,571	885,889	1,927,454	242,214	7.96	Rice
74	Steele	142,538	145,389	0	0	0	0	126,457	122,663	466,412	734,464	92,813	7.91	Steele
79	Wabasha	26,078	26,600	174,455	177,944	57,056	60,479	42,616	41,338	179,525	485,886	67,343	7.22	Wabasha
85	Winona	300,190	306,194	293,029	298,890	0	0	139,355	135,174	276,631	1,016,889	100,169	10.15	Winona
	District 6 Totals	**3,145,493**	**3,208,404**	**1,939,857**	**1,978,654**	**716,680**	**759,680**	**2,159,337**	**2,094,558**	**3,868,969**	**11,910,265**	**1,365,986**	**8.72**	**District 6 Totals**
7	Blue Earth	352,268	359,313	110,512	112,722	124,945	132,442	472,040	457,879	906,175	1,968,531	222,272	8.86	Blue Earth
8	Brown	270,388	275,796	59,200	60,384	0	0	0	0	0	336,180	55,659	6.04	Brown
17	Cottonwood	154,797	157,893	0	0	0	0	53,648	52,039	328,949	538,881	157,949	3.41	Cottonwood
22	Faribault	520,334	530,741	707,705	721,859	237,349	251,590	313,618	304,209	16,358	1,824,757	154,278	11.83	Faribault
32	Jackson	379,873	387,470	94,838	96,735	138,062	146,346	68,873	66,807	0	697,358	64,603	10.79	Jackson
40	Le Sueur	0	0	97,100	99,042	89,100	94,446	0	0	50,961	244,449	28,072	8.71	Le Sueur
46	Martin	0	0	402,123	410,165	0	0	0	0	0	410,165	38,815	10.57	Martin
52	Nicollet	236,044	240,765	31,014	31,634	367,500	389,550	0	0	211,639	873,588	78,571	11.12	Nicollet
53	Nobles	0	0	203,775	207,851	0	0	67,200	65,184	8,325	281,360	36,435	7.72	Nobles
67	Rock	296,664	302,597	0	0	0	0	368,419	357,366	0	659,963	85,520	7.72	Rock
72	Sibley	0	0	0	0	49,020	51,961	17,707	17,176	0	69,137	22,898	3.02	Sibley
81	Waseca	0	0	446,402	455,330	0	0	366,375	355,384	0	810,714	91,198	9.07	Waseca
83	Watonwan	272,630	278,083	0	0	0	0	77,705	75,374	51,288	404,745	42,122	9.61	Watonwan
	District 7 Totals	**2,482,998**	**2,532,658**	**2,152,669**	**2,195,722**	**1,005,976**	**1,066,335**	**1,805,585**	**1,751,418**	**1,573,695**	**9,119,828**	**1,078,392**	**8.46**	**District 7 Totals**
12	Chippewa	0	0	0	0	436,996	463,216	65,450	63,487	190,478	717,181	89,140	8.05	Chippewa
34	Kandiyohi	669,590	682,982	411,973	420,212	314,020	332,861	821,118	796,484	629,698	2,862,237	354,491	8.07	Kandiyohi
37	Lac qui Parle	6,600	6,732	0	0	0	0	128,035	124,194	60,075	191,001	34,885	5.48	Lac Qui Parle
41	Lincoln	366,727	374,062	0	0	0	0	335,748	325,676	149,900	849,638	119,335	7.12	Lincoln
42	Lyon	0	0	38,080	38,842	756,400	801,784	34,875	33,829	255,504	1,129,959	154,669	7.31	Lyon
43	Mc Leod	173,574	177,045	488,171	497,934	363,646	385,465	0	0	227,400	1,287,844	170,391	7.56	Mc Leod
47	Meeker	299,647	305,640	141,600	144,432	0	0	183,018	177,527	0	627,599	109,159	5.75	Meeker
51	Murray	0	0	0	0	295,784	313,531	439,310	426,131	101,500	841,162	114,595	7.34	Murray
59	Pipestone	0	0	256,705	261,839	41,220	43,693	276,563	268,266	119,667	693,465	117,856	5.88	Pipestone
64	Redwood	0	0	0	0	497,090	526,915	79,861	77,465	368,771	973,151	134,226	7.25	Redwood
65	Renville	479,500	489,090	0	0	732,291	776,228	147,061	142,649	0	1,407,967	182,827	7.70	Renville
87	Yellow Medicine	0	0	1,031,993	1,052,633	212,100	224,826	0	0	310,440	1,587,899	184,121	8.62	Yellow Medicine
	District 8 Totals	**1,995,638**	**2,035,551**	**2,368,522**	**2,415,892**	**3,649,547**	**3,868,519**	**2,511,039**	**2,435,708**	**2,413,433**	**13,169,103**	**1,765,695**	**7.46**	**District 8 Totals**
13	Chisago	252,583	257,635	414,359	422,646	473,467	501,875	357,862	347,126	98,781	1,628,063	161,720	10.07	Chisago
19	Dakota	50,405	51,413	863,059	880,320	772,446	818,793	0	0	0	1,750,526	249,638	7.01	Dakota
62	Ramsey	0	0	47,111	48,053	236,264	250,440	54,204	52,578	523,586	874,657	73,942	11.83	Ramsey
82	Washington	0	0	693,310	707,176	991,355	1,050,836	256,515	248,820	0	2,006,832	210,923	9.51	Washington
	District 9 Totals	**302,988**	**309,048**	**2,017,839**	**2,058,195**	**2,473,532**	**2,621,944**	**668,581**	**648,524**	**622,367**	**6,260,078**	**696,223**	**8.99**	**District 9 Totals**
	STATE TOTALS	**$24,987,514**	**$25,487,267**	**$23,895,854**	**$24,373,772**	**19,854,768**	**21,046,053**	**19,881,805**	**19,285,356**	**17,246,352**	**$107,438,800**	**13,554,395**	**$7.92**	**STATE TOTALS**

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

June 2011

District 1	TONS (1,000)		INFLATED UNIT PRICE			
CARLTON	43	X	7.94	=	341.42	
Surrounding	7	X	7.21	=	50.47	
	50				391.89	= $7.84

Surrounding Counties -	Inflated Cost		Quantity		
Pine	$969,324	-	120,124		
Aitkin	1,408,884	-	174,874		
St. Louis	2,428,951	-	371,935		
	$4,807,159		666,933	=	$7.21

District 2	TONS (1,000)		INFLATED UNIT PRICE			
LAKE OF THE WOODS	7	X	11.22	=	78.54	
Surrounding	43	X	7.99	=	343.57	
	50				422.11	= $8.44

Surrounding Counties -	Inflated Cost		Quantity		
Roseau	$693,587	-	86,541		
Beltrami	3,071,535	-	383,386		
Koochching	864,515	-	109,711		
	$4,629,637		579,638	=	$7.99

District 2	TONS (1,000)		INFLATED UNIT PRICE			
RED LAKE	0	X	0.00	=	0.00	
Surrounding	50	X	7.25	=	362.50	
	50				362.50	= $7.25

Surrounding Counties -	Inflated Cost		Quantity		
Polk	$3,217,893	-	460,123		
Pennington	1,809,372	-	233,252		
	$5,027,265		693,375	=	$7.25

District 4	TONS (1,000)		INFLATED UNIT PRICE			
BIG STONE	9	X	8.97	=	80.73	
Surrounding	41	X	7.43	=	304.63	
	50				385.36	= $7.71

Surrounding Counties -	Inflated Cost		Quantity		
Traverse	$650,432	-	83,000		
Stevens	621,532	-	105,521		
Swift	873,026	-	107,604		
Chippewa	717,181	-	89,140		
	$2,862,171		385,265	=	$7.43

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

June 2011

District 4	TONS (1,000)		INFLATED UNIT PRICE			
MAHNOMEN	34	X	7.91	=	268.94	
Surrounding	16	X	6.66	=	106.56	
	50				375.50	= $7.51

Surrounding Counties -	Inflated Cost		Quantity		
Polk	$3,217,893	-	460,123		
Clearwater	1,115,271	-	198,275		
Becker	1,475,981	-	228,899		
Norman	772,186	-	100,629		
	$6,581,331		987,926	=	$6.66

District 6	TONS (1,000)		INFLATED UNIT PRICE			
FREEBORN	29	X	6.55	=	189.95	
Surrounding	21	X	9.57	=	200.97	
	50				390.92	= $7.82

Surrounding Counties -	Inflated Cost		Quantity		
Mower	$2,300,716	-	266,435		
Steele	734,464		92,813		
Faribault	1,824,757		154,278		
Dodge	781,821		69,681		
Waseca	810,714	-	91,198		
	$6,452,472		674,405	=	$9.57

District 7	TONS (1,000)		INFLATED UNIT PRICE			
LE SUEUR	28	X	8.71	=	243.88	
Surrounding	22	X	8.78	=	193.16	
	50				437.04	= $8.74

Surrounding Counties -	Inflated Cost		Quantity		
Scott	$5,016,095	-	572,028		
Rice	1,927,454		242,214		
Waseca	810,714		91,198		
Blue Earth	1,968,531		222,272		
Nicollet	873,588	-	78,571		
	$10,596,382		1,206,283	=	$8.78

District 7	TONS (1,000)		INFLATED UNIT PRICE			
MARTIN	39	X	10.57	=	412.23	
Surrounding	11	X	8.40	=	92.40	
	50				504.63	= $10.09

Surrounding Counties -	Inflated Cost		Quantity		
Jackson	$697,358	-	64,603		
Cottonwood	538,881	-	157,949		
Blue Earth	1,968,531	-	222,272		
Faribault	1,824,757	-	154,278		
	$5,029,527		599,102	=	$8.40

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

June 2011

District 7	TONS (1,000)		INFLATED UNIT PRICE			
NOBLES	36	X	7.72	=	277.92	
Surrounding	14	X	6.48	=	90.72	
	50				368.64	= $7.37

Surrounding Counties -	Inflated Cost		Quantity		
Rock	$659,963	-	85,520		
Murray	841,162	-	114,595		
Cottonwood	538,881	-	157,949		
Jackson	697,358	-	64,603		
	$2,737,364		422,667	=	$6.48

District 7	TONS (1,000)		INFLATED UNIT PRICE			
SIBLEY	23	X	3.02	=	69.46	
Surrounding	27	X	9.27	=	250.29	
	50				319.75	= $6.40

Surrounding Counties -	Inflated Cost		Quantity		
Nicollet	$873,588	-	78,571		
Carver	3,533,739	-	335,628		
Scott	5,016,095	-	572,028		
Renville	1,407,967	-	182,827		
	$10,831,389		1,169,054	=	$9.27

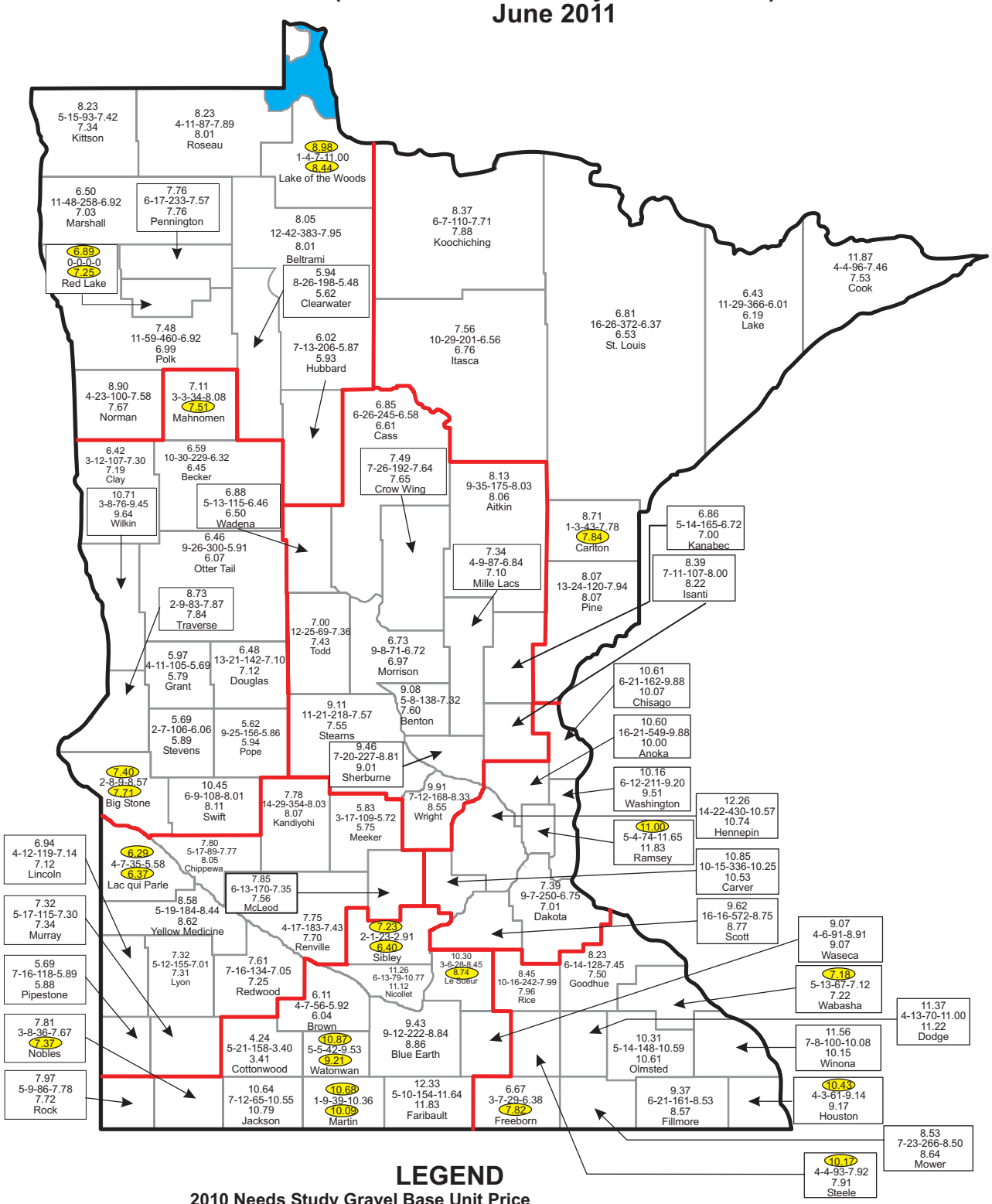
District 7	TONS (1,000)		INFLATED UNIT PRICE			
WATONWAN	42	X	9.61	=	403.62	
Surrounding	8	X	7.08	=	56.64	
	50				460.26	= $9.21

Surrounding Counties -	Inflated Cost		Quantity		
Jackson	$697,358	-	64,603		
Cottonwood	538,881	-	157,949		
Brown	336,180	-	55,659		
Blue Earth	1,968,531	-	222,272		
	$3,540,950		500,483	=	$7.08

District 8	TONS (1,000)		INFLATED UNIT PRICE			
LAC QUI PARLE	35	X	5.48	=	191.80	
Surrounding	15	X	8.44	=	126.60	
	50				318.40	= $6.37

Surrounding Counties -	Inflated Cost		Quantity		
Chippewa	$717,181		89,140		
Yellow Medicine	1,587,899	-	184,121		
	$2,305,080		273,261	=	$8.44

2006-2010 CSAH Gravel Base Unit Price Data
(Rural and Urban Projects Included)
June 2011



LEGEND

10.64
7-12-65-10.55
10.79

2010 Needs Study Gravel Base Unit Price
 # '06 to '10 Gravel Base Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Unit Price
2011 Inflated Gravel Base Unit Price

(As Recommended by the General Subcommittee)

Not enough gravel base material in the 5 year average, so some surrounding counties' gravel base data was used to reach the 50,000 ton minimum.

Gravel Base Unit Price Comparison

June 2011

	County	2009 Inflated Gravel Base Price	2010 Inflated Gravel Base Price	Change in Unit Price
9	Carlton	$8.71	$7.84	($0.87)
16	Cook	11.87	7.53	(4.34)
31	Itasca	7.56	6.76	(0.80)
36	Koochiching	8.37	7.88	(0.49)
38	Lake	6.43	6.19	(0.24)
58	Pine	8.07	8.07	0.00
69	St. Louis	6.81	6.53	(0.28)
	District 1			
4	Beltrami	8.05	8.01	(0.04)
15	Clearwater	5.94	5.62	(0.32)
29	Hubbard	6.02	5.93	(0.09)
35	Kittson	8.23	7.34	(0.89)
39	Lake of the Woods	8.98	8.44	(0.54)
45	Marshall	6.50	7.03	0.53
54	Norman	8.90	7.67	(1.23)
57	Pennington	7.76	7.76	0.00
60	Polk	7.48	6.99	(0.49)
63	Red Lake	6.89	7.25	0.36
68	Roseau	8.23	8.01	(0.22)
	District 2			
1	Aitkin	8.13	8.06	(0.07)
5	Benton	9.08	7.60	(1.48)
11	Cass	6.85	6.61	(0.24)
18	Crow Wing	7.49	7.65	0.16
30	Isanti	8.39	8.22	(0.17)
33	Kanabec	6.86	7.00	0.14
48	Mille Lacs	7.34	7.10	(0.24)
49	Morrison	6.73	6.97	0.24
71	Sherburne	9.46	9.01	(0.45)
73	Stearns	9.11	7.55	(1.56)
77	Todd	7.00	7.43	0.43
80	Wadena	6.88	6.50	(0.38)
86	Wright	9.91	8.55	(1.36)
	District 3			
3	Becker	6.59	6.45	(0.14)
6	Big Stone	7.40	7.71	0.31
14	Clay	6.42	7.19	0.77
21	Douglas	6.48	7.12	0.64
26	Grant	5.97	5.79	(0.18)
44	Mahnomen	7.11	7.51	0.40
56	Otter Tail	6.46	6.07	(0.39)
61	Pope	5.62	5.94	0.32
75	Stevens	5.69	5.89	0.20
76	Swift	10.45	8.11	(2.34)
78	Traverse	8.73	7.84	(0.89)
84	Wilkin	10.71	9.64	(1.07)
	District 4			

Gravel Base Unit Price Comparison

June 2011

	County	2009 Inflated Gravel Base Price	2010 Inflated Gravel Base Price	Change in Unit Price
2	Anoka	$10.60	$10.00	($0.60)
10	Carver	10.85	10.53	(0.32)
27	Hennepin	12.26	10.74	(1.52)
70	Scott	9.62	8.77	(0.85)
	District 5			
20	Dodge	11.37	11.22	(0.15)
23	Fillmore	9.37	8.57	(0.80)
24	Freeborn	6.67	7.82	1.15
25	Goodhue	8.23	7.50	(0.73)
28	Houston	10.43	9.17	(1.26)
50	Mower	8.53	8.64	0.11
55	Olmsted	10.31	10.61	0.30
66	Rice	8.45	7.96	(0.49)
74	Steele	10.17	7.91	(2.26)
79	Wabasha	7.18	7.22	0.04
85	Winona	11.56	10.15	(1.41)
	District 6			
7	Blue Earth	9.43	8.86	(0.57)
8	Brown	6.11	6.04	(0.07)
17	Cottonwood	4.24	3.41	(0.83)
22	Faribault	12.33	11.83	(0.50)
32	Jackson	10.64	10.79	0.15
40	Le Sueur	10.30	8.74	(1.56)
46	Martin	10.68	10.09	(0.59)
52	Nicollet	11.26	11.12	(0.14)
53	Nobles	7.81	7.37	(0.44)
67	Rock	7.97	7.72	(0.25)
72	Sibley	7.23	6.40	(0.83)
81	Waseca	9.07	9.07	0.00
83	Watonwan	10.87	9.21	(1.66)
	District 7			
12	Chippewa	7.80	8.05	0.25
34	Kandiyohi	7.78	8.07	0.29
37	Lac Qui Parle	6.29	6.37	0.08
41	Lincoln	6.94	7.12	0.18
42	Lyon	7.32	7.31	(0.01)
43	Mc Leod	7.85	7.56	(0.29)
47	Meeker	5.83	5.75	(0.08)
51	Murray	7.32	7.34	0.02
59	Pipestone	5.69	5.88	0.19
64	Redwood	7.61	7.25	(0.36)
65	Renville	7.75	7.70	(0.05)
87	Yellow Medicine	8.58	8.62	0.04
	District 8			
13	Chisago	10.61	10.07	(0.54)
19	Dakota	7.39	7.01	(0.38)
62	Ramsey	11.00	11.83	0.83
82	Washington	10.16	9.51	(0.65)
	District 9			
	STATE TOTALS	**$7.45**	**$7.92**	**$0.47**

Counties with less than 50,000 tons

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GRAVEL BASE

Rural & Urban Projects let during 2010

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	12 (3 Urban) (9 Rural)	$1,736,568	251,500	$6.90	20.82
2	5 (0 Urban) (5 Rural)	1,061,273	186,562	5.69	20.56
3	17 (8 Urban) (9 Rural)	2,612,850	351,734	7.43	32.14
4	8 (3 Urban) (5 Rural)	921,522	128,083	7.19	16.13
6	9 (1 Urban) (8 Rural)	3,868,969	436,561	8.86	28.10
7	9 (6 Urban) (3 Rural)	1,573,695	240,776	6.54	15.23
8	17 (4 Urban) (13 Rural)	2,413,433	265,932	9.08	38.31
Metro	**14 (11 Urban) (3 Rural)**	**3,058,042**	**314,203**	**9.73**	**24.87**
State Total	**91 (36 Urban) (55 Rural)**	**$17,246,352**	**2,175,351**	**$7.93**	**196.15**
Outstate	**77 (25 Urban) (52 Rural)**	**14,188,310**	**1,861,148**	**7.62**	**171.29**

Urban* Projects let during 2010

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	3	$217,398	23,175	$9.38	2.48
2	0	0	0	0.00	0.00
3	8	991,544	113,127	8.76	8.38
4	3	281,391	29,511	9.54	2.06
6	1	552,064	43,130	12.80	1.93
7	6	611,499	69,247	8.83	2.42
8	4	300,491	34,558	8.70	2.60
Metro	**11**	**2,650,993**	**278,851**	**9.51**	**12.82**
State Total	**36**	**$5,605,380**	**591,599**	**$9.47**	**32.68**
Outstate	**25**	**2,954,387**	**312,748**	**9.45**	**19.86**

Rural Projects let during 2010

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	9	$1,519,170	228,325	$6.65	18.34
2	5	1,061,273	186,562	5.69	20.56
3	9	1,621,306	238,607	6.79	23.76
4	5	640,131	98,572	6.49	14.07
6	8	3,316,905	393,431	8.43	26.18
7	3	962,196	171,529	5.61	12.80
8	13	2,112,942	231,374	9.13	35.71
Metro	**3**	**407,049**	**35,352**	**11.51**	**12.05**
State Total	**55**	**$11,640,972**	**1,583,752**	**$7.35**	**163.47**
Outstate	**52**	**11,233,923**	**1,548,400**	**7.26**	**151.42**

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

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Bituminous Inflation Factor Study

June 2011

Approved at the June 2009 Screening Board Meeting a five year individual, inflated bituminous price will be used instead of the increment method.

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

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

Bituminous

Year	Quantity	Cost	Annual Average	Inflation Factor	
2006	2,474,542	$96,175,030	$38.87	$49.77/$38.87=	1.28
2007	2,763,093	$111,075,846	$40.20	$49.77/$40.20=	1.24
2008	2,649,594	$124,230,293	$46.89	$49.77/$46.89=	1.06
2009	2,516,449	$116,879,951	$46.45	$49.77/$46.51=	1.07
2010	2,514,243	$125,144,151	$49.77		

In order to reflect current prices in the 2006-2010 five-year average unit price study, each county's bituminous cost was multiplied by the appropriate factor.

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Procedure for Inflating Bituminous Prices

June 2011

27-Apr-11

NO.	COUNTY	2006 COSTS	INFLATED 2006 COSTS (X 1.28)	2007 COSTS	INFLATED 2007 COSTS (X 1.24)	2008 COSTS	INFLATED 2008 COSTS (X 1.06)	2009 COSTS	INFLATED 2009 COSTS (X 1.07)	2010 COSTS	TOTAL 2006-2010 INFLATED COSTS	TOTAL 2006-2010 QUANTITY	2006-2010 INFLATED BITUMINOUS PRICE	COUNTY
9	Carlton	$0	$0	$2,030,643	$2,517,997	$494,206	$523,858	$1,219,356	$1,304,711	$1,330,799	5,677,365	129,586	$43.81	Carlton
16	Cook	258,583	330,986	253,800	314,712	0	0	1,051,835	1,125,463	488,627	2,259,788	41,674	54.23	Cook
31	Itasca	3,529,312	4,517,519	2,633,858	3,265,984	2,886,400	3,059,584	3,778,666	4,043,173	1,825,943	16,712,203	341,458	48.94	Itasca
36	Koochiching	0	0	1,267,985	1,572,301	48,250	51,145	1,098,440	1,175,331	1,108,728	3,907,505	66,596	58.67	Koochiching
38	Lake	0	0	56,014	69,457	2,916,956	3,091,973	232,661	248,947	1,738,726	5,149,103	112,847	45.63	Lake
58	Pine	629,100	805,248	667,729	827,984	2,729,299	2,893,057	1,306,398	1,397,846	1,672,484	7,596,619	153,125	49.61	Pine
69	St. Louis	4,659,282	5,963,881	705,414	874,713	5,243,333	5,557,933	7,625,298	8,159,069	6,700,278	27,255,874	534,558	50.99	St. Louis
	District 1 Totals	**9,076,277**	**11,617,634**	**7,615,443**	**9,443,148**	**14,318,444**	**15,177,550**	**16,312,654**	**17,454,540**	**14,865,585**	**68,558,457**	**1,379,844**	**49.69**	**District 1 Totals**
4	Beltrami	1,650,281	2,112,360	1,677,815	2,080,491	1,239,759	1,314,145	2,823,389	3,021,026	740,071	9,268,093	184,346	50.28	Beltrami
15	Clearwater	706,645	904,506	643,710	798,200	687,413	728,658	2,141,168	2,291,050	1,088,100	5,810,514	131,330	44.24	Clearwater
29	Hubbard	508,805	651,270	1,009,560	1,251,854	0	0	2,186,682	2,339,750	1,519,394	5,762,268	118,588	48.59	Hubbard
35	Kittson	1,600,315	2,048,403	141,363	175,290	1,185,131	1,256,239	2,007,329	2,147,842	0	5,627,774	116,028	48.50	Kittson
39	Lake of the Woods	1,313,646	1,681,467	1,108,577	1,374,635	1,061,304	1,124,982	1,296,602	1,387,364	0	5,568,448	109,654	50.78	Lake of the Woods
45	Marshall	629,450	805,696	1,184,245	1,468,464	2,003,662	2,123,882	342,308	366,270	1,848,145	6,612,457	144,543	45.75	Marshall
54	Norman	1,653,339	2,116,274	635,123	787,553	1,744,070	1,848,714	0	0	685,563	5,438,104	116,420	46.71	Norman
57	Pennington	952,577	1,219,299	618,976	767,530	387,512	410,763	2,261,977	2,420,315	643,041	5,460,948	122,290	44.66	Pennington
60	Polk	75,242	96,310	1,299,554	1,611,447	3,588,232	3,803,526	2,313,378	2,475,314	1,267,725	9,254,322	199,446	46.40	Polk
63	Red Lake	827,554	1,059,269	610,305	756,778	1,043,861	1,106,493	0	0	2,268,159	5,190,699	127,165	40.82	Red Lake
68	Roseau	0	0	2,551,374	3,163,704	842,636	893,194	3,576,330	3,826,673	1,035,790	8,919,361	174,615	51.08	Roseau
	District 2 Totals	**9,917,854**	**12,694,854**	**11,480,602**	**14,235,946**	**13,783,580**	**14,610,596**	**18,949,163**	**20,275,604**	**11,095,988**	**72,912,988**	**1,544,425**	**47.21**	**District 2 Totals**
1	Aitkin	1,469,174	1,880,543	807,181	1,000,904	2,574,775	2,729,262	1,088,973	1,165,201	1,507,885	8,283,795	173,176	47.83	Aitkin
5	Benton	325,582	416,745	415,292	514,962	1,437,401	1,523,645	259,876	278,067	0	2,733,419	51,920	52.65	Benton
11	Cass	0	0	1,248,651	1,548,327	511,146	541,815	690,612	738,955	2,318,435	5,147,532	111,277	46.26	Cass
18	Crow Wing	679,730	870,054	1,432,474	1,776,268	1,890,637	2,004,075	2,631,616	2,815,829	1,924,114	9,390,340	214,477	43.78	Crow Wing
30	Isanti	775,470	992,602	1,114,639	1,382,152	736,430	780,616	191,679	205,097	1,673,893	5,034,360	102,352	49.19	Isanti
33	Kanabec	476,400	609,792	585,433	725,937	2,432,076	2,578,001	0	0	1,469,748	5,383,478	116,036	46.39	Kanabec
48	Mille Lacs	1,223,494	1,566,072	813,350	1,008,554	639,408	677,772	1,223,102	1,308,719	0	4,561,117	102,375	44.55	Mille Lacs
49	Morrison	24,111	30,862	1,755,763	2,177,146	2,085,526	2,210,658	1,799,797	1,925,783	1,932,162	8,276,611	194,282	42.60	Morrison
71	Sherburne	1,959,486	2,508,142	2,252,361	2,792,928	710,016	752,617	414,131	443,120	385,556	6,882,363	142,264	48.38	Sherburne
73	Stearns	2,612,956	3,344,584	1,564,732	1,940,268	3,321,222	3,520,495	1,578,985	1,689,514	7,021,458	17,516,319	335,662	52.18	Stearns
77	Todd	1,326,762	1,698,255	833,075	1,033,013	1,011,103	1,071,769	1,627,844	1,741,793	2,010,959	7,555,789	182,801	41.33	Todd
80	Wadena	0	0	532,280	660,027	1,205,246	1,277,561	1,341,228	1,435,114	622,928	3,995,630	86,789	46.04	Wadena
86	Wright	0	0	684,098	848,282	2,210,448	2,343,075	1,036,180	1,108,713	2,604,941	6,905,011	126,686	54.50	Wright
	District 3 Totals	**10,873,165**	**13,917,651**	**14,039,329**	**17,408,768**	**20,765,434**	**22,011,361**	**13,884,023**	**14,855,905**	**23,472,079**	**91,665,764**	**1,940,097**	**47.25**	**District 3 Totals**
3	Becker	2,369,900	3,033,472	1,767,486	2,191,683	2,707,696	2,870,158	2,741,313	2,933,205	2,210,206	13,238,724	297,932	44.44	Becker
6	Big Stone	1,021,562	1,307,599	0	0	987,540	1,046,792	598,203	640,077	887,753	3,882,221	86,330	44.97	Big Stone
14	Clay	0	0	240,513	298,236	1,910,625	2,025,263	573,463	613,605	1,798,167	4,735,271	106,285	44.55	Clay
21	Douglas	2,129,756	2,726,088	1,517,135	1,881,247	1,490,003	1,579,403	1,545,654	1,653,850	1,118,589	8,959,177	203,152	44.10	Douglas
26	Grant	0	0	946,106	1,173,171	897,885	951,758	0	0	200,277	2,325,206	51,265	45.36	Grant
44	Mahnomen	530,755	679,366	491,281	609,188	0	0	508,432	544,022	0	1,832,576	36,827	49.76	Mahnomen
56	Otter Tail	1,735,103	2,220,932	145,390	180,284	2,866,573	3,038,567	1,759,176	1,882,318	3,002,760	10,324,861	210,931	48.95	Otter Tail
61	Pope	602,706	771,464	1,058,134	1,312,086	523,147	554,536	648,109	693,477	1,224,039	4,555,602	103,030	44.22	Pope
75	Stevens	0	0	879,033	1,090,001	434,371	460,433	1,022,525	1,094,102	998,601	3,643,137	83,331	43.72	Stevens
76	Swift	0	0	1,979,973	2,455,167	979,866	1,038,658	828,027	885,989	1,184,056	5,563,870	123,385	45.09	Swift
78	Traverse	0	0	0	0	0	0	3,039,205	3,251,949	754,692	4,006,641	74,400	53.85	Traverse
84	Wilkin	329,540	421,811	1,361,805	1,688,638	2,152,745	2,281,910	0	0	0	4,392,359	103,387	42.48	Wilkin
	District 4 Totals	**8,719,322**	**11,160,732**	**10,386,856**	**12,879,701**	**14,950,451**	**15,847,478**	**13,264,107**	**14,192,594**	**13,379,140**	**67,459,645**	**1,480,255**	**45.57**	**District 4 Totals**

Procedure for Inflating Bituminous Prices

June 2011

27-Apr-11

NO.	COUNTY	2006 COSTS	INFLATED 2006 COSTS (X 1.28)	2007 COSTS	INFLATED 2007 COSTS (X 1.24)	2008 COSTS	INFLATED 2008 COSTS (X 1.06)	2009 COSTS	INFLATED 2009 COSTS (X 1.07)	2010 COSTS	TOTAL 2006-2010 INFLATED COSTS	TOTAL 2006-2010 QUANTITY	2006-2010 INFLATED BITUMINOUS PRICE	COUNTY
2	Anoka	3,185,724	4,077,727	4,808,639	5,962,712	1,075,086	1,139,591	937,522	1,003,149	4,204,546	16,387,725	262,415	62.45	Anoka
10	Carver	5,021,838	6,427,953	1,045,640	1,296,594	3,833,171	4,063,161	1,220,163	1,305,574	1,106,474	14,199,756	294,799	48.17	Carver
27	Hennepin	8,387,502	10,736,003	2,476,165	3,070,445	1,367,127	1,449,155	2,953,747	3,160,509	5,385,477	23,801,589	393,745	60.45	Hennepin
70	Scott	3,718,390	4,759,539	4,721,022	5,854,067	802,060	850,184	2,669,371	2,856,227	3,112,298	17,432,315	302,215	57.68	Scott
	District 5 Totals	**20,313,454**	**26,001,222**	**13,051,466**	**16,183,818**	**7,077,444**	**7,502,091**	**7,780,803**	**8,325,459**	**13,808,795**	**71,821,385**	**1,253,174**	**57.31**	**District 5 Totals**
20	Dodge	983,935	1,259,437	$1,743,298	2,161,690	$635,925	674,081	$897,335	960,148	$1,523,729	6,579,085	129,891	$50.65	Dodge
23	Fillmore	1,475,141	1,888,180	1,552,286	1,924,835	1,890,402	2,003,826	899,158	962,099	958,952	7,737,892	145,880	53.04	Fillmore
24	Freeborn	1,017,004	1,301,765	1,288,526	1,597,772	1,202,494	1,274,644	2,594,122	2,775,711	1,223,205	8,173,097	195,446	41.82	Freeborn
25	Goodhue	759,881	972,648	2,149,109	2,664,895	1,971,915	2,090,230	2,071,207	2,216,191	2,868,606	10,812,570	230,839	46.84	Goodhue
28	Houston	23,084	29,548	1,416,302	1,756,214	1,129,675	1,197,456	0	0	112,130	3,095,348	48,518	63.80	Houston
50	Mower	363,639	465,458	1,265,719	1,569,492	1,877,747	1,990,412	296,028	316,750	1,059,108	5,401,220	113,693	47.51	Mower
55	Olmsted	1,535,022	1,964,828	1,150,783	1,426,971	109,921	116,516	0	0	852,281	4,360,596	83,260	52.37	Olmsted
66	Rice	1,439,995	1,843,194	748,136	927,689	1,079,308	1,144,066	764,994	818,544	1,698,701	6,432,194	128,352	50.11	Rice
74	Steele	1,096,430	1,403,430	0	0	0	0	486,830	520,908	0	1,924,338	40,038	48.06	Steele
79	Wabasha	2,286,612	2,926,863	1,242,237	1,540,374	933,677	989,698	1,149,319	1,229,771	0	6,686,706	126,854	52.71	Wabasha
85	Winona	2,164,791	2,770,932	1,590,049	1,971,661	1,351,128	1,432,196	1,706,127	1,825,556	634,621	8,634,966	145,742	59.25	Winona
	District 6 Totals	**13,145,534**	**16,826,283**	**14,146,445**	**17,541,593**	**12,182,192**	**12,913,125**	**10,865,120**	**11,625,678**	**10,931,333**	**69,838,012**	**1,388,513**	**50.30**	**District 6 Totals**
7	Blue Earth	1,960,734	2,509,740	1,112,227	1,379,161	1,297,830	1,375,700	2,514,389	2,690,396	2,179,052	10,134,049	184,449	54.94	Blue Earth
8	Brown	0	0	2,006,349	2,487,873	1,280,617	1,357,454	0	0	3,256,199	7,101,526	131,488	54.01	Brown
17	Cottonwood	0	0	1,460,080	1,810,499	0	0	1,229,343	1,315,397	0	3,125,896	67,175	46.53	Cottonwood
22	Faribault	530,144	678,584	1,318,330	1,634,729	1,758,342	1,863,843	551,810	590,437	1,305,434	6,073,027	117,262	51.79	Faribault
32	Jackson	0	0	3,605,411	4,470,710	824,695	874,177	859,423	919,583	1,772,183	8,036,653	144,684	55.55	Jackson
40	Le Sueur	0	0	2,180,055	2,703,268	5,063,600	5,367,416	0	0	1,396,964	9,467,648	162,746	58.17	Le Sueur
46	Martin	0	0	0	0	0	0	3,258,652	3,486,758	1,394,202	4,880,960	90,370	54.01	Martin
52	Nicollet	2,813,638	3,601,457	1,549,336	1,921,177	3,405,030	3,609,332	2,241,007	2,397,877	918,961	12,448,804	251,577	49.48	Nicollet
53	Nobles	520,870	666,714	2,759,416	3,421,676	1,480,195	1,569,007	3,223,188	3,448,811	799,023	9,905,231	207,080	47.83	Nobles
67	Rock	834,617	1,068,310	0	0	1,196,816	1,268,625	216,288	231,428	1,158,899	3,727,262	87,077	42.80	Rock
72	Sibley	596,624	763,679	834,769	1,035,114	1,024,136	1,085,584	1,111,676	1,189,493	2,355,199	6,429,069	121,469	52.93	Sibley
81	Waseca	675,605	864,774	580,378	719,669	844,153	894,802	475,490	508,774	1,115,377	4,103,396	85,417	48.04	Waseca
83	Watonwan	843,770	1,080,026	647,297	802,648	906,181	960,552	0	0	298,836	3,142,062	61,683	50.94	Watonwan
	District 7 Totals	**8,776,002**	**11,233,284**	**18,053,648**	**22,386,524**	**19,081,595**	**20,226,492**	**15,681,266**	**16,778,954**	**17,950,329**	**88,575,583**	**1,712,477**	**51.72**	**District 7 Totals**
12	Chippewa	2,370,214	3,033,874	404,029	500,996	66,290	70,267	868,190	928,963	2,636,639	7,170,739	167,722	42.75	Chippewa
34	Kandiyohi	2,490,945	3,188,410	4,409,888	5,468,261	2,332,053	2,471,976	3,448,434	3,689,824	1,535,034	16,353,505	323,163	50.60	Kandiyohi
37	Lac qui Parle	1,609,618	2,060,311	1,083,296	1,343,287	1,071,541	1,135,833	918,270	982,549	195,158	5,717,138	123,394	46.33	Lac Qui Parle
41	Lincoln	0	0	1,587,302	1,968,254	844,800	895,488	3,042,494	3,255,469	1,267,645	7,386,856	157,198	46.99	Lincoln
42	Lyon	1,269,178	1,624,548	1,421,542	1,762,712	0	0	488,775	522,989	659,023	4,569,272	93,054	49.10	Lyon
43	Mc Leod	740,900	948,352	0	0	0	0	765,846	819,455	509,076	2,276,883	42,916	53.05	Mc Leod
47	Meeker	0	0	1,322,268	1,639,612	0	0	1,662,058	1,778,402	126,325	3,544,339	75,491	46.95	Meeker
51	Murray	1,439,766	1,842,900	0	0	2,446,122	2,592,889	2,117,900	2,266,153	1,487,873	8,189,815	184,645	44.35	Murray
59	Pipestone	875,547	1,120,700	627,212	777,743	0	0	0	0	1,144,670	3,043,113	58,031	52.44	Pipestone
64	Redwood	1,682,220	2,153,242	432,775	536,641	2,430,368	2,576,190	937,932	1,003,587	863,955	7,133,615	167,118	42.69	Redwood
65	Renville	1,542,331	1,974,184	0	0	1,797,986	1,905,865	78,138	83,608	1,881,242	5,844,899	110,988	52.66	Renville
87	Yellow Medicine	0	0	2,125,731	2,635,906	559,791	593,378	1,739,002	1,860,732	1,286,124	6,376,140	126,800	50.29	Yellow Medicine
	District 8 Totals	**14,020,719**	**17,946,521**	**13,414,043**	**16,633,412**	**11,548,951**	**12,241,886**	**16,067,039**	**17,191,731**	**13,592,764**	**77,606,314**	**1,630,520**	**47.60**	**District 8 Totals**
13	Chisago	1,190,570	1,523,930	1,577,530	1,956,137	1,088,969	1,154,307	1,919,779	2,054,164	2,169,055	8,857,593	159,203	55.64	Chisago
19	Dakota	142,133	181,930	3,292,772	4,083,037	3,208,059	3,400,543	596,823	638,601	0	8,304,111	153,713	54.02	Dakota
62	Ramsey	0	0	1,039,657	1,289,175	1,651,208	1,750,280	108,755	116,368	1,591,505	4,747,328	73,597	64.50	Ramsey
82	Washington	0	0	2,978,055	3,692,788	4,573,966	4,848,404	1,450,419	1,551,948	2,287,578	12,380,718	202,103	61.26	Washington
	District 9 Totals	**1,332,703**	**1,705,860**	**8,888,014**	**11,021,137**	**10,522,202**	**11,153,534**	**4,075,776**	**4,361,081**	**6,048,138**	**34,289,750**	**588,616**	**58.25**	**District 9 Totals**
	STATE TOTALS	**$96,175,030**	**$123,104,041**	**$111,075,846**	**$137,734,047**	**$124,230,293**	**$131,684,113**	**$116,879,951**	**$125,061,546**	**$125,144,151**	**$642,727,898**	**12,917,921**	**$49.75**	**STATE TOTALS**

Calculation of Bit Unit Prices
for Counties with less than 50,000 Tons

June 2011

District 1	TONS (1,000)		INFLATED UNIT PRICE			
Cook	42	X	54.23	=	2,277.66	
Surrounding	8	X	45.63	=	365.04	
	50				2,642.70	= $52.85

Surrounding Counties -	Inflated Cost		Quantity		
Lake	$5,149,103	-	112,847		
	$5,149,103		112,847	=	$45.63

District 4	TONS (1,000)		INFLATED UNIT PRICE			
Mahnomen	37	X	49.76	=	1,841.12	
Surrounding	13	X	45.28	=	588.64	
	50				2,429.76	= $48.60

Surrounding Counties -	Inflated Cost		Quantity		
Polk	$9,254,322		199,446		
Clearwater	5,810,514		131,330		
Becker	13,238,724		297,932		
Norman	5,438,104		116,420		
	$33,741,664	-	745,128	=	$45.28

District 6	TONS (1,000)		INFLATED UNIT PRICE			
Houston	49	X	63.80	=	3,126.20	
Surrounding	1	X	56.14	=	56.14	
	50				3,182.34	= $63.65

Surrounding Counties -	Inflated Cost		Quantity		
Fillmore	$7,737,892		145,880		
Winona	8,634,966		145,742		
	$16,372,858	-	291,622	=	$56.14

Co without 50000 bit tons inflation 2010.xls

Calculation of Bit Unit Prices
for Counties with less than 50,000 Tons

June 2011

District 6	TONS (1,000)		INFLATED UNIT PRICE			
Steele	40	X	48.06	=	1,922.40	
Surrounding	10	X	46.97	=	469.70	
	50				2,392.10	= $47.84

Surrounding Counties -	Inflated Cost		Quantity		
Rice	$6,432,194		128,352		
Goodhue	10,812,570		230,839		
Dodge	6,579,085		129,891		
Mower	5,401,220		113,693		
Freeborn	8,173,097		195,446		
Waseca	4,103,396	-	85,417		
	$41,501,562		883,638	=	$46.97

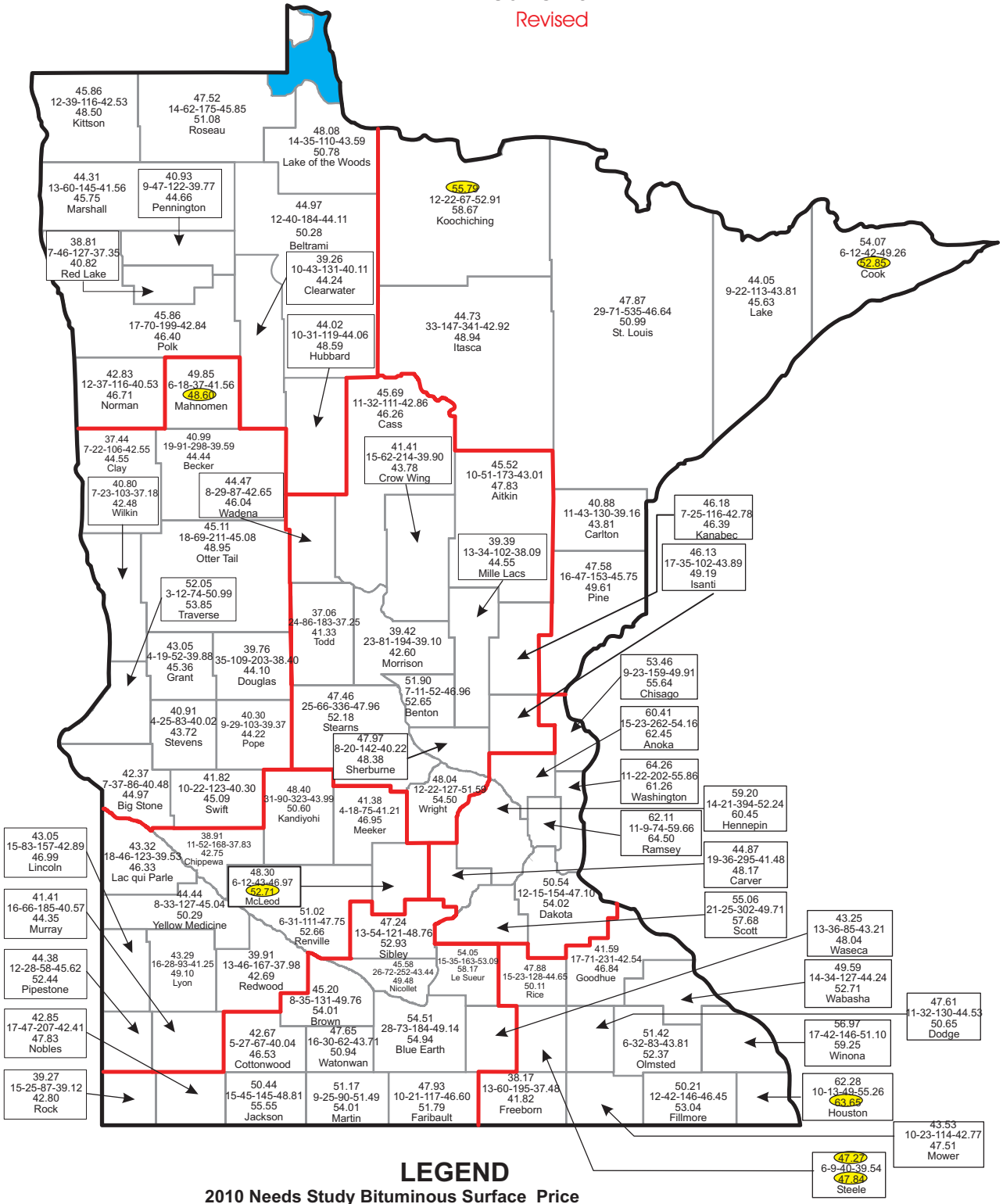
District 8	TONS (1,000)		INFLATED UNIT PRICE			
McLeod	43	X	53.05	=	2,281.15	
Surrounding	7	X	50.62	=	354.34	
	50				2,635.49	= $52.71

Surrounding Counties -	Inflated Cost		Quantity		
Carver	$14,199,756		294,799		
Meeker	3,544,339		75,491		
Renville	5,844,899		110,988		
Sibley	6,429,069		121,469		
Wright	6,905,011	-	126,686		
	$36,923,074		729,433	=	$50.62

Co without 50000 bit tons inflation 2010.xls

2006-2010 CSAH Bituminous Surfacing Unit Price Data
(Rural and Urban Projects Included)
June 2011

Revised



LEGEND

54.51
28-73-184-49.14
54.94

2010 Needs Study Bituminous Surface Price
 # '06 to '10 Bituminous Surface Proj. - Miles - Tons (in 1000's) - 5 Year Avg. Price
2011 Inflated Bituminous Surface Price

(As Recommended by the General Subcommittee)

Not enough bituminous material in the 5 year average, so some surrounding counties' bituminous surface data was used to reach the 50,000 ton minimum.

Bituminous Unit Price Comparison

June 2011

Revised

	County	2009 Inflated Bituminous Price	2010 Inflated Bituminous Price	Change in Unit Price
9	Carlton	40.88	43.81	2.93
16	Cook	54.07	52.85	(1.22)
31	Itasca	44.73	48.94	4.21
36	Koochiching	55.79	58.67	2.88
38	Lake	44.05	45.63	1.58
58	Pine	47.58	49.61	2.03
69	St. Louis	47.87	50.99	3.12
	District 1			
4	Beltrami	44.97	50.28	5.31
15	Clearwater	39.26	44.24	4.98
29	Hubbard	44.02	48.59	4.57
35	Kittson	45.86	48.50	2.64
39	Lake of the Woods	48.08	50.78	2.70
45	Marshall	44.31	45.75	1.44
54	Norman	42.83	46.71	3.88
57	Pennington	40.93	44.66	3.73
60	Polk	45.86	46.40	0.54
63	Red Lake	38.81	40.82	2.01
68	Roseau	47.52	51.08	3.56
	District 2			
1	Aitkin	45.52	47.83	2.31
5	Benton	51.90	52.65	0.75
11	Cass	45.69	46.26	0.57
18	Crow Wing	41.41	43.78	2.37
30	Isanti	46.13	49.19	3.06
33	Kanabec	46.18	46.39	0.21
48	Mille Lacs	39.39	44.55	5.16
49	Morrison	39.42	42.60	3.18
71	Sherburne	47.97	48.38	0.41
73	Stearns	47.46	52.18	4.72
77	Todd	37.06	41.33	4.27
80	Wadena	44.47	46.04	1.57
86	Wright	48.04	54.50	6.46
	District 3			
3	Becker	40.99	44.44	3.45
6	Big Stone	42.37	44.97	2.60
14	Clay	37.44	44.55	7.11
21	Douglas	39.76	44.10	4.34
26	Grant	43.05	45.36	2.31
44	Mahnomen	49.85	48.60	(1.25)
56	Otter Tail	45.11	48.95	3.84
61	Pope	40.30	44.22	3.92
75	Stevens	40.91	43.72	2.81
76	Swift	41.82	45.09	3.27
78	Traverse	52.05	53.85	1.80
84	Wilkin	40.80	42.48	1.68
	District 4			

Bituminous Unit Price Comparison

June 2011

Revised

	County	2009 Inflated Bituminous Price	2010 Inflated Bituminous Price	Change in Unit Price
2	Anoka	60.41	62.45	2.04
10	Carver	44.87	48.17	3.30
27	Hennepin	59.20	60.45	1.25
70	Scott	55.06	57.68	2.62
	District 5			
20	Dodge	47.61	50.65	3.04
23	Fillmore	50.21	53.04	2.83
24	Freeborn	38.17	41.82	3.65
25	Goodhue	41.59	46.84	5.25
28	Houston	62.28	63.65	1.37
50	Mower	43.53	47.51	3.98
55	Olmsted	51.42	52.37	0.95
66	Rice	47.88	50.11	2.23
74	Steele	47.27	47.84	0.57
79	Wabasha	49.59	52.71	3.12
85	Winona	56.97	59.25	2.28
	District 6			
7	Blue Earth	54.51	54.94	0.43
8	Brown	45.20	54.01	8.81
17	Cottonwood	42.67	46.53	3.86
22	Faribault	47.93	51.79	3.86
32	Jackson	50.44	55.55	5.11
40	Le Sueur	54.05	58.17	4.12
46	Martin	51.17	54.01	2.84
52	Nicollet	45.58	49.48	3.90
53	Nobles	42.85	47.83	4.98
67	Rock	39.27	42.80	3.53
72	Sibley	47.24	52.93	5.69
81	Waseca	43.25	48.04	4.79
83	Watonwan	47.65	50.94	3.29
	District 7			
12	Chippewa	38.91	42.75	3.84
34	Kandiyohi	48.40	50.60	2.20
37	Lac qui Parle	43.32	46.33	3.01
41	Lincoln	43.05	46.99	3.94
42	Lyon	43.29	49.10	5.81
43	Mc Leod	48.30	52.71	4.41
47	Meeker	41.38	46.95	5.57
51	Murray	41.41	44.35	2.94
59	Pipestone	44.38	52.44	8.06
64	Redwood	39.91	42.69	2.78
65	Renville	51.02	52.66	1.64
87	Yellow Medicine	44.44	50.29	5.85
	District 8			
13	Chisago	53.46	55.64	2.18
19	Dakota	50.54	54.02	3.48
62	Ramsey	62.11	64.50	2.39
82	Washington	64.26	61.26	(3.00)
	District 9			
	State Totals	**46.48**	**49.75**	3.27

Counties with less than 50,000 tons

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ALL BITUMINOUS

June 2011

Rural & Urban Projects let during 2010

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	34 (5 Urban) (29 Rural)	$14,865,585	313,840	$47.37	89.74
2	20 (2 Urban) (18 Rural)	11,095,988	234,412	47.34	83.51
3	44 (11 Urban) (33 Rural)	23,472,079	494,820	47.44	139.27
4	24 (3 Urban) (21 Rural)	13,379,140	281,888	47.46	102.07
6	18 (1 Urban) (17 Rural)	10,931,333	205,920	53.09	56.88
7	51 (6 Urban) (45 Rural)	17,950,329	327,327	54.84	113.73
8	43 (2 Urban) (41 Rural)	13,592,764	283,028	48.03	110.65
Metro	**22 (12 Urban) (10 Rural)**	**19,856,933**	**373,008**	**53.23**	**43.94**
State Total	**256 (42 Urban) (214 Rural)**	**$125,144,151**	**2,514,243**	**$49.77**	**739.80**
Outstate	**234 (30 Urban) (204 Rural)**	**105,287,218**	**2,141,235**	**49.17**	**695.86**

Urban Projects let during 2010

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	5	$1,845,391	32,556	$56.68	4.62
2	2	152,375	2,172	70.15	0.94
3	11	3,988,526	73,398	54.34	9.65
4	3	697,991	12,420	56.20	2.10
6	1	1,059,108	19,438	54.49	1.93
7	6	858,516	15,127	56.75	2.64
8	2	211,134	2,766	76.33	0.92
Metro	**12**	**13,831,116**	**241,829**	**57.19**	**14.20**
State Total	**42**	**$22,644,157**	**399,706**	**$56.65**	**36.99**
Outstate	**30**	**8,813,041**	**157,877**	**55.82**	**22.80**

Rural Projects let during 2010

DISTRICT	NO. PROJECTS	TOTAL COST	TOTAL QUANTITY (Ton)	UNIT PRICE	MILES
1	29	$13,020,194	281,284	$46.29	85.13
2	18	10,943,613	232,240	47.12	82.58
3	33	19,483,553	421,422	46.23	129.61
4	21	12,681,149	269,468	47.06	99.97
6	17	9,872,225	186,482	52.94	54.95
7	45	17,091,813	312,200	54.75	111.09
8	41	13,381,630	280,262	47.75	109.73
Metro	**10**	**6,025,817**	**131,179**	**45.94**	**29.74**
State Total	**214**	**$102,499,994**	**2,114,537**	**$48.47**	**702.80**
Outstate	**204**	**96,474,177**	**1,983,358**	**48.64**	**673.06**

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CSAH Roadway Unit Price Report

June 2011

Construction Item	2010 CSAH Needs Study Average	2006-2010 CSAH 5-Year Const. Average	2010 CSAH Construction Average	Increment Method	General Sub-Committee Recommendation
Rural Design					
Gravel Base Cl 5 & 6/Ton	$8.17	$7.81	$7.93		
Rural Gravel Base Cl 5 & 6/Ton	$7.89	$7.44	$7.35		
Gravel Surf. 2118/Ton	$0.00	$8.28	$8.90		
Gravel Shldr. 2221/Ton	$10.65	$9.94	$11.17	$9.94-7.44= +2.50	GB+2.5
Urban Design					
Storm Sewer - Complete/mi	$295,365.00		$301,272.00		$301,272.00
Storm Sewer - Partial/mi	$94,164.00		$95,576.00		$95,576.00
Curb & Gutter - lin/ft	$11.00		$11.30 *		$11.30
Bridges					
0-149' sq.ft.	$108	$114	$120		$114
150'+ sq.ft.	$153	$155	$92		$155
Widening/Sq.ft.	$150				$150

*** MSAS - Applied ENR Construction Cost index of 2.68% to previous year's unit cost.**
Last unit price study was done in 2009 for 2008 projects.

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

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Box Culvert Unit Prices

June 2011

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

Culvert Size	Current Culvert Cost/Lineal Foot	2006-2010 County Projects	Recommened Culvert Cost/Lineal Foot	Current End Section Cost/pair	2006-2010 County Projects	Recommened End Section Costs
Less than 10'	$400	$430	$430	$11,000	$9,662	$9,662
10 x 4 Single	$500	$450	$450	$11,000	$8,474	$8,474
10 x 5 Single	$500	$493	$493	$11,000	$11,984	$11,984
10 x 6 Single	$500	$523	$523	$11,000	$11,802	$11,802
10 x 7 Single	$600	$699	$699	$16,000	$14,882	$14,882
10 x 8 Single	$600	$555	$555	$16,000	$15,234	$15,234
10 x 9 Single	$600	$596	$596	$20,000	$18,790	$18,790
10 x 10 Single	$600	$710	$710	$20,000	$21,228	$21,228
12 x 4 Single	$600	$555	$555	$11,000	$11,720	$11,720
12 x 5 Single	$600	$542	$542	$12,500	$11,488	$11,488
12 x 6 Single	$600	$438	$438	$15,000	$12,990	$12,990
12 x 7 Single	$600	$420	$420	$15,000	$15,820	$15,820
12 x 8 Single	$700	$628	$628	$20,000	$17,636	$17,636
12 x 9 Single	$700	$643	$643	$20,000	$17,656	$17,656
12 x 10 Single	$800	$718	$718	$24,500	$23,384	$23,384
12 x12 Single	$800	$805	$805	$24,500	$23,790	$23,790
14 x 5 Single	$700	$736	$736	$14,000	$15,700	$15,700
14 x 7 Single	$700	$722	$722	$22,000	$20,736	$20,736
14 x 8 Single	$900	$810	$810	$22,000	$21,768	$21,768
14 x 10 Single	$900	$825	$825	$22,000	$24,694	$24,694
16 x 7 Single		$856	$856		$23,290	$23,290
Less than 10' Double	$800	$860	$860	$22,000	$19,324	$19,324
10 x 4 Double	$1,000	$900	$900	$22,000	$16,948	$16,948
10 x 5 Double	$1,000	$986	$986	$22,000	$23,968	$23,968
10 x 6 Double	$1,000	$1,046	$1,046	$22,000	$23,604	$23,604
10 x 7 Double	$1,200	$1,398	$1,398	$32,000	$29,764	$29,764
10 x 8 Double	$1,200	$1,110	$1,110	$32,000	$30,468	$30,468
10 x 9 Double	$1,200	$1,192	$1,192	$40,000	$37,580	$37,580
10 x 10 Double	$1,200	$1,420	$1,420	$40,000	$42,456	$42,456
12 x 4 Double	$1,200	$1,110	$1,110	$22,000	$23,440	$23,440
12 x 5 Double	$1,200	$1,084	$1,084	$25,000	$22,976	$22,976

Box Culvert Unit Prices

June 2011

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

Culvert Size	Current Culvert Cost/Lineal Foot	2006-2010 County Projects	Recommened Culvert Cost/Lineal Foot	Current End Section Cost/pair	2006-2010 County Projects	Recommened End Section Costs
12 x 6 Double	$1,200	$876	$876	$30,000	$25,980	$25,980
12 x 7 Double	$1,200	$840	$840	$30,000	$31,640	$31,640
12 x 8 Double	$1,400	$1,256	$1,256	$40,000	$35,272	$35,272
12 x 9 Double	$1,400	$1,286	$1,286	$40,000	$35,312	$35,312
12 x 10 Double	$1,600	$1,436	$1,436	$49,000	$46,768	$46,768
12 x12 Double	$1,600	$1,610	$1,610	$49,000	$47,580	$47,580
14 x 5 Double	$1,400	$1,472	$1,472	$28,000	$31,400	$31,400
14x 7 Double	$1,400	$1,444	$1,444	$44,000	$41,472	$41,472
14 x 8 Double	$1,800	$1,620	$1,620	$44,000	$43,536	$43,536
14 x 10 Double	$1,800	$1,650	$1,650	$44,000	$49,388	$49,388
16 x 7 Double		$1,712	$1,712		$46,580	$46,580
Less than 10' Triple	$1,200	$1,290	$1,290	$33,000	$28,986	$28,986
10 x 4 Triple	$1,500	$1,350	$1,350	$33,000	$25,422	$25,422
10 x 5 Triple	$1,500	$1,479	$1,479	$33,000	$35,952	$35,952
10 x 6 Triple	$1,500	$1,569	$1,569	$33,000	$35,406	$35,406
10 x 7 Triple	$1,800	$2,097	$2,097	$48,000	$44,646	$44,646
10 x 8 Triple	$1,800	$1,665	$1,665	$48,000	$45,702	$45,702
10 x 9 Triple	$1,800	$1,788	$1,788	$60,000	$56,370	$56,370
10 x 10 Triple	$1,800	$2,130	$2,130	$60,000	$63,684	$63,684
12 x 4 Triple	$1,800	$1,665	$1,665	$33,000	$35,160	$35,160
12x 5 Triple	$1,800	$1,626	$1,626	$37,500	$34,464	$34,464
12 x 6 Triple	$1,800	$1,314	$1,314	$45,000	$38,970	$38,970
12 x 7 Triple	$1,800	$1,260	$1,260	$45,000	$47,460	$47,460
12 x 8 Triple	$2,100	$1,884	$1,884	$60,000	$52,908	$52,908
12 x 9 Triple	$2,100	$1,929	$1,929	$60,000	$52,968	$52,968
12 x 10 Triple	$2,400	$2,154	$2,154	$73,500	$70,152	$70,152
12 x 12 Triple	$2,400	$2,415	$2,415	$73,500	$71,370	$71,370
14 x 5 Triple	$2,100	$2,208	$2,208	$42,000	$47,100	$47,100
14x 7 Triple	$2,100	$2,166	$2,166	$66,000	$62,208	$62,208
14 x 8 Triple	$2,700	$2,430	$2,430	$66,000	$65,304	$65,304
14 x 10 Triple	$2,700	$2,475	$2,475	$66,000	$74,082	$74,082
16 x 7 Triple		$2,568	$2,568		$69,870	$69,870

Bridges Built in Calendar Year 2010

June 2011

After compiling the information received from the State Aid Bridge Office, these are the average costs arrived at for 2010. In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
27J46	SP	027-603-043	20.00	ARCH	1,972	$856,996	$435
28545	SAP	028-599-070	48.52	C-SLAB	1,552	176,842	114
85572	SAP	085-599-065	49.50	C-SLAB	1,551	182,850	118
28548	SAP	028-599-068	58.19	C-SLAB	1,707	206,453	121
66553	*SP*	066-623-009	60.58	PCB	2,383	321,626	135
79547	SAP	079-605-012	66.67	PCB	2,622	278,236	106
79549	SAP	079-602-037	66.67	PCB	2,622	356,638	136
22602	SAP	022-609-008	68.42	PCB	2,418	248,561	103
38532	SAP	038-603-035	70.42	PCB	2,770	412,179	149
28542	SAP	028-599-071	73.14	PCB	2,423	270,270	112
22607	SAP	022-616-021	73.50	C-SLAB	2,891	329,968	114
28536	SAP	028-599-064	74.00	PCB	2,615	332,392	127
29530	SP	029-638-009	77.50	C-SLAB	3,049	314,116	103
11524	SAP	011-607-011	78.00	C-SLAB	3,068	449,947	147
42564	SP	042-609-031	80.48	PCB	3,166	301,278	95
28547	SAP	028-599-067	81.98	PCB	2,495	242,760	97
85567	SAP	085-599-063	84.04	C-SLAB	2,465	222,560	90
23581	SAP	023-627-017	88.77	PCB	3,138	593,642	189
64581	SP	064-606-032	88.85	PCB	3,850	346,218	90
83548	SAP	083-599-070	90.00	TIMBER	2,880	339,659	118
65561	SAP	065-610-018	90.50	C-SLAB	3,560	245,942	69
74551	SP	074-607-014	91.73	PCB	6,911	1,376,049	199
20558	SP	020-599-095	92.84	PCB	3,128	396,616	127
31562	SAP	031-635-011	93.50	C-SLAB	4,161	508,492	122
85560	SAP	085-597-004	96.58	C-SLAB	3,558	366,565	103
51533	SAP	051-599-092	98.00	C-SLAB	3,071	251,614	82
70545	SAP	070-608-019	102.42	PCB	4,848	665,761	137
85561	SAP	085-599-059	103.04	C-SLAB	3,023	270,005	89
31550	SAP	031-610-015	103.90	C-SLAB	4,502	338,963	75
59539	SAP	059-599-067	109.50	C-SLAB	3,431	259,555	76
59537	SAP	059-602-024	112.50	C-SLAB	3,525	280,854	80
59540	SAP	059-599-068	122.50	C-SLAB	3,839	272,929	71
27B58	SP	027-681-027	124.15	PCB	7,242	1,048,860	145
27B59	SP	027-681-027	124.15	PCB	7,490	1,231,552	164
55582	SAP	055-599-089	125.50	C-SLAB	4,434	376,102	85
59538	SAP	059-604-005	129.88	C-SLAB	4,589	359,458	78
23542	SP	023-599-161	136.00	C-SLAB	4,261	463,368	109
04527	SAP	004-599-048	143.00	C-SLAB	4,481	426,014	95
50590	SAP	050-625-012	146.50	C-SLAB	5,177	440,688	85
TOTAL					**136,868**	**$16,362,579**	**$120**

BRIDGE LENGTH 150 FEET & OVER

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
73573	SAP	073-598-016	153.00	C-SLAB	6,018	$550,658	$91.50
67559	SP	067-599-146	159.00	C-SLAB	4,983	423,360	84.96
48533	SP	048-629-010	166.67	C-SLAB	13,389	2,467,531	184.30
22610	SP	022-606-016	189.98	PCB	9,974	940,915	94.34
73572	SP	073-604-025	191.44	PCB	30,185	3,293,509	109.11
76541	SAP	076-599-048	205.15	PCB	8,069	573,748	71.11
67560	SAP	067-608-011	230.02	PCB	8,128	691,095	85.03
14551	SAP	014-598-040	398.17	PCB	14,075	1,199,054	85.19
02577	SP	002-614-032	473.33	C-SLAB	46,821	2,856,004	61.00
TOTAL					**141,642**	**12,995,874**	**$92**

County Bridge Projects 2006-2010

June 2011

In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

BRIDGE LENGTH 0-149 FEET

YEAR LETTING	NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
2006	1525	SAP	01-599-029	68.00		2,584	328,222	127
2006	2563	SAP	02-649-001	71.42		6,493	778,174	120
2006	4525	SAP	04-619-006	55.00		2,187	807,443	369
2006	4524	SAP	04-619-006	102.00		3,863	421,291	109
2006	8549	SAP	08-608-036	118.00		5,114	380,263	74
2006	9528	SAP	09-598-006	80.00		2,912	263,178	90
2006	9527	SAP	09-608-013	140.25		6,020	599,480	100
2006	12550	SAP	12-599-061	113.00		3,555	297,710	84
2006	12549	SAP	12-599-072	111.70		3,946	492,479	125
2006	20556	SAP	20-634-009	86.67		4,377	497,788	114
2006	22601	SAP	22-599-088	55.42		1,958	189,926	97
2006	22604	SAP	22-599-095	73.50		2,300	220,782	96
2006	25602	SP	25-662-002	132.16		10,133	1,262,492	125
2006	27B19	SAP	27-633-001	88.00		6,175	1,178,502	191
2006	27B34	SAP	27-635-025	39.67		3,438	547,249	159
2006	29525	SP	29-599-005	138.50		4,894	392,615	80
2006	36530	SAP	36-608-014	133.92		4,732	664,101	140
2006	44512	SP	44-598-007	128.04		4,012	386,934	96
2006	56536	SP	56-683-009	96.67		4,671	507,256	109
2006	59517	SAP	59-599-051	110.00		3,541	280,750	79
2006	59527	SAP	59-599-063	105.17		3,296	279,278	85
2006	60557	SP	60-602-017	88.50		3,481	440,285	126
2006	60556	SP	60-602-017	111.92		4,402	466,686	106
2006	64576	SAP	64-599-086	75.42		2,363	210,911	89
2006	64577	SAP	64-599-087	82.42		2,582	217,046	84
2006	67554	SP	67-599-133	102.46		3,210	268,548	84
2006	67556	SAP	67-599-145	77.50		2,428	214,874	89
2006	68537	SAP	68-602-032	80.75		3,557	489,925	138
2006	68538	SAP	68-602-033	88.00		3,813	407,173	107
2006	69670	SP	69-616-043	68.92		2,504	262,357	105
2006	72541	SAP	72-599-050	126.50		3,963	308,561	78
2006	73568	SP	73-617-032	132.58		6,673	573,544	86
2006	74543	SAP	74-635-007	78.67		3,061	256,904	84
2006	85554	SAP	85-599-053	117.40		3,678	346,015	94
2006	85557	SAP	85-599-055	83.50		2,950	309,595	105
2006	86529	SAP	86-602-011	133.00		6,295	451,331	72
2007	2572	SP	02-614-024	94.67	PCB	5,499	1,084,360	197
2007	27J32	SP	27-605-022	80.83	P-ARCH	1,293	989,717	765
2007	28537	SAP	28-599-060	100.50	C-SLAB	3,149	316,813	101
2007	28539	SP	28-620-012	76.69	PCB	2,713	339,805	125
2007	37553	SAP	37-997-001	133.46	C-SLAB	4,716	366,513	78
2007	39522	SP	38-598-035	66.42	PCB	2,081	223,976	108
2007	39524	SP	39-598-052	86.67	PCB	2,715	294,030	108
2007	42562	SAP	42-598-040	119.75	C-SLAB	4,711	419,400	89
2007	45570	SAP	45-604-021	93.50	C-SLAB	3,678	301,535	82
2007	50586	SAP	50-597-005	105.90	C-SLAB	5,136	630,299	123
2007	59512	SAP	59-599-052	81.92	PCB	2,567	275,940	108
2007	64578	SAP	64-617-027	101.67	PCB	5,500	534,857	97
2007	67555	SP	67-599-134	143.00	C-SLAB	4,481	426,825	95
2007	68539	SAP	68-597-001	104.25	C-SLAB	3,683	358,928	97
2007	72539	SAP	72-618-016	146.06	C-SLAB	5,745	457,040	80
2007	73569	SAP	73-599-078	70.52	PCB	2,210	224,886	102
2007	76540	SAP	76-599-042	132.46	C-SLAB	4,680	395,819	85
2007	78523	SAP	78-599-054	74.00	C-SLAB	2,318	257,975	111
2007	78514	SP	78-611-004	110.00	C-SLAB	4,326	371,087	86
2007	78519	SP	78-613-007	76.56	C-SLAB	2,705	262,618	97
2007	83545	SAP	83-599-069	74.00	TTS	2,220	206,845	93
2007	83547	SP	83-601-010	120.19	C-SLAB	4,247	359,087	85

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County Bridge Projects 2006-2010

June 2011

In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

BRIDGE LENGTH 0-149 FEET

YEAR LETTING	NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
2007	83546	SAP	83-618-009	72.00	TTS	2,448	220,375	90
2008	01528	SAP	001-632-003	71.67	PCB	2,819	273,898	97
2008	07586	SAP	007-598-025	69.00	PC BOX	2,369	566,420	239
2008	07565	SAP	007-599-046	93.75	C-SLAB	2,938	269,584	92
2008	07585	SAP	007-599-047	72.63	PCB	2,462	213,370	87
2008	08550	SP	008-599-045	92.08	PCB	2,885	258,092	89
2008	22603	SAP	022-599-099	93.94	C-SLAB	3,133	305,367	97
2008	22609	SAP	022-631-008	64.42	PCB	2,534	237,286	94
2008	23578	SP	023-606-002	60.42	PCB	2,135	249,124	117
2008	24544	SAP	024-628-005	86.52	PCB	3,057	381,823	125
2008	27B36	SP	027-661-037	89.88	PCB	8,568	1,415,003	165
2008	28538	SP	028-610-018	116.42	PCB	4,831	475,302	98
2008	28540	SAP	028-631-001	65.19	C-SLAB	1,913	162,252	85
2008	31553	SAP	031-598-019	126.78	C-SLAB	4,856	448,907	92
2008	31559	SAP	031-608-008	149.69	C-SLAB	5,888	658,437	112
2008	32566	SP	032-599-079	90.92	PCB	2,849	337,967	119
2008	32567	SAP	032-628-012	66.92	PCB	2,632	307,030	117
2008	37552	SAP	037-615-009	143.04	C-SLAB	5,054	501,141	99
2008	42563	SAP	042-608-029	100.50	C-SLAB	3,953	405,968	103
2008	43552	SAP	043-599-030	147.00	C-SLAB	5,782	635,268	110
2008	49J44	SAP	049-651-011	54.00	C ARCH	1,836	728,032	397
2008	56534	SAP	056-599-054	110.00	PCB	3,447	460,649	134
2008	58550	SAP	058-661-021	102.21	PCB	4,429	420,301	95
2008	59528	SAP	059-599-055	81.42	PCB	2,551	286,502	112
2008	60559	SAP	060-599-242	141.92	PCB	4,329	562,840	130
2008	67558	SAP	067-599-153	110.00	C-SLAB	3,447	354,135	103
2008	69625	SAP	069-616-038	120.92	PCB	5,240	665,610	127
2008	70542	SAP	070-701-003	113.79	PCB	9,559	1,171,336	123
2008	72542	SAP	072-599-054	115.50	C-SLAB	3,619	370,170	102
2008	72540	SAP	072-617-023	131.92	PCB	5,189	617,047	119
2008	77534	SAP	077-599-055	139.13	C-SLAB	4,916	460,877	94
2008	78520	SP	078-604-021	82.58	C-SLAB	3,248	416,917	128
2008	83544	SP	083-598-018	130.00	C-SLAB	4,593	383,869	84
2009	01529	SAP	001-599-032	123.21	C-SLAB	3,450	336,588	98
2009	04526	SAP	004-598-017	57.42	PCB	2,029	303,485	150
2009	05536	SAP	005-599-023	77.58	PCB	2,431	266,412	110
2009	05535	SAP	005-599-024	70.42	PCB	2,206	237,705	108
2009	07591	SP	007-599-051	138.50	C-SLAB	4,225	445,465	105
2009	17533	SP	017-608-009	68.90	PCB	2,986	260,527	87
2009	23580	SP	023-598-011	44.58	C-SLAB	1,308	360,301	275
2009	23579	SP	023-599-163	143.04	C-SLAB	4,196	447,248	107
2009	24548	SAP	024-599-039	73.42	PCB	2,301	230,923	100
2009	24545	SAP	024-619-009	124.50	C-SLAB	5,395	587,177	109
2009	25605	SP	025-599-097	79.48	PCB	2,491	263,713	106
2009	29528	SAP	029-607-006	48.58	C-SLAB	1,835	242,017	132
2009	29529	*SP*	029-609-022	84.04	C-SLAB	3,306	321,541	97
2009	30515	*SP*	030-606-032	81.68	PCB	3,213	264,475	82
2009	30514	SAP	030-613-012	48.42	PCB	1,711	230,288	135
2009	31560	SAP	031-608-009	53.67	PCB	2,111	240,269	114
2009	31551	SAP	031-610-014	126.58	C-SLAB	5,485	576,313	105
2009	32564	*SP*	032-620-020	74.50	C-SLAB	2,930	275,585	94
2009	34528	SAP	034-599-031	86.76	C-SLAB	3,330	233,592	70
2009	35535	SP	035-599-111	137.35	PCB	4,853	499,173	103
2009	35536	*SP*	035-601-031	140.50	C-SLAB	5,526	557,009	101
2009	42565	*SP*	042-603-022	100.50	C-SLAB	3,953	307,407	78
2009	43551	*SP*	043-607-013	80.48	PCB	3,488	289,906	83
2009	55583	SAP	055-610-020	95.69	PCB	3,764	334,914	89
2009	62627	SAP	062-649-015	147.42	PCB	9,546	1,510,186	158

County Bridge Projects 2006-2010

June 2011

In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

BRIDGE LENGTH 0-149 FEET

YEAR LETTING	NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
2009	63517	SP	063-601-016	121.03	PCB	4,760	475,238	100
2009	65562	*SP*	065-609-011	93.00	C-SLAB	4,030	282,888	70
2009	70543	SP	070-686-001	138.67	PCB	6,564	706,281	108
2009	70544	SP	070-686-001	141.07	PCB	6,701	808,462	121
2009	71525	*SP*	071-605-028	120.10	C-SLAB	5,205	385,992	74
2009	79545	SAP	079-602-034	82.50	C-SLAB	3,245	337,721	104
2009	80536	SP	080-602-008	88.13	PCB	3,466	281,429	81
2009	81530	*SP*	081-603-029	141.92	PCB	6,150	556,140	90
2009	85563	SAP	085-607-009	45.00	C-SLAB	1,666	454,443	273
2010	27J46	SP	027-603-043	20.00	ARCH	1,972	856,996	435
2010	28545	SAP	028-599-070	48.52	C-SLAB	1,552	176,842	114
2010	85572	SAP	085-599-065	49.50	C-SLAB	1,551	182,850	118
2010	28548	SAP	028-599-068	58.19	C-SLAB	1,707	206,453	121
2010	66553	*SP*	066-623-009	60.58	PCB	2,383	321,626	135
2010	79547	SAP	079-605-012	66.67	PCB	2,622	278,236	106
2010	79549	SAP	079-602-037	66.67	PCB	2,622	356,638	136
2010	22602	SAP	022-609-008	68.42	PCB	2,418	248,561	103
2010	38532	SAP	038-603-035	70.42	PCB	2,770	412,179	149
2010	28542	SAP	028-599-071	73.14	PCB	2,423	270,270	112
2010	22607	SAP	022-616-021	73.50	C-SLAB	2,891	329,968	114
2010	28536	SAP	028-599-064	74.00	PCB	2,615	332,392	127
2010	29530	SP	029-638-009	77.50	C-SLAB	3,049	314,116	103
2010	11524	SAP	011-607-011	78.00	C-SLAB	3,068	449,947	147
2010	42564	SP	042-609-031	80.48	PCB	3,166	301,278	95
2010	28547	SAP	028-599-067	81.98	PCB	2,495	242,760	97
2010	85567	SAP	085-599-063	84.04	C-SLAB	2,465	222,560	90
2010	23581	SAP	023-627-017	88.77	PCB	3,138	593,642	189
2010	64581	SP	064-606-032	88.85	PCB	3,850	346,218	90
2010	83548	SAP	083-599-070	90.00	TIMBER	2,880	339,659	118
2010	65561	SAP	065-610-018	90.50	C-SLAB	3,560	245,942	69
2010	74551	SP	074-607-014	91.73	PCB	6,911	1,376,049	199
2010	20558	SP	020-599-095	92.84	PCB	3,128	396,616	127
2010	31562	SAP	031-635-011	93.50	C-SLAB	4,161	508,492	122
2010	85560	SAP	085-597-004	96.58	C-SLAB	3,558	366,565	103
2010	51533	SAP	051-599-092	98.00	C-SLAB	3,071	251,614	82
2010	70545	SAP	070-608-019	102.42	PCB	4,848	665,761	137
2010	85561	SAP	085-599-059	103.04	C-SLAB	3,023	270,005	89
2010	31550	SAP	031-610-015	103.90	C-SLAB	4,502	338,963	75
2010	59539	SAP	059-599-067	109.50	C-SLAB	3,431	259,555	76
2010	59537	SAP	059-602-024	112.50	C-SLAB	3,525	280,854	80
2010	59540	SAP	059-599-068	122.50	C-SLAB	3,839	272,929	71
2010	27B58	SP	027-681-027	124.15	PCB	7,242	1,048,860	145
2010	27B59	SP	027-681-027	124.15	PCB	7,490	1,231,552	164
2010	55582	SAP	055-599-089	125.50	C-SLAB	4,434	376,102	85
2010	59538	SAP	059-604-005	129.88	C-SLAB	4,589	359,458	78
2010	23542	SP	023-599-161	136.00	C-SLAB	4,261	463,368	109
2010	04527	SAP	004-599-048	143.00	C-SLAB	4,481	426,014	95
2010	50590	SAP	050-625-012	146.50	C-SLAB	5,177	440,688	85
TOTAL						**621,767**	**$70,592,315**	**$114**

***SP* DENOTES ECONOMIC STIMULUS (ARRA) PROJECT**

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County Bridge Projects 2006-2010

June 2011

In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

BRIDGE LENGTH 150 FEET & OVER

YEAR LETTING	NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
2006	1526	SAP	01-622-007	243.25		9,506	935,627	98
2006	27B32	SP	27-673-008	158.60		11,472	1,060,455	92
2006	35534	SP	35-598-008	195.98		6,141	535,108	87
2006	48526	SAP	48-609-006	171.40		8,113	1,119,625	138
2006	66544	SP	66-599-013	219.50		8,666	938,731	108
2006	66548	SAP	66-629-010	156.42		7,404	650,494	88
2007	6501	SP	06-630-003	214.42	PCB	11,507	1,621,135	141
2007	7579	SP	07-650-001	241.29	PCB	11,420	1,318,603	115
2007	14544	SAP	14-598-029	382.21	PCB	13,505	1,481,100	110
2007	19560	SP	19-642-042	166.00	PCB	25,121	2,842,034	113
2007	23555	SAP	23-599-100	153.46	PCB	4,195	369,288	88
2007	23574	SAP	23-599-160	204.42	PCB	4,770	559,971	117
2007	38531	SAP	38-599-004	163.76	PCB	5,786	604,760	105
2007	45571	SP	45-617-012	162.67	C-SLAB	5,748	683,970	119
2007	50588	SAP	50-605-013	216.98	PCB	7,667	729,086	95
2007	54550	SP	54-639-032	801.67	STEEL	31,532	4,737,200	150
2007	62623	SP	62-616-002	374.83	PCB	19,998	1,553,630	78
2008	14549	SP	014-611-020	525.34	PCB	22,765	2,694,480	118
2008	17532	SP	017-599-086	196.02	PCB	6,142	679,602	111
2008	27533	SAP	027-661-038	200.04	STEEL	19,871	2,765,684	139
2008	36528	SAP	036-601-008	423.92	STEEL	16,674	2,769,785	166
2008	54549	SAP	054-603-010	693.67	STEEL	27,284	4,558,342	167
2008	60558	SAP	060-599-241	166.42	PCB	5,068	617,766	122
2008	67553	SP	067-604-022	231.67	STEEL	12,664	1,849,700	146
2008	74553	SAP	074-599-028	151.69	PCB	4,753	479,912	101
2008	79546	SAP	079-602-035	317.71	PCB	16,493	1,801,791	109
2008	82517	SAP	082-618-008	195.42	PCB	8,566	1,290,850	151
2008	85565	SAP	085-639-021	166.32	PCB	5,877	695,853	118
2009	01527	*SP*	001-601-017	219.92	PCB	8,650	728,025	84
2009	01531	*SP*	001-614-011	172.56	PCB	8,686	874,947	101
2009	07589	*SP*	007-612-010	218.52	PCB	17,325	2,369,100	137
2009	08552	SP	008-611-018	387.56	PCB	16,795	1,655,807	99
2009	12551	*SP*	012-632-001	168.50	C-SLAB	6,291	474,797	75
2009	19563	SAP	019-599-034	292.93	PCB	10,350	1,050,028	101
2009	27B60*	*SP*	027-753-016	900.00	ARCH	94,500	43,664,690	462
2009	28546	SAP	028-599-069	152.50	C-SLAB	4,778	439,635	92
2009	45573	*SP*	045-605-020	221.46	C-SLAB	8,710	949,236	109
2009	60561	*SP*	060-609-021	1,112.67	STEEL	48,216	3,011,794	123
2009	67557	SP	067-616-002	182.92	PCB	6,463	559,453	87
2009	68540	SAP	068-624-004	225.92	PCB	9,790	952,185	97
2010	73573	SAP	073-598-016	153.00	C-SLAB	6,018	550,658	92
2010	67559	SP	067-599-146	159.00	C-SLAB	4,983	423,360	85
2010	48533	SP	048-629-010	166.67	C-SLAB	13,389	2,467,531	184
2010	22610	SP	022-606-016	189.98	PCB	9,974	940,915	94
2010	73572	SP	073-604-025	191.44	PCB	30,185	3,293,509	109
2010	76541	SAP	076-599-048	205.15	PCB	8,069	573,748	71
2010	67560	SAP	067-608-011	230.02	PCB	8,128	691,095	85
2010	14551	SAP	014-598-040	398.17	PCB	14,075	1,199,054	85
2010	2577	SP	002-614-032	473.33	C-SLAB	46,821	2,856,004	61
TOTAL						**720,904**	**$111,670,153**	**$155**

Minnesota Department of Transportation

Memo

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

Date: February 25, 2011

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

From: Juanita Voigt
State Aid Hydraulic Specialist

Phone: (651) 366-4469

Subject: State Aid Storm Sewer
Construction Costs for 2009

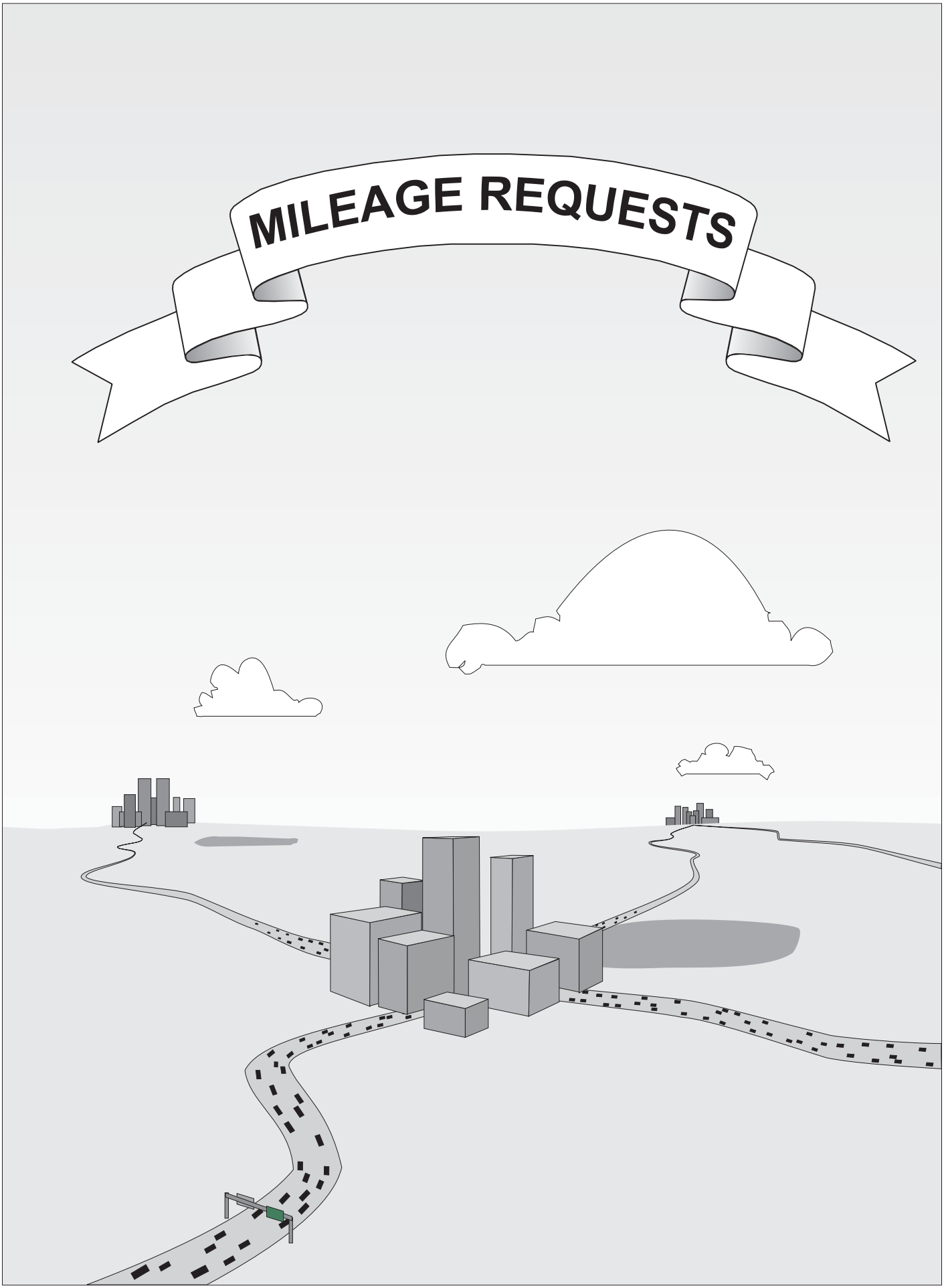
We have completed our analysis of storm sewer construction costs incurred for 2010 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $301,272 for new construction, and
- Approximately $95,576 for adjustment of existing systems

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices from approximately 146 plans for 2010.

CC: Andrea Hendrickson (file)

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

June 2011

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

Portion of Minnesota Rules For State Aid Operations

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

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

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

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

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

History of CSAH Additional Mileage Requests

June 2011

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Carlton	3.62															3.62	Carlton
Cook	3.60															3.60	Cook
Itasca																0.00	Itasca
Koochiching	9.27 [1]			0.12												9.39	Koochiching
Lake	4.82 [1]	0.56				10.31		7.30								22.99	Lake
Pine	9.25															9.25	Pine
St. Louis	19.14 [1]							7.60								26.74	St. Louis
District 1 Totals	**49.70**	**0.56**	**0.00**	**0.12**	**0.00**	**10.31**	**0.00**	**14.90**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**75.59**	**District 1 Totals**
Beltrami	7.53 [1]	0.16				2.10										9.79	Beltrami
Clearwater	0.30 [1]	1.00														1.30	Clearwater
Hubbard	1.85	0.26	0.06													2.17	Hubbard
Kittson	6.60 [1]															6.60	Kittson
Lake of 'Woods	0.89					7.65										8.54	Lake of 'Woods
Marshall	15.00 [1]	1.00														16.00	Marshall
Norman	1.31															1.31	Norman
Pennington	0.84															0.84	Pennington
Polk	4.00	1.55	0.67													6.22	Polk
Red Lake		0.50														0.50	Red Lake
Roseau	6.80															6.80	Roseau
District 2 Totals	**45.12**	**4.47**	**0.73**	**0.00**	**0.00**	**2.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**60.07**	**District 2 Totals**
Aitkin	6.10		0.60			7.12										13.82	Aitkin
Benton	3.18 [1]															3.18	Benton
Cass	7.90					2.80										10.70	Cass
Crow Wing	13.00 [1]															13.00	Crow Wing
Isanti	1.80															1.80	Isanti
Kanabec																0.00	Kanabec
Mille Lacs		0.74														0.74	Mille Lacs
Morrison						9.70										9.70	Morrison
Sherburne	5.42										26.68					32.10	Sherburne
Stearns	0.78		3.90		0.25				29.24							34.17	Stearns
Todd	1.90 [1]															1.90	Todd
Wadena																0.00	Wadena
Wright	0.45		1.38										7.77			9.60	Wright
District 3 Totals	**40.53**	**0.74**	**5.88**	**0.00**	**0.25**	**19.62**	**0.00**	**0.00**	**29.24**	**0.00**	**26.68**	**0.00**	**7.77**	**0.00**	**0.00**	**130.71**	**District 3 Totals**

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History of CSAH Additional Mileage Requests

June 2011

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Becker	10.07															10.07	**Becker**
Big Stone	1.40	0.16														1.56	**Big Stone**
Clay	2.00	0.10														2.10	**Clay**
Douglas	10.65 [1]															10.65	**Douglas**
Grant	5.42															5.42	**Grant**
Mahnomen	1.42															1.42	**Mahnomen**
Otter Tail			0.36													0.36	**Otter Tail**
Pope	3.63	1.20														4.83	**Pope**
Stevens	1.00															1.00	**Stevens**
Swift	0.78		0.24													1.02	**Swift**
Traverse	0.20	0.56		1.60												2.36	**Traverse**
Wilkin						0.11										0.11	**Wilkin**
District 4 Totals	**36.57**	**2.02**	**0.60**	**1.60**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**40.90**	**District 4 Totals**
Anoka	2.04				10.42	24.99						22.13				59.58	**Anoka**
Carver	2.49	0.48		0.08				11.70								14.75	**Carver**
Hennepin	4.50	0.24	0.85													5.59	**Hennepin**
Scott	12.09 [1]	5.15	0.12		3.50	38.12										58.98	**Scott**
District 5 Totals	**21.12**	**5.87**	**0.97**	**0.08**	**13.92**	**63.11**	**0.00**	**11.70**	**0.00**	**0.00**	**0.00**	**22.13**	**0.00**	**0.00**	**0.00**	**138.90**	**District 5 Totals**
Dodge				0.11												0.11	**Dodge**
Fillmore	1.12		1.10													2.22	**Fillmore**
Freeborn	0.95	0.65														1.60	**Freeborn**
Goodhue		0.08														0.08	**Goodhue**
Houston		0.12														0.12	**Houston**
Mower	13.11 [1]		0.09													13.20	**Mower**
Olmsted	15.32 [1]												5.35			20.67	**Olmsted**
Rice	1.70															1.70	**Rice**
Steele	1.55															1.55	**Steele**
Wabasha	0.43 [1]	0.30														0.73	**Wabasha**
Winona	7.40 [1]															7.40	**Winona**
District 6 Totals	**41.58**	**1.15**	**1.19**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.35**	**0.00**	**0.00**	**49.38**	**District 6 Totals**

History of CSAH Additional Mileage Requests

June 2011

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Blue Earth	15.29 [1]		0.25				3.46									19.00	Blue Earth
Brown	7.44	0.13														7.57	Brown
Cottonwood	5.17	1.30														6.47	Cottonwood
Faribault	0.37	1.20	0.09													1.66	Faribault
Jackson	0.10															0.10	Jackson
Le Sueur	2.70	0.83		0.02												3.55	Le Sueur
Martin	1.52															1.52	Martin
Nicollet				0.60						0.54						1.14	Nicollet
Nobles	13.71	0.23			0.12											14.06	Nobles
Rock	0.50		0.54													1.04	Rock
Sibley	1.50															1.50	Sibley
Waseca	4.53	0.14		0.05												4.72	Waseca
Watonwan		0.04	0.68	0.19												0.91	Watonwan
District 7 Totals	**52.83**	**3.87**	**1.56**	**0.86**	**0.12**	**0.00**	**3.46**	**0.00**	**0.00**	**0.54**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**63.24**	**District 7 Totals**
Chippewa	15.00				0.05											15.05	Chippewa
Kandiyohi	0.44															0.44	Kandiyohi
Lac qui Parle	1.93															1.93	Lac Qui Parle
Lincoln	6.55 [1]															6.55	Lincoln
Lyon	2.00				1.50											3.50	Lyon
Mc Leod	0.09	0.50			0.32											0.91	Mc Leod
Meeker	0.80	0.50														1.30	Meeker
Murray	3.52	1.10														4.62	Murray
Pipestone	0.50															0.50	Pipestone
Redwood	3.41		0.13													3.54	Redwood
Renville																0.00	Renville
Yellow Medicine		1.39														1.39	Yellow Medicine
District 8 Totals	**34.24**	**3.49**	**0.13**	**0.00**	**1.87**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**39.73**	**District 8 Totals**
Chisago	3.24				2.20											5.44	Chisago
Dakota	1.65 [1]	2.47		2.26			35.63									42.01	Dakota
Ramsey	10.12 [1]	0.61		1.13												11.86	Ramsey
Washington	2.33 [1]	0.40	0.33	1.33	8.05	18.52								-7.41		23.55	Washington
District 9 Totals	**17.34**	**3.48**	**0.33**	**4.72**	**10.25**	**18.52**	**35.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**-7.41**	**0.00**	**82.86**	**District 9 Totals**
Totals	**339.03**	**25.65**	**11.39**	**7.49**	**26.41**	**117.60**	**39.09**	**26.60**	**29.24**	**0.54**	**26.68**	**22.13**	**13.12**	**-7.41**	**0.00**	**681.38**	**Totals**

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

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

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Banked CSAH Mileage

June 2011

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

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

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

County	Banked Mileage Available
Aitkin	0.00
Anoka	0.00
Becker	0.11
Beltrami	1.30
Benton	0.28
Big Stone	0.00
Blue Earth	0.55
Brown	0.61
Carlton	0.88
Carver	0.92
Cass	0.55
Chippewa	0.32
Chisago	0.13
Clay	0.90
Clearwater	0.01
Cook	0.01
Cottonwood	1.00
Crow Wing	0.00
Dakota	1.82
Dodge	1.86
Douglas	2.47
Faribault	0.49
Fillmore	0.06
Freeborn	0.00
Goodhue	1.78
Grant	0.00
Hennepin	5.75
Houston	0.00
Hubbard	0.40
Isanti	0.88
Itasca	0.17
Jackson	0.12
Kanabec	0.32
Kandiyohi	2.20
Kittson	0.00
Koochiching	0.29
Lac Qui Parle	0.00
Lake	0.00
Lake of the Woods	0.20
Le Sueur	0.80
Lincoln	0.00
Lyon	0.00
McLeod	1.59
Mahnomen	0.00

County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.02
Mille Lacs	0.00
Morrison	0.25
Mower	0.00
Murray	0.00
Nicollet	0.00
Nobles	0.78
Norman	2.26
Olmsted	0.00
Otter Tail	0.06
Pennington	0.35
Pine	0.66
Pipestone	0.12
Polk	1.50
Pope	0.13
Ramsey	0.90
Red Lake	0.50
Redwood	0.20
Renville	2.47
Rice	3.35
Rock	1.30
Roseau	0.30
St. Louis	1.15
Scott	0.75
Sherburne	0.00
Sibley	0.25
Stearns	1.12
Steele	0.90
Stevens	0.68
Swift	0.30
Todd	0.24
Traverse	0.00
Wabasha	0.81
Wadena	1.27
Waseca	0.01
Washington	0.00
Watonwan	0.79
Wilkin	0.00
Winona	0.00
Wright	0.10
Yellow Medicine	0.24
Total Banked Mileage	**52.56**

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

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Historical Documentation for the
Anoka County CSAH Mileage Request

June 2011

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

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

These designations are left to be completed:

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

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

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Historical Documentation for the
Olmsted County CSAH Mileage Request

June 2011

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

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

These revocations need to be completed:	Miles
CSAH 2 - CSAH 22 to MSAS 110	(1.34)
CSAH 9 - CSAH 22 to MSAS 105	(0.50)
CSAH 4 - CSAH 22 to MSAS 104	(2.58)
CSAH 34 - CSAH 22 to TH 52	(1.49)
CSAH 25 - CSAH 22 to TH 63	(1.23)
CSAH 7 - CSAH 22 to MN 42	(0.89)
CSAH 3 between CSAH 4 and TH 14	(2.70)
CSAH 22 (37th St NW) - TH 63 to TH 52	(2.24)
	(12.97)

These designations are left to be completed:	Miles
CR 104/60th Ave from TH 14 to CSAH 14	5.18
CR 112 from CSAH 18 to CSAH 14	4.10
55th St as a new CSAH 22	3.24
CR 112 from CSAH 14 to CSAH 22 (55th St.)	1.98
CR 104 - TH 14 to CR 117	4.10
Willlow Creek- CR 104 to TH52 @CSAH 36	1.70
	20.30

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

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Historical Documentation for the
Wright County CSAH Mileage Request

June 2011

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)
	(14.35)

These designations are left to be completed:

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

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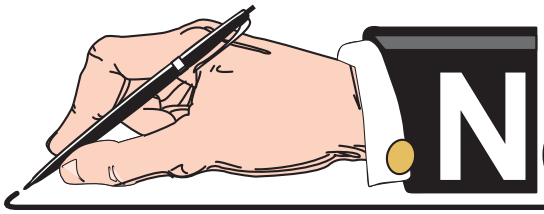
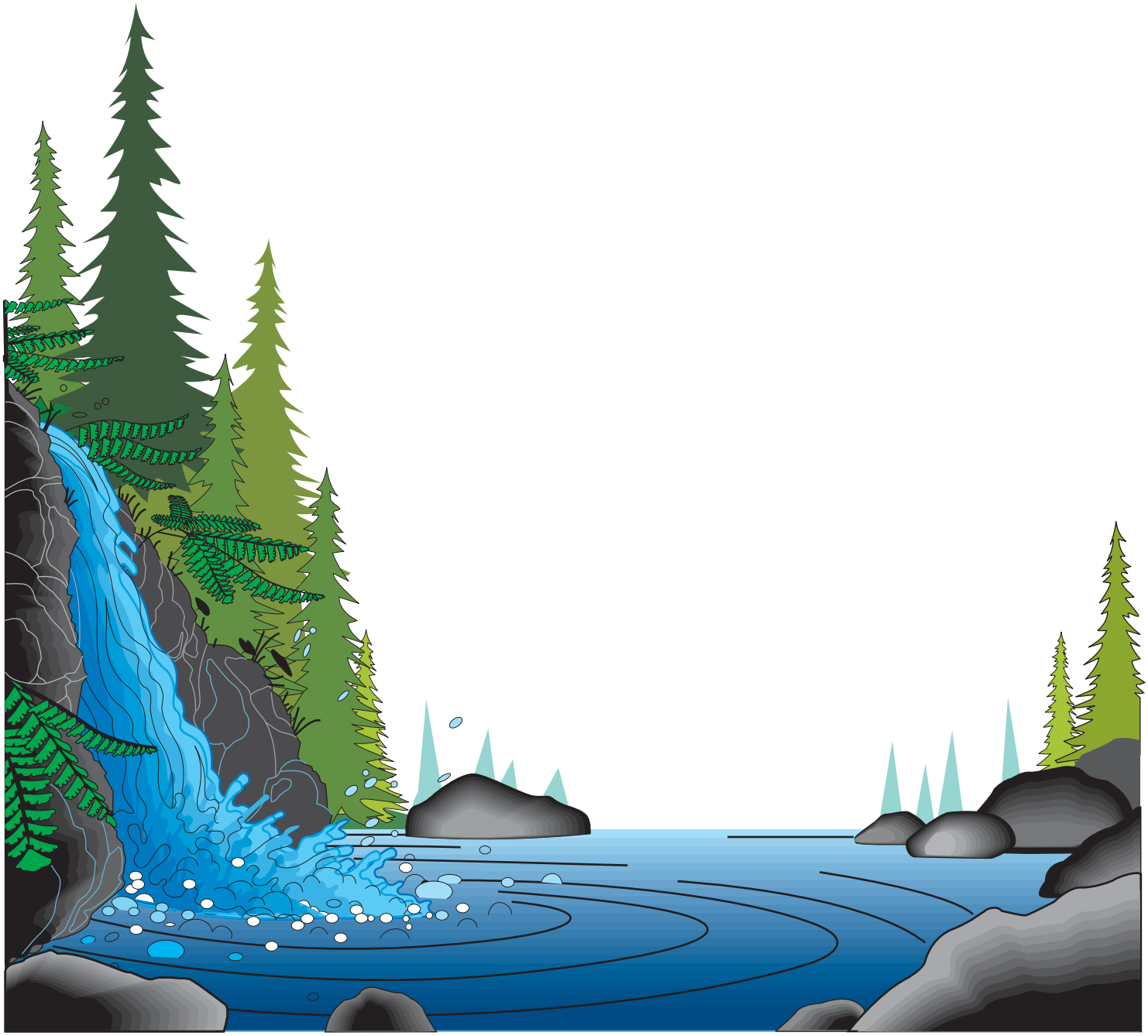


NOTES and COMMENTS

STATE PARK ROAD ACCOUNT



State Park Road Account

JUNE 2011

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

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

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

***State Aid Contact**: Joe MacPherson (651) 366-3832*
***DNR Contact:** Dave Sobania (218) 828-2620*

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Historical Review of 2009 State Park Road Account

June 2011

2009 Allotment $2,896,215

2009 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Aitkin		01-600-15	Twp	Access to DNR's Cedar Lake Public Access	Access	195,000
Carlton		09-600-03	DNR	Harlis Road in Holyoke Township	Culvert Repairs	366,000
Dakota		19-600-20	Twp	190th Ave. and Annette Ave.	Road Improvement	90,000
Kanabec		33-600-02	Twp	250th Ave. in Ann Lake Township	Access	100,000
Koochiching		36-600-11	Cty. Road	TH 65 to Derverauz Public Water Access	Access	40,780
Koochiching		36-600-12	Cty. Road	TH 53 to Rat Root River Public Water Access	Access	46,252
Koochiching		36-600-13	Twp	Frontier Public Water Access at Rainy River	Access	109,000
Koochiching		36-600-14	Twp	Vidas Public Water Access	Access	116,330
McLeod		43-600-003	Cty. Road	Access to Swan Lake, Fishing Pier & Cty Park	Access	275,000
Mille Lacs		48-600-10	Twp	60th in Lewis and Isle Harbor Township	Roadway Upgrade	216,000
Otter Tail		56-600-24	Twp	Access to Maplewood State Park Picnic Area	Access	237,806
Otter Tail		56-600-25	Twp	CSAH 27 to CSAH 22-Access to Jewett Lake	Access	191,000
Otter Tail		56-600-26	Twp	Access to Maplewood State Park	Access	683,093
Pine		58-600-12	DNR	North Grindstone Road	Oil Emulsion	150,000
Pipestone		59-620-03	CSAH	CSAH 20	Bit. Overlay	87,110
St. Louis		69-600-022	Cty. Road	Co. Rd. 781 to E Co. line, 1 Mi. E of Ely	Road Improvements	106,000
St. Louis		69-644-26	CSAH	CSAH 44	Road Improvements	24,000
St. Louis		69-600-038	Cty. Road	Access McCarthy Beach State Park	Access	225,000
					TOTAL:	**$3,258,371**

* Supplement to a previous allocation

Historical Review of 2010 State Park Road Account

June 2011

2010 Allotment $3,075,448

2010 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Clay		014-600-007	CSAH	State Park Entrance	Access	133,737
Kittson		035-600-001	Park Rd.	Access to DNR Boat Landing of JCT CSAH 16	Access	200,000
Lake of Woods		039-600-004	Twp. Rd.	CSAH 17 North from Roosevelt, MN	Road Improvement	100,000
Pine		058-600-013	Cty. Rd.	CSAH 18 in city of Hinckley	Road Improvement	232,500
St. Louis		069-600-039	Cty Rd.	Entr. Of Soudan Underground St. Mine Park	Access	300,000
St. Louis		069-600-040	Twp. Rd.	St. Underground Mine Park to Boundary end	Road Improvement	250,000
St. Louis		069-600-042	Park Rd.	To Lake Vermmillion	Access	100,000
St. Louis		069-600-041	Twp	TH 169 to Th 169 1.5 Mi E from Soudan	Road Improvement	2,394,114
					TOTAL:	**$3,710,351**

* Supplement to a previous allocation

Historical Review of 2011 State Park Road Account

June 2011

2011 Allotment $3,335,474

2011 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
					TOTAL:	$0

Projects Approved by Screening Board
June 2011

Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Chippewa	6/07	012-632-002	CSAH	Main access to Lac Qui Parle State Park	Access	1,125,000
Rice	6/07	066-629-011	CSAH	Nerstrand State Park Entrance	Road Improvements	291,000
Roseau	6/07	068-613-016	CSAH	Access to Lake of the Woods	Access	450,000
Rock	6/07	067-620-012	CSAH	Access to Blue Mounds State Park	Access	250,000
Pope	6/07	061-628-025	CSAH	Access to Villard City Park	Road Improvements	600,000
Becker	6/08	003-635-006	CSAH	From Whaley's Rd. to Rat Lake Trail	Road Improvements	150,000
Winona	10/08	085-603-003	CSAH	Park Access	Road Improvements	1,018,000
Pipestone	6/09	059-620-003	CSAH	Access to Split Rock Creek State Park	Access	83,000
LeSueur	10/09	040-614-009	CSAH	Waterville Area Fisheries	Road Improvements	500,000
Chisago	6/10	013-601-009	CSAH	East Lake Public Water Access	Road Improvements	1,445,587
Chisago	6/10	013-612-009	CSAH	Access to St. Croix Wild River State Park	Road Improvements	1,537,789
Chisago	6/10	013-619-xxx	CSAH	Access to Carlos Avery Wildlife Area	Road Improvements	1,951,000
Chisago	6/10	013-636-xxx	CSAH	Sunrise Unit of the Carlos Avery Wildlife Area	Road Improvements	1,071,807
Clay	6/10	014-600-007	CSAH	Buffalo River State Park Access	Access	133,000
Lake	6/10	038-620-008	CSAH	Access to Agate Bay Boat Launch to Lk Sup.	Access	100,000
Pope	6/10	061-627-004	CSAH	Public Access to Lake Leven	Access	200,000
Winona	6/10	085-603-004	CSAH	Park Access	Access	240,000
Blue Earth	10/10	007-626-xxx	CSAH	Improved access to Eagle Lake County Park	Access	700,000
Crow Wing	10/10	018-631-xxx	CSAH	Bridge - DNR access to Rabbit Lake	Access	75,000
					TOTAL:	**$11,921,183**

* Supplement to a previous allocation

REFERENCE MATERIAL

Variances Requested

June 2011

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	**8820.9961**, so as to allow a 62 foot wide street with 18 foot deep parking stalls in liew 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	**8820.9936**, 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	**8820.2900**, 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	**8820.9936**, so as to allow reconstruction of the bridge on the existing alignment but shifted southernly 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	**8820.9920** 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	**8820.9920** 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	**8820.9920,** 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	**8820.9922,** 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	**8820.9995,** 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

June 2011

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	**8820.9920,** 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 S and 0.23 miles S of CSAH 39's intersection with CR 105 in section 36, to 122N, Range 33W.
2008-11	Houston Cty.	12/20/2008	**8820.9922,** 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) House 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 juctn with CSAH 8 in Spring Grove Township in Houston County.
2009-02	Lyon County	3/19/2009	**8820.9936;** 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	**8820.2800** - Plan approval after bid opening.	9/17/2009		SP 27-701-10/sap 27-605-24; Street ligh installation.
2010-6	Ramsey Cty.	6/24/2010	**8820.9936** - to allow a 20 mph horizontal curve in lieu of the 30 mph horizontal curve.			Central Corridor Light Rail Transit: Robert Street and University Avenue intersection.
2010-10	St. Louis Cty.	9/16/2010	**8820.9936,** to allow a 25 MPH horizontal curve in lieu of	9/22/2010		SP 69-691-020, CSAH 91 (Haines Road) located in Duluth, MN
2010-19	Chisago Cty.	12/16/2010	**8820.9936,** to allow a 25 MPH horizontal design curve	12/29/2010		SAP 13-609-30, CSAH 9 Summit Ave in Center City
2010-20	Mower Cty.	12/16/2010	**8820.9936,** to allow a 23 MPH vertical curve design curve	12/29/2010		SP 50-629-001, 4th St. (CSAH 29) over Cedar River rehab of bridge no. 5368
2010-21	Winona Cty.	12/16/2010	**8820.9936,** to allow 11 foot lanes in lieu of 12 foot lanes	12/29/2010		SP 85-617-22, CSAH 17 & CSAH 15 Roadway improvements.

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Hardship Transfers

June 2011

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

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

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

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Maintenance Facilities

June 2011

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

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

Maintenance Facilities

	CY 1997			
Cook		$665,000.00	*	Original Bond $650,000-added 15,000 when refinanced
Rice		108,004.47		Computerized Fuel System
		$773,004.47		
	CY 1998			
Koochiching		$118,543.41		International Falls Storage Shed
Lake of the Woods		300,872.29		Maintenance Facility
Pipestone		31,131.16		Fueling System & Remodeling
		$450,546.86		
	CY 1999			
Morrison		$33,590.98		2 salt storage buildings
Waseca		1,800,000.00	*	Maintenance Facility
		$1,833,590.98		
	CY 2000			
Carver		$343,632.04		Public Work Bldg
Mahnomen		422,867.00		Maintenance Facility
Pine		363,848.03		Sandstone Bldg Addition
		$1,130,347.07		
	CY 2001			
Carver		$500,000.00		Public Work Bldg
Nobles		500,000.00		Maintenance Facility
		$1,000,000.00		
	CY 2002			
Carver		$168,398.26		Public Work Bldg
Dodge		109,816.45		Access to maintenance facility
Hennepin		260,000.00		Salt/Sand storage facility-Orono
		$538,214.71		
	CY 2003			
Cottonwood		$90,458.55		Salt shed
		$90,458.55		
	CY 2004			
Carlton		$550,000.00		Maintenance Facility
Cottonwood		147,429.02		Windom addition
		$697,429.02		

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Maintenance Facilities

CY 2005		
Dodge	$160,000.00	Maintenance Facility
Morrison	1,134,368.89	Public Works Bldg
Swift	417,102.00	Admin office & Outshops
	$1,711,470.89	
CY 2006		
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	313,500.00	Franklin Facility
	$2,824,887.80	
CY 2007		
Lake of the Woods	$97,464.00	Salt/Sand Storage
	$97,464.00	
CY 2008		
Martin	$85,410.00	Maintenance Facility
	$85,410.00	
Total to Date	**$11,232,824.35**	

* - Projects funded with bonds

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MAINTENANCE FACILITIES – CURRENT PROCESS

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

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

Approval Process

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

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

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

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

Partial Payment Process

1. County obtains State Aid Project number from SALT.

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

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

Final Payment Process

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

4/27/2011

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.

SEVERE	Code RED - SEVERE - Fund Balances too low. NO ADVANCES - NO EXCEPTIONS
HIGH	Code ORANGE - HIGH - Fund Balance below acceptable levels. Priority system in use. Advances approved thru DSAE and State Aid Engineer only. Resolution required. Approved projects are automatically reserved.
GUARDED	Code BLUE- GUARDED - Fund balance low. Priority system and/or first-come first-serve are used. Resolution required. Reserve option available only prior to bid advertisement by email or phone.
LOW	Code GREEN - LOW - Plush Fund Balance. Advances approved on first-come-first-serve basis while funds are available. Resolution required. Request to Reserve form optional.

General Guidelines for State Aid & 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.
    - o Mail completed form to Sandra Martinez in State Aid Finance.
        - o 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.
    - o 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.
    - o 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.
    - o Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the County.

Local Road Research Board Program

June 2011

March 2011							Funding that is encumbered or tentative for these Fiscal Years					
	TITLE	**PROJECT TOTAL**	**LRRB $**	**Other Source**	LRRB Paid to Date	Other Paid to Date	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014
645	FY2009-2011 Implementation of Research Findings	645,000	645,000		444,400			0	200,600			
	Technology Transfer Center, U of M - Cont. Projects:											
668	FY2011 Technology Transfer Center, U of M - LTAP Program Base	185,000	185,000		100,000				85,000			
	FY2011 Circuit Training & Assist Program (CTAP T2 Center)	84,000	84,000		40,000				44,000			
	FY2011 Mn/DOT Maintenance CTAP Trainer	74,500	74,500		74,500							
	FY2011 Minnesota Maintenance Research Expos	26,000	26,000		6,000				20,000			
	FY2011 Transportation Student Development	5,500	5,500		833				4,667			
675	FY2011 Research Services Salary Support	160,000	160,000		160,000							
676	FY2011 MnROAD Research: Facility Support (FY11/Half Payment FY12)	500,000	500,000		250,000				250,000			
676	FY2011 MnROAD Research: Tech Transfer & Support	70,000	70,000		35,000				35,000			
745	FY2011 Library Services	70,000	70,000		70,000							
768	Geosynthetics in Roadway Design thru 2011	30,000	30,000		25,000					5,000		
840	Performance of PG 52-34 Oil	56,200	56,200		45,600				10,600			
843	Predicting Bumps in Overlays - thru 09- CO PROJECT WITH LAB	64,540	64,540		56,441				8,099			
851*	Allowable Axle Loads on Pavements	126,042	110,000	16,042	110,000	16,042						
854*	The Effects of Implements of Husbandry - Pooled Fund Project	275,239	105,000	170,239	34,484	71,831			41,000	29,516		
863*	Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements-Pooled Fund Project	286,185	57,237	228,948	4,510	18,038		3,197	15,610	15,610	15,610	6,504
864*	Recycled Asphalt Pavements-Pooled Fund Project	392,000	75,000	317,000	5,000	20,000				15,065	15,000	6,822
865*	Low Temp Cracking in Asphalt Phase II - Pooled Fund Project	475,000	50,000	425,000	40,042	93,428		17,134	16,181			
867*	Composite Pavements - Pooled Fund Project	438,980	50,000	388,980	25,000	89,135			25,000			
868*	HMA Surface Characteristics-Pooled Fund Project	300,000	75,000	225,000	17,925	66,700			4,000	5,500	10,500	
869*	FY2011 TERRA Board	25,000	12,500	12,500	12,500	12,500						
875	Estimating Size Distribution of Suspended Sediments in MN Stormwater	55,000	55,000		55,000							
877	Development and Field Test of Advance Dynamic LED Warning Signals	125,476	125,476		125,476							
878	Porous Asphalt Pavement Performance in Cold Regions	76,700	76,700		22,400			48,600	5,700			
879	Pervious Concrete Pavement in Mn/ROAD Low Volume Road - Pooled Fund Prjct	226,009	50,000	176,009	15,000			35,000				
	FY2010 Program LRRB Contingency Account	50,000	50,000		7,000							
	FY2011 Program LRRB Contingency Account	50,000	50,000						50,000			
885	Research Test Section Tracking Phase II	55,000	55,000		5,000				20,000	10,000	10,000	10,000
886*	Cost-Effective Pavement Preservation Solutions for the Real World	109,984	54,992	54,992	1,706	1,706		19,965	33,036	286		
887*	Structural Evaluation of Asphalt Pavements with Full-depth Reclaimed Base	79,808	39,904	39,904	4,980	4,980		4,272	16,864	13,226	563	
889	Performance of Recycled Asphalt & High RAP Asphalt Mix	60,000	60,000						20,000	36,000	4,000	
890	Speed Impacts of Occasional Hazard Residential Street Warning Signs	79,647	79,647		58,939				10,454	10,254		

Local Road Research Board Program

June 2011

March 2011							Funding that is encumbered or tentative for these Fiscal Years					
	TITLE	**PROJECT TOTAL**	**LRRB $**	**Other Source**	LRRB Paid to Date	Other Paid to Date	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014
891*	Performance Assessment of Oversized Culverts to Accommodate Fish Passage	83,428	41,714	41,714	28,596	28,596			12,554	564		
892	Outreach and Training Program for a Thoughtful Street Tree Master Plan	20,000	20,000					4,170	15,580	250		
893	Performance Based Transportation Construction Contracts	30,000	30,000		7,500			11,700	10,050	750		
894	Assessing and Improving Pollution Prevention by Swales	312,000	312,000		24,000				56,000	137,333	94,167	500
895*	BMP for Large Traffic Site	37,038	33,686	3,352	22,772				6,290	4,625		
896*	Quantifying Moisture Effects in DCP and LWD Tests Using Unsaturated Mechanics	109,900	54,950	54,950					34,023	19,553	1,374	
897	Developing Salt-Tolerant Sod Mixtures for Use as Roadside Turf in Minnesota	176,516	176,516		17,651				30,448	43,834	44,864	39,716
898*	Estimating the Crash Reduction and Vehicle Dynamic Effects of Flashing LED Stop Signs	112,000	37,334	74,666	6,667	6,667			26,934	3,734		
899	Performance Monitoring of Olmsted CR 117 and 104 and Aggregate Base Materials	36,000	36,000						9,500	10,500	5,500	10,500
900	Hennepin/Minneapolis LED Light Study	50,000	50,000		45,000				987	2,763	1,250	
901*	Evaluation of Concrete Admixtures to Increase Delivery Time American Engineering Testing	99,998	49,999	49,999	39,298	39,298			10,701			
902	Simplified Materials Control Schedule for Low Volume Roads	25,000	25,000		10,000				12,500			
903	Sign Reduction & Removal Research	50,000	30,000	20,000					30,000			
904	Stripping of Hot Mixed Asphalt Pavements under Chip Seals	50,000	50,000		18,743					31,257		
905	Measuring the Motor Fuel Use for Non-Highway Purposes	50,000	50,000	**On HOLD**					50,000			
906	Gravel Road Maintenance Independent Online Distance Learning (ODL)	40,000	40,000						5,012	34,988		
907	Impact of Garbage Haulers on Pavement Performance	54,000	54,000						12,750	40,583	667	
908	Best Practices & Policy Guidance	73,759	73,761						30,648	43,113		
909*	Planning and Implementation of Complete Streets at Mulitple Scales	97,064	48,532	48,532								
910*	Partially Grouted Riprap Lab Flume Study	124,091	62,046	62,046								
911*	Best Practices Synthesis and Guidance in At-Grade Trail Crossing Treatments	96,866	48,433	48,433								
912*	Development of a Wirelss WIM System that can be Used for Improved Enforcement of Weight Restrictions (updated title)	90,000	50,000	40,000								
913	LRRB Workshop: Shaping Research on Systems Planning for Local Roads	25,000	25,000						25,000			
914*	Research using waste shingles for stabilization or dust control for gravel roads and shoulders	77,000	38,500	38,500								
915	Implications of modifying State Aid Standards; Urban, New or Reconstruction (Mn Rules 8820.9936) to accommodate various roadway users.	117,700	117,700									
TPF-5(232)	Iowa Peer Exchange -Implements of Husbandry for Bridges	30,000	30,000		30,000				30,000			
998	FY2010 OPERA - Administration	20,000	20,000		20,000							
998	FY2010 OPERA - Projects	70,000	70,000		68,000							
998	FY2011 OPERA - Administration	20,000	20,000		1,980				18,020			

Local Road Research Board Program

June 2011

March 2011	TITLE	PROJECT TOTAL	LRRB $	Other Source	LRRB Paid to Date	Other Paid to Date	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014
							Funding that is encumbered or tentative for these Fiscal Years					
998	FY2011 OPERA - Projects	70,000	70,000						70,000			
999	FY2010 Program Adminsitration (includes web & publishing)	112,329	112,329		112,246							
999	FY2011 Program Administation (includes web & publishing)	119,000	119,000		79,067				37,708			
	TOTALS	7,735,499	5,198,696	2,536,806	2,384,255	468,920	0	144,038	1,412,806	514,303	203,494	74,043

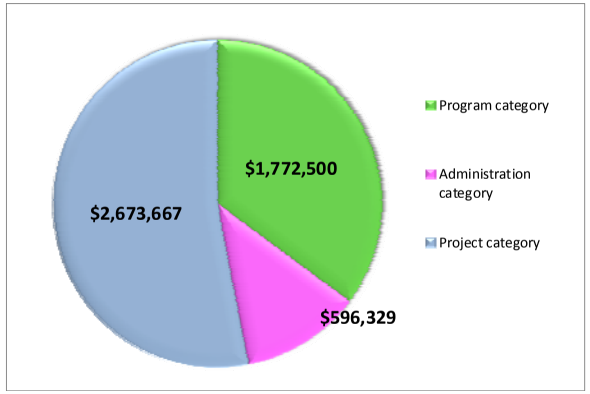
Uncommitted Balance Carryforward	283,367	1,183,776	1,081,114	
Apportionment	2,525,135	2,671,499	2,602,378	2,400,000
FY10 Contingency Carried Forward	43,000			
Amount Available	2,808,502	3,855,275	3,683,492	2,400,000
(BSR) Less Expended	1,480,688	1,361,355		
Less Total Commitments	144,038	1,412,806	514,303	203,494
	0			
Amount Available	**1,183,776**	**1,081,114**	**3,169,189**	**2,196,506**
INV668: U of MN LTAP			375,000	375,000
INV998: Operational Research Program (OPERA)			90,000	90,000
INV676: MnROAD			500,000	500,000
INV676: MnROAD Technology Transfer and Support			70,000	70,000
INV745: Library Services			70,000	70,000
INV675: Research Services			160,000	160,000
INV999: Project Administration			143,000	107,975
INVXXX: Contract for TSs and TRSs			75,000	75,000
INV869: TERRA Board			12,500	12,500
INV645: RIC			220,000	220,000
Contingency Funds			50,000	50,000
Total On-going Program Commitments			1,765,500	1,730,475
Total Available after On-going Program Commitments	**1,183,776**	**1,081,114**	**1,403,689**	**466,031**

Notes:
FY11 is from July 1, 2010 to June 30, 2011.
Pending Projects
On Hold
Projects co-funded from other sources are marked with an *
Projects in green are completed.

Program category	Total LRRB =	1,772,500
Administration category	Total LRRB =	596,329
Project category	Total LRRB =	2,673,667
Research Category		3,607,367
Implementation Category		1,591,329

FY12 INV999 was increased $30,000 due to the potential increase in attendance at the Low Volume Conference (every 4 years).

Note: $2,000.00 refund for FY 10 OPERA funds not used



MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
OCTOBER 27 & 28, 2010
GRANDVIEW LODGE
NISSWA, MN

The fall meeting of the County Engineer's Screening Board was called to order by Chairman Jim Foldesi, St. Louis County Engineer, at 1:05 p.m., October 27, 2010.

Attendance

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

Doug Grindall, Koochiching	District 1
Robert Kozel, Benton	District 3
Brian Giese, Stevens	District 4
Lyndon Robjent, Carver	Metro
Joe Tripplet, Chisago	Metro
Dietrich Flesch, Wabasha	District 6
Tim Stahl, Jackson	District 7
Ron Mortenson, Meeker	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 Jim Foldesi requested a motion to approve minutes of the June 17-18, 2010 Screening Board meeting held at Arrowwood Resort in Alexandria. Motion was made by Jim Grube, seconded by Ron Mortenson, and passed unanimously.

Others in Attendance

Chairman Jim Foldesi recognized the following alternates in attendance:

Pete Eakman, Pine	District 1
Brian Ketring, Roseau	District 2
Rhonda Lewis, Sherburne	District 3
Mitch Rasmussen, Scott	Metro
Lee Amundson, Lincoln	District 8

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

Review of Screening Board Report

Chairman Jim Foldesi asked County State-Aid Needs Manager Kim DeLaRosa to review the mileage and construction needs for the 2011 County State-Aid Highway apportionment as shown in the 2010 County Screening Board Data dated October 2010.

A. General Information and Basic Needs Data – Pages 1-6

Based on an the 2010 distribution amount of $406,984,186, $15.77 per $1000 of adjusted 25-year construction needs would be distributed in 2011.

A comparison of the Basic 2010 25-year construction needs to the Basic 2009 construction needs is summarized on pages 5 and 6. The normal update, which reflects construction accomplishments, system revisions, and needs reinstatements, resulted in a statewide needs increase of 0.8%. The traffic update reflects changes in needs as a result of updated traffic counts that were performed for twenty-four counties in 2009. As a result of these counts, the projection factors of three counties increased, eight counties remained the same, and thirteen counties decreased. The total change in needs as a result of these traffic updates is -0.6%. The unit price update includes unit price changes as approved at the June 2010 Screening Board meeting for gravel base, bituminous pavement, gravel shoulder, gravel surface, curb and gutter, and storm sewer. The statewide needs increase for these unit price updates is 2.1%. Revised unit prices for bridges and box culverts as approved at the June 2010 Screening Board meeting resulted in a statewide structures needs increase of 0.1%. The Basic 2010 25-year construction needs increased a total of 2.3% from the Basic 2009 25-year construction needs.

B. Needs Adjustments – Pages 7-59

Annual changes to a county's basic 25-year construction needs are restricted to 5% below and 20% above the percentage change from the previous year's statewide restricted needs to the current year's statewide basic 25-year construction needs. Since the 2010 statewide average percentage change was 1.8%, the needs of nine counties were increased to reflect the minimum -3.2% increase needs restriction.

The Rural and Urban Grading Cost Adjustments are added to each county's 25-year construction needs to reflect the difference between actual grading costs and grading cost data used in the needs study. Grading costs in the needs study are based on the 1983 rural grading cost study and the 1986 urban grading cost study. Kim noted that there were 63 rural grading projects and 32 urban grading projects constructed in 2009.

The Construction Fund Balance Deduction indicates the counties that may receive a deduction to their construction needs based on construction fund balances as of September 1, 2010. Kim noted that counties have until the end of the year to further reduce fund balances to avoid this deduction to their 25-year construction needs. In addition, counties by resolution can also transfer municipal construction funds to the regular construction fund to avoid the deduction.

The Transportation Revolving Loan Fund (TRLF) and Bond Account Adjustments are added to the 25-year construction needs to reflect the unpaid portion of bonds and TRLF funds that were used on eligible county state-aid highway projects.

Kim noted that action is needed by the Screening Board to specify the amount of county state-aid highway funds it wishes to allocate to the County State-Aid Highway TRLF.

The Special Resurfacing Adjustment is a negative adjustment to the 25-year construction needs that reflects the amount of county state-aid highway construction funds used to resurface segments that are drawing full grading needs. Although Screening Board action in 2008 resulted in no additional projects being added to the special resurfacing adjustment, existing projects remained in the needs study for the remainder of the project specific ten-year adjustment period.

The After the Fact Bridge Deck Rehabilitation Needs Adjustment reflects costs to rehabilitate decks on adequate bridge structures. These needs are drawn for 15 years after being submitted to and approved by the District State-aid Engineer.

The After the Fact MnDOT Bridge/Loops and Ramps Needs Adjustment reflects the county portion of costs paid for a bridge/interchange that carries traffic on county state-aid highway routes over a MnDOT highway. Bridge needs are drawn for 35 years after being submitted to and approved by the District State-aid Engineer, while needs for the construction of loops and ramps are drawn for 25 years after submittal and approval.

The After the Fact Railroad Bridge Needs Adjustment reflects the county portion of costs paid for a bridge involving a railroad intersection. Bridge needs are drawn for 35 years after being submitted to and approved by the District State-aid Engineer.

The After the Fact Right-of-Way Needs Adjustment reflects actual right-of-way costs on county state-aid highway projects. These needs are drawn for 25 years after being submitted to and approved by the District State-aid Engineer. The total statewide 2010 after the fact right of way needs of $444,659,152 increased by nearly $43 million from the 2009 total.

The Miscellaneous After-the-Fact Needs Adjustment reflects actual construction costs of various items that are not otherwise included in the needs study. These needs are drawn for 25 years after being submitted to and approved by the District State-aid Engineer.

The Credit for Local Effort Adjustment reflects local funds spent on county state-aid highway improvements that reduce construction needs. These needs are drawn for 20 years after being submitted to and approved by the District State-aid Engineer. The total statewide 2010 credit for local effort adjustment of $241,030,518 increased by nearly $46 million from the 2009 total.

The Non-Existing CSAH Needs Adjustment is a negative adjustment to offset needs on non-existing segments that are beyond the eligible period to draw needs. Although there are over 50 miles of non-existing designations statewide that are currently drawing needs, these non-existing segments are only eligible to draw needs for 10 years if not in an approved transportation plan or for 25 years if in an approved transportation plan. Kim noted that non-existing segments are not eligible for lane mileage apportionment.

The Mill Levy Deduction is a statutory deduction from each county's annual construction needs that is based on a percentage of each county's taxable market value supplied by the Minnesota Department of Revenue. Different percentage deductions are applied for rural and urban counties.

The Statutory Minimum County Adjustment is an adjustment that is applied to an individual county's annual construction needs to ensure that each county receives a minimum percentage of the apportionment sum amount as stated in M.S. 162.07, Subdivision 1b (e). This adjustment requires that three counties receive a minimum percentage of 0.00586782 percent of the apportionment sum, and further requires that two counties receive higher minimum percentages of 0.00749425 and 0.01099800. The remaining 82 counties receive a negative adjustment to compensate for the positive adjustments to the five statutory minimum counties.

C. Tentative Apportionment Data – Pages 61 -75

The Figure A Chart shows the 2010 Tentative Money Needs after all of the adjustments have been

applied. These amounts are used for the needs calculation for the apportionment sum portion of the total distribution amount. Charts on pages 64 and 65 contain a listing of the annual needs for both the apportionment sum distribution and the excess sum distribution. Unlike the apportionment sum, the needs calculation for the excess sum does not include adjustments for minimum county or trunk highway turn-back maintenance adjustments.

After calculating the Preliminary Components of the Tentative 2011 Distribution as shown on pages 66 and 67, the Screening Board Minimum County Adjustment is applied according to the resolution passed during the October, 2009 Screening Board meeting. This resolution requires that each county shall receive a minimum 0.55 percent of the total apportionment and excess sum distribution amounts, not to exceed a total statewide adjustment of 1.25 percent of the total distribution amount. The total apportionments of eight counties will be increased as a result of this adjustment as shown on pages 68 and 69.

Kim noted that further changes to the construction fund balance adjustment and trunk highway turn-back maintenance adjustment between now and the end of the year will result in revised money needs to be used for the 2011 apportionment.

The Components of the Tentative 2011 Distribution shown on pages 70 and 71 are based on the 2010 total funding amount of $406,984,186. A comparison of the actual 2010 County State-Aid Highway Distribution to the Tentative 2011 Distribution is also shown.

D. Mileage Requests – Pages 77 – 87

The criteria necessary for county state-aid highway designation, as well as a history of approved mileage requests is shown. Banked mileage that is available to individual counties for designation is also shown. Documentation of the status of recently-approved mileage requests are provided for Screening Board review.

E. State Park Road Account – Pages 89 - 96

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. A historical record of projects funded by the State Park Road Account is provided for information.

The following three requests as shown in the Screening Board Data or as attachments have been submitted for Screening Board consideration.

1. Wabasha County is requesting $45,000 for improvements to CSAH 4 leading to Carley State Park.
2. Crow Wing County is requesting $75,000 for improvements on CSAH 31 which provides access to the Rabbit Lake public access.
3. Blue Earth County is requesting $700,000 for improvements to CSAH 26 which provides access to Eagle Lake County Park and the Public Water Access.

F. Reference Material – Pages 97 – 109

Information regarding traffic projection factors, transportation revolving loan fund history, hardship transfers, process for use of state-aid construction funds on maintenance facilities, advance guidelines, and history of granted variances are shown as reference material.

G. Meeting Minutes and Screening Board Resolutions – Pages 111 – 135

Minutes of the June 2010 Screening Board Meeting and current Screening Board resolutions are

provided for information.

Research Account

Action is needed by the Screening Board to set aside up to $2,034,920 from the 2011 county state-aid highway distribution amount for the Research Account. This amount represents 0.5% of the 2010 county state-aid highway distribution sum of $406,984,186, which is the maximum allowed by statute.

Additional Subjects

A. **Needs Task Force Report**

Chairman Jim Foldesi asked Brian Giese and Mitch Rasmussen, co-chairs of the Needs Task Force, to review the attached Beta Testing Results of the new Needs System being proposed by the Task Force.

Brian and Mitch briefly reviewed the results and requested that comments be directed to either district task force members or the task force co-chairs before the December 7, 2010 meeting of the task force. Kim stated that the software tool used to input individual county data will be distributed in the near future so counties could further review the data that was collected.

B. **Comments from Julie/Rick**

Rick Kjonaas reported on the availability of funding for advances and the recent disaster declaration for portions of Districts 6, 7, and 8. He also reported State-Aid is in the process of filling the Safe Routes to School Program Coordinator position recently vacated by Mark Fiers. Finally, Rick commented that they have worked out an agreement with the Army Corps of Engineers to have a MnDOT employee develop a document outlining procedures that should be used for obtaining an Army Corps of Engineers permit. A general discussion of regulatory issues and agencies followed.

Julie Skallman briefly commented on the Federal Highway Administration's Every Day Counts Innovation Initiative.

A comment was made that that currently projected 2011 transportation revenues are approximately two-thirds of the amount predicted when the transportation funding bill was passed during the 2008 Legislative Session

With no other items presented for discussion, Chairman Jim Foldesi asked for a motion to recess until Thursday, October 28, 2010 at 8:30 a.m. Motion was made by Mark Krebsbach, seconded by Tim Stahl.

The meeting reconvened at 8:39 a.m. October 28, 2010 with all members or alternates present.

Chairman Jim Foldesi asked for a motion to approve the mileage and needs as shown in the October 2010 Screening Board Data. Motion was made by Jim Grube , seconded by Tim Stahl and passed unanimously.

Chairman Jim Foldesi asked for a motion to approve the three State Park Road Account requests as submitted by Wabasha, Crow Wing, and Blue Earth counties. Motion was made by Joe Tripplet, seconded by Ron Mortenson and passed unanimously.

Chairman Jim Foldesi asked for a motion to establish a funding amount for the State-Aid Transportation Revolving Loan Fund. Lyndon made the motion to provide zero funding for the State-Aid Transportation Revolving Loan Fund, seconded by Jim Grube and passed unanimously.

Chairman Jim Foldesi asked for a motion to establish a funding level for the Research Account. Doug Grindall offered the following resolution, seconded by Mark Krebsbach and passed unanimously.

> Be It Resolved that an amount of $2,034,920 shall be set aside from the 2011 Distribution Fund and be credited to the Research Account.

Chairman Jim Foldesi thanked Joe Tripplet for serving on the Mileage Subcommittee and announced that Don Theisen will be his replacement.

Chairman Jim Foldesi also thanked outgoing Screening Board members Bob Kozel and Tim Stahl for their Screening Board service.

Kim DeLaRosa thanked Jim Foldesi for his service as Chairman of the 2010 Screening Board.

Motion was made by Mark Krebsbach, seconded by Doug Fischer to adjourn the 2010 Fall Screening Board meeting.

Respectively Submitted,

John T. Welle
Screening Board Secretary
Aitkin County Engineer

Minutes of the CSAH General Subcommittee Meeting

April 21, 2011

The meeting was started at 11:15 a.m. by Al Goodman, chairman, April 21, 2011 at the Transportation Building, St. Paul, Minnesota.

Members Present:	Al Goodman, chairman	Lake County
	Roger Risser	Watonwan County
	Mark Krebsbach	Dakota County
Others in attendance:	Kim DeLaRosa	State Aid
	Lisa Krenz	State Aid
	Rick Kjonaas	State Aid

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

Unit Prices

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

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

Fifty-nine counties inflated gravel base prices decreased this year with Ramsey County having the highest cost of $11.83 and Cottonwood the lowest at $3.41. Kim explained that projects where small quantities of aggregate were used for sub-grade preparation, reconditioning, milling, approaches and intersection improvements were not included in the study. Reclaimed material was only used when it was part of the typical section, the base needs were removed or if it was part of the second stage of a complete construction project to put down additional base before surfacing.

Kim stated that everything reported did not end up in the study and some counties did not report anything. If the needs group made an error calculating or entering 2010 projects they will be corrected for the Screening Board meeting, but if a project is missing because the county neglected to report on time, the project will be added next year.

The General Subcommittee examined and approved individual inflated county bituminous prices. This was prepared the same way gravel base is prepared. This is the second year of individual bituminous costs.
Two counties inflated bituminous prices dropped and 85 increased from $0.02 to $15.79.

The Subcommittee approved the following unit prices:

For Rural Design:

Gravel Surf 2118/ton	Use each counties GB price
Gravel Shldr 2221/ton	$9.94 - $7.44= +$2.50(RGB) =

The group again recommends using individual gravel base prices for gravel surfacing. There was only one aggregate surfacing project (spec. 2118) in 2010. There is still enough gravel shouldering done to determine a fair price and continue the increment pricing, but the five year average rural design gravel base and gravel shoulder price will be used to determine the gravel shouldering increment. The group decided to use the five year cost to be more consistent with the other costs.

The recommended storm sewer prices were again obtained from the Mn/DOT Hydraulics section. Mn/DOT recommended $301, 272,/mile for complete storm sewer construction and $95,576/mile for partial storm sewer systems based on 146 state aid plans. The group asked to see a 5-year average cost for next year.

The approved cost for curb and gutter is $11.30/linear foot. As in previous years this cost was received from the MSAS Needs Unit. The MSAS unit cost is used because of the high volume of C&G used on the MSAS system. The MSAS group obtains a new unit price every three years and applies the ENR Construction Cost index in the years it doesn't. This year the index is 2.68%.

The 2010 average county bridge costs were compiled based on 2010 project information received from the State Aid Bridge Office on SAP and SP bridges. In addition to the normal bridge materials and construction costs; prorated mobilization, bridge removal and riprap costs are included if these items are part of the contract. Traffic control, field office, and field lab costs **are not included**. The average unit prices for 2010 county bridge construction were:

$120/sq. ft. for 0 – 149 ft. long bridges
$92/sq. ft. for 150 ft. and over bridges

The average 5 year bridge cost:

$114/sq. ft. for 0 – 149 ft. long bridges
$155/sq. ft. for 150 ft. and over bridges

Overall bridge prices have dropped but occasionally we get a bridge project that falls well outside of prices for the rest of the projects. This doesn't typically have a big affect on the bridges less than 150 feet in length because there are a large number completed each year. Consequently, in the bridge group over 150 feet in length the number of projects is smaller and an outlier has a larger effect on the average price, which was the case in this year's data. The group discussed the idea of throwing out the outlier but felt trying to determine what constituted an outlier would be difficult and could create inconsistencies from one General Subcommittee to the next. In the interest of tempering yearly fluctuations and data outliers the General Subcommittee decided to continue using a 5-year average like we do on box culverts, base and bituminous.

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

Box culvert prices for 2006-2010 county projects were presented and the subcommittee recommends using the actual abstract costs. The group felt that there are enough projects that actual costs hold more merit.

Meeting adjourned at 1:20 p.m.

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED*:*

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

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

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

Screening Board Vice-chairman - June 1968

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

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

Mileage Limitation - Oct. 1961 (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:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

AFTER THE FACT NEEDS

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

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

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

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

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

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation, Concrete paving (as eligible for State Aid participation) and Railroad Protection on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and

to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Railroad Over Highway Bridges – October 2007

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

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

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

After the Fact Loops & Ramps – October 2008

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

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