2007
COUNTY SCREENING BOARD DATA

WASHINGTON COUNTY
CSAH 8

OCTOBER 2007

The State Aid Program Mission Study

Mission Statement:

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

Program Goals:

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

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

Key Program Concepts:

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

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

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

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

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

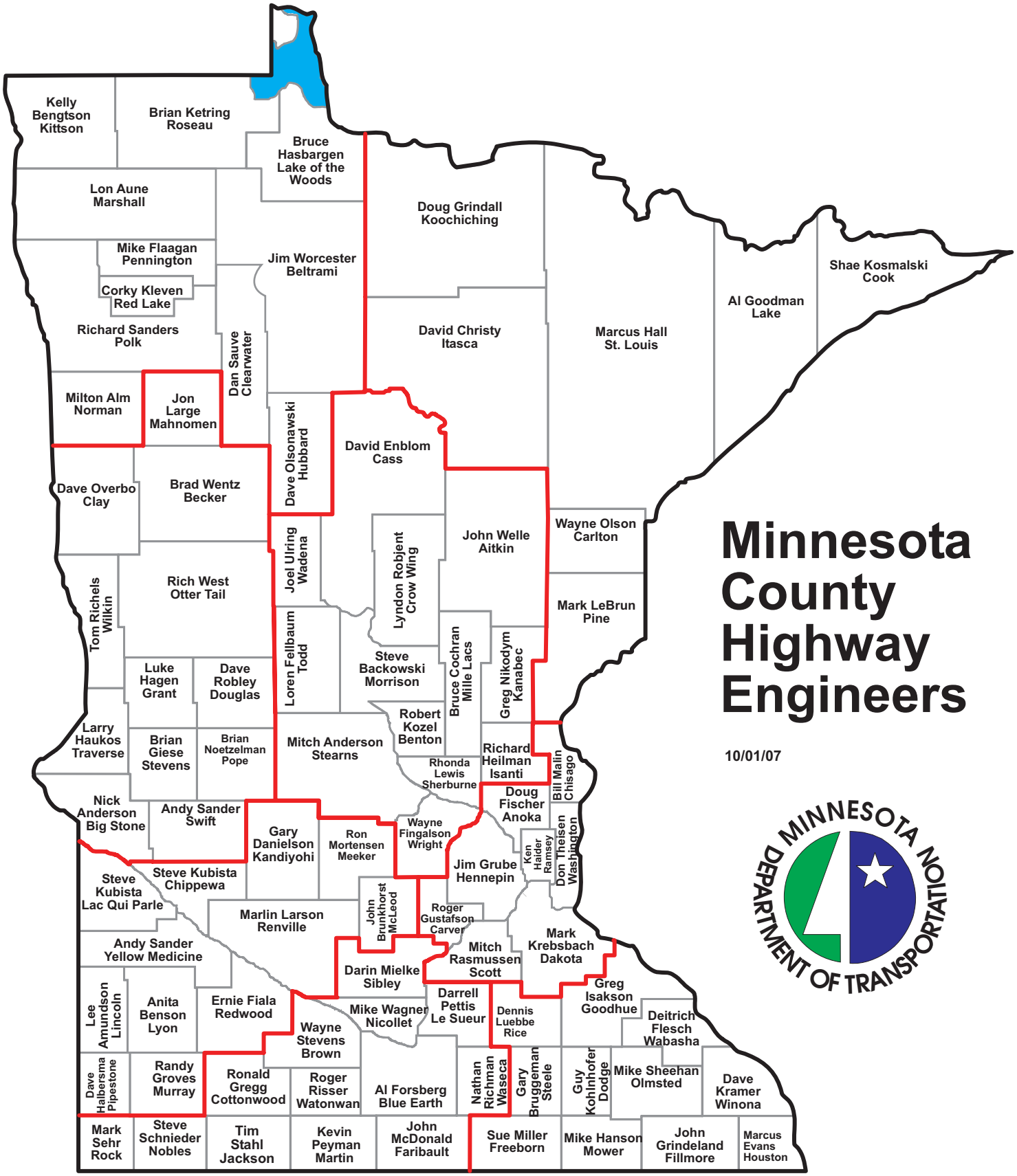
The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

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

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

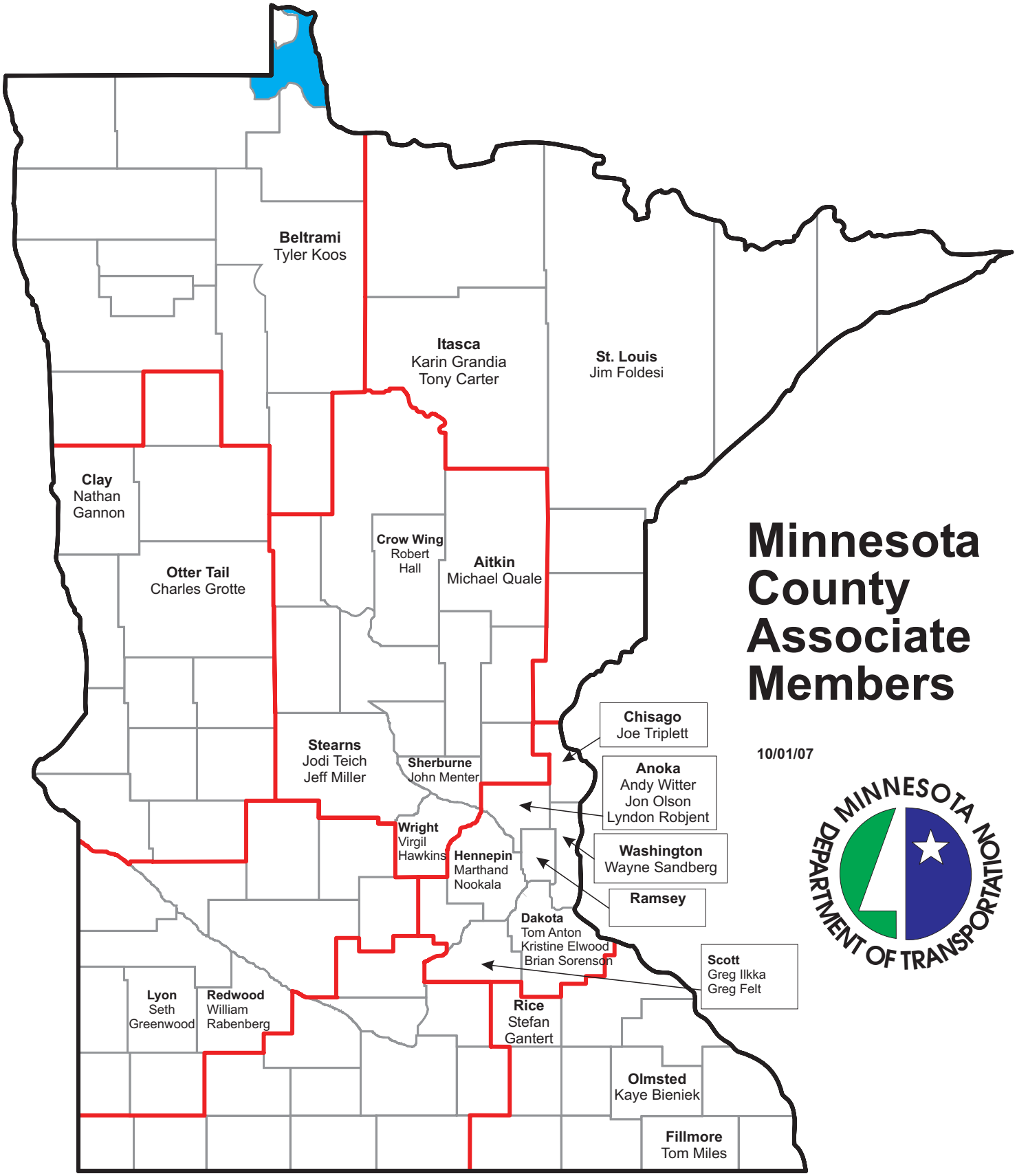
Minnesota County Highway Engineers

10/01/07



Minnesota County Associate Members

10/01/07



2007 COUNTY SCREENING BOARD

Dave Christy	(07-08)	-	Itasca County	-	District 1
Dan Sauve	(06-07)	-	Clearwater County	-	District 2
John Welle	(07-08)	-	Aitkin County	-	District 3
Brad Wentz	(06-07)	-	Becker County	-	District 4
Mitch Rasmussen	(06-09)	-	Scott County	-	Metro
Roger Gustafson	(04-07)	-	Carver County	-	Metro
John Grindeland	(06-07)	-	Fillmore County	-	District 6
John McDonald	(07-08)	-	Faribault County	-	District 7
Randy Groves	(06-07)	-	Murray County	-	District 8
Doug Fischer	Permanent	-	Anoka County	-	Urban
Mark Krebsbach	Permanent	-	Dakota County	-	Urban
Jim Grube	Permanent	-	Hennepin County	-	Urban
Ken Haider	Permanent	-	Ramsey County	-	Urban
Marcus Hall	Permanent	-	St. Louis County	-	Urban
Don Theisen	Permanent	-	Washington County	-	Urban
Dave Olsonawski, Secretary		-	Hubbard County		

2007 SCREENING BOARD ALTERNATES

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

2007 CSAH GENERAL SUBCOMMITTEE

Brian Giese, Chair	(June, 08)	-	Stevens County
Anita Benson	(June, 09)	-	Lyon County
Mitch Rasmussen	(June, 10)	-	Scott County

2007 CSAH MILEAGE SUBCOMMITTEE

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

CSAH VARIANCE SUBCOMMITTEE

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

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GENERAL INFORMATION

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BASIC NEEDS DATA

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CSAH Mileage, Needs and Apportionment 1958 through 2008

October 2007

The following information listed below is presented as historical data for the 49 years of county state aid apportionments and preliminary data for the 50th year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,527 miles of which almost 1,031 miles can be attributed to the turnback law which was enacted in 1965. Since 1958 needs have increased substantially due to revised design standards, increasing traffic, and ever rising construction costs.

The apportionment for 2008 is estimated to be approximately $360 million (the same as for 2007). The actual apportionment which will be made by the Commissioner in January will reflect any additional change in income to the county state aid highway fund.

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CSAH Mileage, Needs and Apportionment - 1958 through 2008

October 2007

Year	Mileage	Basic 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Money Needs Apport	Apportionment Per $1,000 of Adjusted Needs	
1958	29,003.30	$705,318,817	$23,895,255				
1959	29,128.00	792,766,387	26,520,631				
1960	29,109.15	781,163,725	26,986,118				
1961	29,177.31	881,168,466	29,195,071				
1962	29,183.50	836,684,473	28,398,346				
1963	29,206.63	812,379,561	30,058,060				
1964	29,250.40	844,850,828	34,655,816				
1965	29,285.26	1,096,704,147	35,639,932				
1966	29,430.36	961,713,095	36,393,775				
1967	29,518.48	956,436,709	39,056,521	$956,436,709	$19,528,261	$20.42	
1968	29,614.63	920,824,895	45,244,948	925,268,781	22,622,474	24.45	
1969	29,671.50	907,383,704	47,316,647	910,649,082	23,658,323	25.98	
1970	29,732.84	871,363,426	51,248,592	871,363,426	25,624,296	29.41	
1971	29,763.66	872,716,257	56,306,623	872,716,257	28,153,312	32.26	
1972	29,814.83	978,175,117	56,579,342	985,471,441	28,289,691	28.71	
1973	29,806.67	1,153,027,326	56,666,390	1,154,838,282	28,333,195	24.53	
1974	29,807.37	1,220,857,594	67,556,282	1,220,436,874	33,778,141	27.68	
1975	29,857.90	1,570,593,707	69,460,645	1,596,084,465	34,730,323	21.76	
1976	29,905.06	1,876,982,838	68,892,738	1,853,364,975	34,446,369	18.59	
1977	29,929.57	2,014,158,273	84,221,382	1,995,381,940	42,110,691	21.10	
1978	29,952.03	1,886,535,596	86,001,153	1,863,226,307	43,000,577	23.08	
1979	30,008.47	1,964,328,702	93,482,005	1,934,116,556	46,741,003	24.17	
1980	30,008.25	2,210,694,426	100,581,191	2,193,295,678	50,290,596	22.93	
1981	30,072.55	2,524,102,659	104,003,792	2,492,190,699	52,001,896	20.87	
1982	30,086.79	2,934,808,695	122,909,078	2,910,643,326	61,454,539	21.11	
1983	30,084.16	3,269,243,767	127,310,171	3,171,578,527	63,655,086	20.07	
1984	30,087.24	3,363,921,407	143,696,365	3,315,431,920	71,848,183	21.67	
1985	30,089.03	3,628,382,077	171,133,770	3,742,822,880	85,566,885	22.86	
1986	30,095.37	4,742,570,129	176,412,995	4,658,153,549	88,206,498	18.94	
1987	30,095.26	4,656,668,402	169,035,460	4,595,651,198	84,588,456	18.41	
1988	30,101.37	4,694,034,188	176,956,052	4,547,152,346	88,528,717	19.47	
1989	30,119.91	4,801,166,017	224,066,256	4,752,045,566	112,048,340	23.58	
1990	30,139.52	4,710,422,098	234,971,125	4,710,965,075	117,502,985	24.94	
1991	30,144.88	4,905,899,327	228,425,033	4,927,846,604	114,216,993	23.18	
1992	30,142.84	4,965,601,700	244,754,252	5,010,500,884	122,385,406	24.43	
1993	30,130.03	5,231,566,081	244,499,683	5,358,303,906	122,276,603	22.82	
1994	30,149.73	5,313,983,542	245,557,356	5,549,564,545	122,789,429	22.13	
1995	30,200.17	5,390,579,832	249,926,147	5,738,251,809	124,963,096	21.78	
1996	30,212.15	5,472,714,828	278,383,078	5,926,763,133	139,191,538	23.49	
1997	30,272.41	5,775,789,344	280,824,171	6,341,979,229	140,412,086	22.14	
1998	30,289.09	5,767,000,396	293,510,766	6,483,139,948	146,755,383	22.64	
1999	30,322.88	6,221,807,797	310,854,283	6,989,213,942	155,427,142	22.24	
2000	30,328.79	6,211,014,218	327,806,772	7,054,661,571	163,903,386	23.23	
2001	30,356.26	6,480,813,015	342,079,509	7,372,660,405	171,039,754	23.19	
2002	30,365.98	6,672,655,716	356,235,225	7,649,465,287	178,117,612	23.28	
2003	30,386.86	6,948,696,768	335,646,516	8,034,749,831	167,823,257	20.89	
2004	30,401.58	7,421,208,589	358,461,318	8,690,667,118	179,230,659	20.62	
2005	30,427.62	7,768,067,132	358,601,844	9,117,963,299	179,300,922	19.66	
2006	30,481.85	8,206,097,964	356,389,259	9,680,839,334	178,194,630	18.41	
2007	30,506.59	8,995,176,545	360,757,456	10,688,558,772	180,378,728	16.88	
2008	30,530.59	* $10,057,837,789	**$360,757,456**	**$11,978,844,212**	**$180,378,728**	$15.06	**Estimated**

*** Does not include 2007 Trunk Highway Turn Back Mileage**

Comparison of the Basic 2006 to the Basic 2007 25-Year Construction Needs

October 2007

The following tabulation indicates the various stages of the 2006 update of the CSAH Needs Study and shows the needs effect each phase produced.

Normal Update -- Reflects the needs changes due to 2006 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1981 or earlier are eligible for complete needs. Also, any bridges built prior to 1971 are eligible for reconstruction needs. This changes several counties' needs considerably.

2006 Traffic & Factor Update -- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2006 and for which the needs unit has received updated traffic maps. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

Carlton	Douglas
Kanabec	Kandiyohi
Lake of the Woods	Marshall
Mille Lacs	Nobles
Olmsted	Rock

2007 Unit Price Update -- Shows the needs impact of the unit prices approved at the June 22, 2007 meeting.

2007 Structure & RR -- Reflects the needs cost revision on bridges and RR crossings.

Comparison of the Basic 2006 to the Basic 2007 25-Year Construction Needs

October 2007

County	Revised Basic 2006 25-Year Const. Needs	2007 Needs After Normal Update	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure & RR Update	% Change	Basic 2007 25-Year Const. Needs	Total Change From 2006 Needs	Total % Change	County
Carlton	$92,362,222	$92,142,461	($219,761)	-0.2%	($4,350,368)	-4.7%	$10,340,202	11.8%	$190,456	0.2%	$98,322,751	$5,960,529	6.5%	Carlton
Cook	55,724,716	56,132,854	408,138	0.7%	0	0.0%	5,057,351	9.0%	230,460	0.4%	61,420,665	5,695,949	10.2%	Cook
Itasca	159,974,169	177,864,204	17,890,035	11.2%	0	0.0%	17,717,735	10.0%	(4,921,642)	-2.5%	190,660,297	30,686,128	19.2%	Itasca
Koochiching	41,165,515	43,215,070	2,049,555	5.0%	0	0.0%	4,315,922	10.0%	221,788	0.5%	47,752,780	6,587,265	16.0%	Koochiching
Lake	80,347,101	81,629,896	1,282,795	1.6%	0	0.0%	6,028,301	7.4%	(1,903,786)	-2.2%	85,754,411	5,407,310	6.7%	Lake
Pine	137,190,066	145,460,824	8,270,758	6.0%	0	0.0%	14,204,410	9.8%	649,576	0.4%	160,314,810	23,124,744	16.9%	Pine
St. Louis	567,642,717	555,845,331	(11,797,386)	-2.1%	0	0.0%	32,494,952	5.8%	(454,308)	-0.1%	587,885,975	20,243,258	3.6%	St. Louis
District 1 Totals	**1,134,406,506**	**1,152,290,640**	**17,884,134**	1.6%	**(4,350,368)**	-0.4%	**90,158,873**	7.9%	**(5,987,456)**	-0.5%	**1,232,111,689**	**97,705,183**	8.6%	**District 1 Totals**
Beltrami	115,076,233	116,282,994	1,206,761	1.0%	0	0.0%	12,667,283	10.9%	380,430	0.3%	129,330,707	14,254,474	12.4%	Beltrami
Clearwater	55,332,891	55,429,050	96,159	0.2%	0	0.0%	7,641,821	13.8%	732,090	1.2%	63,802,961	8,470,070	15.3%	Clearwater
Hubbard	64,963,898	65,235,741	271,843	0.4%	0	0.0%	8,969,082	13.7%	413,310	0.6%	74,618,133	9,654,235	14.9%	Hubbard
Kittson	60,160,207	60,005,239	(154,968)	-0.3%	0	0.0%	7,096,394	11.8%	775,530	1.2%	67,877,163	7,716,956	12.8%	Kittson
Lake of the Woods	27,222,116	26,330,475	(891,641)	-3.3%	467,132	1.8%	3,593,995	13.4%	131,260	0.4%	30,522,862	3,300,746	12.1%	Lake of the Woods
Marshall	90,792,830	89,139,851	(1,652,979)	-1.8%	(12,863,721)	-14.4%	7,739,274	10.1%	1,324,715	1.6%	85,340,119	(5,452,711)	-6.0%	Marshall
Norman	64,105,306	65,655,730	1,550,424	2.4%	0	0.0%	7,481,401	11.4%	252,748	0.3%	73,389,879	9,284,573	14.5%	Norman
Pennington	42,827,206	43,573,779	746,573	1.7%	0	0.0%	11,375,765	26.1%	(193,904)	-0.4%	54,755,640	11,928,434	27.9%	Pennington
Polk	132,612,776	145,571,299	12,958,523	9.8%	0	0.0%	17,590,290	12.1%	550,434	0.3%	163,712,023	31,099,247	23.5%	Polk
Red Lake	29,681,543	30,867,879	1,186,336	4.0%	0	0.0%	3,259,255	10.6%	276,130	0.8%	34,403,264	4,721,721	15.9%	Red Lake
Roseau	81,901,799	84,366,053	2,464,254	3.0%	0	0.0%	11,117,228	13.2%	893,242	0.9%	96,376,523	14,474,724	17.7%	Roseau
District 2 Totals	**764,676,805**	**782,458,090**	**17,781,285**	2.3%	**(12,396,589)**	-1.6%	**98,531,788**	12.8%	**5,535,985**	0.6%	**874,129,274**	**109,452,469**	14.3%	**District 2 Totals**
Aitkin	79,679,739	79,610,242	(69,497)	-0.1%	0	0.0%	9,619,738	12.1%	323,032	0.4%	89,553,012	9,873,273	12.4%	Aitkin
Benton	48,574,566	54,300,414	5,725,848	11.8%	0	0.0%	7,634,286	14.1%	517,650	0.8%	62,452,350	13,877,784	28.6%	Benton
Cass	103,802,620	105,801,437	1,998,817	1.9%	0	0.0%	14,297,371	13.5%	488,620	0.4%	120,587,428	16,784,808	16.2%	Cass
Crow Wing	117,276,405	120,502,514	3,226,109	2.8%	0	0.0%	15,873,612	13.2%	97,690	0.1%	136,473,816	19,197,411	16.4%	Crow Wing
Isanti	57,122,638	58,380,282	1,257,644	2.2%	0	0.0%	4,615,754	7.9%	78,936	0.1%	63,074,972	5,952,334	10.4%	Isanti
Kanabec	41,367,494	40,605,789	(761,705)	-1.8%	(524,847)	-1.3%	5,324,813	13.3%	228,034	0.5%	45,633,789	4,266,295	10.3%	Kanabec
Mille Lacs	84,624,536	86,110,270	1,485,734	1.8%	339,944	0.4%	8,726,402	10.1%	19,443	0.0%	95,196,059	10,571,523	12.5%	Mille Lacs
Morrison	107,380,025	107,463,039	83,014	0.1%	0	0.0%	15,521,601	14.4%	624,324	0.5%	123,608,964	16,228,939	15.1%	Morrison
Sherburne	59,705,430	72,216,969	12,511,539	21.0%	0	0.0%	8,860,012	12.3%	434,248	0.5%	81,511,229	21,805,799	36.5%	Sherburne
Stearns	211,997,432	211,032,676	(964,756)	-0.5%	0	0.0%	30,384,876	14.4%	459,206	0.2%	241,876,758	29,879,326	14.1%	Stearns
Todd	55,685,100	53,857,991	(1,827,109)	-3.3%	0	0.0%	9,320,572	17.3%	344,502	0.5%	63,523,065	7,837,965	14.1%	Todd
Wadena	41,159,764	40,902,473	(257,291)	-0.6%	0	0.0%	6,318,467	15.4%	171,334	0.4%	47,392,274	6,232,510	15.1%	Wadena
Wright	185,316,549	187,393,127	2,076,578	1.1%	0	0.0%	25,519,978	13.6%	(3,095,821)	-1.5%	209,817,284	24,500,735	13.2%	Wright
District 3 Totals	**1,193,692,298**	**1,218,177,223**	**24,484,925**	2.1%	**(184,903)**	0.0%	**162,017,482**	13.3%	**691,198**	0.1%	**1,380,701,000**	**187,008,702**	15.7%	**District 3 Totals**
Becker	91,967,220	92,175,109	207,889	0.2%	0	0.0%	14,165,582	15.4%	(1,290,582)	-1.2%	105,050,109	13,082,889	14.2%	Becker
Big Stone	32,093,006	32,463,869	370,863	1.2%	0	0.0%	4,087,283	12.6%	(29,766)	-0.1%	36,521,386	4,428,380	13.8%	Big Stone
Clay	77,585,465	82,708,253	5,122,788	6.6%	0	0.0%	8,300,817	10.0%	(808,822)	-0.9%	90,200,248	12,614,783	16.3%	Clay
Douglas	75,670,090	76,075,751	405,661	0.5%	128,707	0.2%	11,968,753	15.7%	204,880	0.2%	88,378,091	12,708,001	16.8%	Douglas
Grant	30,173,034	29,606,284	(566,750)	-1.9%	0	0.0%	3,224,666	10.9%	147,880	0.5%	32,978,830	2,805,796	9.3%	Grant
Mahnomen	25,246,242	25,149,257	(96,985)	-0.4%	0	0.0%	3,616,970	14.4%	201,430	0.7%	28,967,657	3,721,415	14.7%	Mahnomen
Otter Tail	216,913,405	215,655,683	(1,257,722)	-0.6%	0	0.0%	28,111,301	13.0%	31,134	0.0%	243,798,118	26,884,713	12.4%	Otter Tail
Pope	50,057,055	49,345,609	(711,446)	-1.4%	0	0.0%	6,458,936	13.1%	-	0.0%	55,804,545	5,747,490	11.5%	Pope
Stevens	33,701,550	33,296,224	(405,326)	-1.2%	0	0.0%	3,857,694	11.6%	222,690	0.6%	37,376,608	3,675,058	10.9%	Stevens
Swift	46,113,172	45,715,498	(397,674)	-0.9%	0	0.0%	5,724,985	12.5%	116,406	0.2%	51,556,889	5,443,717	11.8%	Swift
Traverse	37,664,920	37,752,976	88,056	0.2%	0	0.0%	3,332,584	8.8%	427,240	1.0%	41,512,800	3,847,880	10.2%	Traverse
Wilkin	67,024,702	67,915,276	890,574	1.3%	0	0.0%	8,244,431	12.1%	306,018	0.4%	76,465,725	9,441,023	14.1%	Wilkin
District 4 Totals	**$784,209,861**	**$787,859,789.00**	**$3,649,928**	0.5%	**$128,707**	0.0%	**$101,094,002**	12.8%	**-$471,492**	-0.1%	**$888,611,006**	**$104,401,145**	13.3%	**District 4 Totals**

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Comparison of the Basic 2006 to the Basic 2007 25-Year Construction Needs

October 2007

County	Revised Basic 2006 25-Year Const. Needs	2007 Needs After Normal Update	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure & RR Update	% Change	Basic 2007 25-Year Const. Needs	Total Change From 2006 Needs	Total % Change	County
Anoka	$190,910,374	$233,787,411	$42,877,037	22.5%	$0	0.0%	18,975,942	8.1%	$40,845	0.0%	$252,804,198	$61,893,824	32.4%	Anoka
Carver	116,335,440	110,315,657	(6,019,783)	-5.2%	0	0.0%	14,259,869	12.9%	(797,330)	-0.6%	123,778,196	7,442,756	6.4%	Carver
Hennepin	747,444,831	723,096,570	(24,348,261)	-3.3%	0	0.0%	70,916,235	9.8%	(12,929,677)	-1.6%	781,083,128	33,638,297	4.5%	Hennepin
Scott	134,804,831	129,720,755	(5,084,076)	-3.8%	0	0.0%	9,640,464	7.4%	264,580	0.2%	139,625,799	4,820,968	3.6%	Scott
Metro Totals	**1,189,495,476**	**1,196,920,393**	**7,424,917**	0.6%	**0**	0.0%	**113,792,510**	9.5%	**(13,421,582)**	-1.0%	**1,297,291,321**	**107,795,845**	9.1%	**Metro Totals**
Dodge	67,701,632	69,485,872	1,784,240	2.6%	0	0.0%	9,524,632	13.7%	313,173	0.4%	79,323,677	11,622,045	17.2%	Dodge
Fillmore	143,775,888	141,390,700	(2,385,188)	-1.7%	0	0.0%	12,637,715	8.9%	1,031,400	0.7%	155,059,815	11,283,927	7.8%	Fillmore
Freeborn	105,198,336	105,733,332	534,996	0.5%	0	0.0%	13,159,140	12.4%	776,520	0.7%	119,668,992	14,470,656	13.8%	Freeborn
Goodhue	119,467,924	120,032,220	564,296	0.5%	0	0.0%	8,826,884	7.4%	141,556	0.1%	129,000,660	9,532,736	8.0%	Goodhue
Houston	84,852,853	85,521,804	668,951	0.8%	0	0.0%	8,878,716	10.4%	461,166	0.5%	94,861,686	10,008,833	11.8%	Houston
Mower	111,598,854	112,732,995	1,134,141	1.0%	0	0.0%	16,915,658	15.0%	1,545,926	1.2%	131,194,579	19,595,725	17.6%	Mower
Olmsted	158,517,188	157,664,292	(852,896)	-0.5%	(278,240)	-0.2%	13,791,014	8.8%	61,722	0.0%	171,238,788	12,721,600	8.0%	Olmsted
Rice	95,504,539	94,767,685	(736,854)	-0.8%	0	0.0%	11,224,523	11.8%	(833,248)	-0.8%	105,158,960	9,654,421	10.1%	Rice
Steele	89,154,143	89,944,900	790,757	0.9%	0	0.0%	11,135,238	12.4%	(1,176,574)	-1.2%	99,903,564	10,749,421	12.1%	Steele
Wabasha	102,203,122	103,248,990	1,045,868	1.0%	0	0.0%	8,647,464	8.4%	134,930	0.1%	112,031,384	9,828,262	9.6%	Wabasha
Winona	130,077,310	133,924,255	3,846,945	3.0%	0	0.0%	13,142,127	9.8%	398,892	0.3%	147,465,274	17,387,964	13.4%	Winona
District 6 Totals	**1,208,051,789**	**1,214,447,045**	**6,395,256**	0.5%	**(278,240)**	0.0%	**127,883,111**	10.5%	**2,855,463**	0.2%	**1,344,907,379**	**136,855,590**	11.3%	**District 6 Totals**
Blue Earth	154,443,021	154,166,892	(276,129)	-0.2%	0	0.0%	16,159,795	10.5%	1,134,212	0.7%	171,460,899	17,017,878	11.0%	Blue Earth
Brown	71,576,145	71,353,497	(222,648)	-0.3%	0	0.0%	6,796,821	9.5%	317,582	0.4%	78,467,900	6,891,755	9.6%	Brown
Cottonwood	62,127,927	61,336,380	(791,547)	-1.3%	0	0.0%	907,091	1.5%	1,065,799	1.7%	63,309,270	1,181,343	1.9%	Cottonwood
Faribault	89,233,511	89,541,423	307,912	0.3%	0	0.0%	1,421,200	1.6%	462,625	0.5%	91,425,248	2,191,737	2.5%	Faribault
Jackson	90,205,411	87,071,925	(3,133,486)	-3.5%	0	0.0%	14,121,445	16.2%	1,223,104	1.2%	102,416,474	12,211,063	13.5%	Jackson
Le Sueur	98,101,728	100,903,810	2,802,082	2.9%	0	0.0%	20,878,103	20.7%	313,330	0.3%	122,095,243	23,993,515	24.5%	Le Sueur
Martin	81,903,115	83,196,310	1,293,195	1.6%	0	0.0%	10,882,273	13.1%	842,240	0.9%	94,920,823	13,017,708	15.9%	Martin
Nicollet	70,454,398	73,826,588	3,372,190	4.8%	0	0.0%	9,123,923	12.4%	(68,016)	-0.1%	82,882,495	12,428,097	17.6%	Nicollet
Nobles	90,215,422	90,954,193	738,771	0.8%	1,252,511	1.4%	9,026,248	9.8%	(14,686)	0.0%	101,218,266	11,002,844	12.2%	Nobles
Rock	58,864,040	61,861,393	2,997,353	5.1%	(3,298,186)	-5.3%	10,406,763	17.8%	1,091,808	1.6%	70,061,778	11,197,738	19.0%	Rock
Sibley	61,685,738	61,383,841	(301,897)	-0.5%	0	0.0%	8,366,059	13.6%	506,396	0.7%	70,256,296	8,570,558	13.9%	Sibley
Waseca	67,534,466	68,653,669	1,119,203	1.7%	0	0.0%	8,710,485	12.7%	772,650	1.0%	78,136,804	10,602,338	15.7%	Waseca
Watonwan	56,328,368	58,272,230	1,943,862	3.5%	0	0.0%	8,852,192	15.2%	693,900	1.0%	67,818,322	11,489,954	20.4%	Watonwan
District 7 Totals	**1,052,673,290**	**1,062,522,151**	**9,848,861**	0.9%	**(2,045,675)**	-0.2%	**125,652,398**	11.8%	**8,340,944**	0.7%	**1,194,469,818**	**141,796,528**	13.5%	**District 7 Totals**
Chippewa	45,857,689	46,836,687	978,998	2.1%	0	0.0%	3,591,693	7.7%	519,634	1.0%	50,948,014	5,090,325	11.1%	Chippewa
Kandiyohi	109,566,112	106,634,279	(2,931,833)	-2.7%	(887,177)	-0.8%	11,607,786	11.0%	854,520	0.7%	118,209,408	8,643,296	7.9%	Kandiyohi
Lac Qui Parle	53,004,626	55,315,458	2,310,832	4.4%	0	0.0%	6,801,567	12.3%	704,472	1.1%	62,821,497	9,816,871	18.5%	Lac Qui Parle
Lincoln	40,494,154	40,146,713	(347,441)	-0.9%	0	0.0%	3,562,697	8.9%	684,900	1.6%	44,394,310	3,900,156	9.6%	Lincoln
Lyon	66,781,817	69,315,009	2,533,192	3.8%	0	0.0%	7,911,217	11.4%	1,181,824	1.5%	78,408,050	11,626,233	17.4%	Lyon
Mc Leod	80,415,740	78,598,153	(1,817,587)	-2.3%	0	0.0%	13,488,279	17.2%	587,112	0.6%	92,673,544	12,257,804	15.2%	Mc Leod
Meeker	51,511,814	52,830,758	1,318,944	2.6%	0	0.0%	6,889,181	13.0%	235,510	0.4%	59,955,449	8,443,635	16.4%	Meeker
Murray	58,055,801	57,934,952	(120,849)	-0.2%	0	0.0%	6,360,977	11.0%	718,146	1.1%	65,014,075	6,958,274	12.0%	Murray
Pipestone	45,615,601	46,493,641	878,040	1.9%	0	0.0%	4,290,381	9.2%	830,820	1.6%	51,614,842	5,999,241	13.2%	Pipestone
Redwood	101,766,687	102,683,703	917,016	0.9%	0	0.0%	11,610,614	11.3%	1,103,678	1.0%	115,397,995	13,631,308	13.4%	Redwood
Renville	101,639,039	101,083,843	(555,196)	-0.5%	0	0.0%	12,864,269	12.7%	1,267,222	1.1%	115,215,334	13,576,295	13.4%	Renville
Yellow Medicine	64,723,421	63,774,696	(948,725)	-1.5%	0	0.0%	6,748,736	10.6%	(2,001,340)	-2.8%	68,522,092	3,798,671	5.9%	Yellow Medicine
District 8 Totals	**819,432,501**	**821,647,892**	**2,215,391**	0.3%	**(887,177)**	-0.1%	**95,727,397**	11.7%	**6,686,498**	0.7%	**923,174,610**	**103,742,109**	12.7%	**District 8 Totals**
Chisago	87,312,103	86,707,979	(604,124)	-0.7%	0	0.0%	8,175,814	9.4%	369,640	0.4%	95,253,433	7,941,330	9.1%	Chisago
Dakota	227,173,480	243,396,001	16,222,521	7.1%	0	0.0%	25,027,159	10.3%	(5,251,638)	-2.0%	263,171,522	35,998,042	15.8%	Dakota
Ramsey	327,455,787	330,590,424	3,134,637	1.0%	0	0.0%	20,654,442	6.2%	(13,255,953)	-3.8%	337,988,913	10,533,126	3.2%	Ramsey
Washington	206,596,649	209,796,307	3,199,658	1.5%	0	0.0%	19,636,899	9.4%	(3,405,382)	-1.5%	226,027,824	19,431,175	9.4%	Washington
Metro Totals	**848,538,019**	**870,490,711**	**21,952,692**	2.6%	**0**	0.0%	**73,494,314**	8.4%	**(21,543,333)**	-2.3%	922,441,692	**73,903,673**	8.7%	**Metro Totals**
STATE TOTALS	**$8,995,176,545**	**$9,106,813,934**	**$111,637,389**	1.2%	**($20,014,245)**	-0.2%	**$988,351,875**	10.9%	**($17,313,775)**	-0.2%	**$10,057,837,789**	**$1,062,661,244**	11.8%	**STATE TOTALS**

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NEEDS

ADJUSTMENTS

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Restriction of 25-Year Construction Needs Changes

October 2007

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

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

This year the statewide needs increased 11.2%, thereby limiting any individual counties needs change to a range from a 6.2% to a plus 31.2%. As you can see, eleven counties required a needs restriction.

Restriction of 25 Year Construction Needs Changes

October 2007

21-Sep-07

COUNTY	RESTRICTED 2006 25 YEAR CONSTRUCTION NEEDS	BASIC 2007 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2006 NEEDS	% CHANGE FROM RESTRICTED 2006 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2007 25 YEAR CONSTRUCTION NEEDS	2007 SCREENING BOARD RESTRICTION	COUNTY
Carlton	$92,362,222	$98,322,751	$5,960,529	6.5%				Carlton
Cook	55,724,716	61,420,665	5,695,949	10.2%				Cook
Itasca	159,974,169	190,660,297	30,686,128	19.2%				Itasca
Koochiching	41,165,515	47,752,780	6,587,265	16.0%				Koochiching
Lake	80,347,101	85,754,411	5,407,310	6.7%				Lake
Pine	142,594,200	160,314,810	17,720,610	12.4%				Pine
St. Louis	567,642,717	587,885,975	20,243,258	3.6%	6.2%	$602,836,565	$14,950,590	St. Louis
District 1 Totals	$1,139,810,640	$1,232,111,689	$92,301,049	8.1%				District 1 Totals
Beltrami	$115,076,233	$129,330,707	$14,254,474	12.4%				Beltrami
Clearwater	55,332,891	63,802,961	8,470,070	15.3%				Clearwater
Hubbard	64,963,898	74,618,133	9,654,235	14.9%				Hubbard
Kittson	60,160,207	67,877,163	7,716,956	12.8%				Kittson
Lake of 'Woods	27,325,459	30,522,862	3,197,403	11.7%				Lake of 'Woods
Marshall	90,792,830	85,340,119	(5,452,711)	-6.0%	6.2%	96,421,985	11,081,866	Marshall
Norman	64,105,306	73,389,879	9,284,573	14.5%				Norman
Pennington	42,827,206	54,755,640	11,928,434	27.9%				Pennington
Polk	142,020,710	163,712,023	21,691,313	15.3%				Polk
Red Lake	29,681,543	34,403,264	4,721,721	15.9%				Red Lake
Roseau	81,901,799	96,376,523	14,474,724	17.7%				Roseau
District 2 Totals	$774,188,082	$874,129,274	$99,941,192	12.9%				District 2 Totals
Aitkin	$79,679,739	$89,553,012	$9,873,273	12.4%				Aitkin
Benton	48,574,566	62,452,350	13,877,784	28.6%				Benton
Cass	103,802,620	120,587,428	16,784,808	16.2%				Cass
Crow Wing	117,276,405	136,473,816	19,197,411	16.4%				Crow Wing
Isanti	57,122,638	63,074,972	5,952,334	10.4%				Isanti
Kanabec	41,367,494	45,633,789	4,266,295	10.3%				Kanabec
Mille Lacs	84,624,536	95,196,059	10,571,523	12.5%				Mille Lacs
Morrison	107,380,025	123,608,964	16,228,939	15.1%				Morrison
Sherburne	59,705,430	81,511,229	21,805,799	36.5%	31.2%	78,333,524	(3,177,705)	Sherburne
Stearns	211,997,432	241,876,758	29,879,326	14.1%				Stearns
Todd	55,685,100	63,523,065	7,837,965	14.1%				Todd
Wadena	41,159,764	47,392,274	6,232,510	15.1%				Wadena
Wright	185,316,549	209,817,284	24,500,735	13.2%				Wright
District 3 Totals	$1,193,692,298	$1,380,701,000	$187,008,702	15.7%				District 3 Totals

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Restriction of 25 Year Construction Needs Changes

October 2007

21-Sep-07

COUNTY	RESTRICTED 2006 25 YEAR CONSTRUCTION NEEDS	BASIC 2007 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2006 NEEDS	% CHANGE FROM RESTRICTED 2006 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2007 25 YEAR CONSTRUCTION NEEDS	2007 SCREENING BOARD RESTRICTION	COUNTY
Becker	$91,967,220	$105,050,109	$13,082,889	14.2%				Becker
Big Stone	33,044,066	36,521,386	3,477,320	10.5%				Big Stone
Clay	79,610,024	90,200,248	10,590,224	13.3%				Clay
Douglas	75,670,090	88,378,091	12,708,001	16.8%				Douglas
Grant	30,173,034	32,978,830	2,805,796	9.3%				Grant
Mahnomen	25,516,949	28,967,657	3,450,708	13.5%				Mahnomen
Otter Tail	216,913,405	243,798,118	26,884,713	12.4%				Otter Tail
Pope	50,109,810	55,804,545	5,694,735	11.4%				Pope
Stevens	34,468,560	37,376,608	2,908,048	8.4%				Stevens
Swift	46,113,172	51,556,889	5,443,717	11.8%				Swift
Traverse	37,664,920	41,512,800	3,847,880	10.2%				Traverse
Wilkin	67,024,702	76,465,725	9,441,023	14.1%				Wilkin
District 4 Totals	$788,275,952	$888,611,006	$100,335,054	12.7%				District 4 Totals
Anoka	$196,665,383	$252,804,198	$56,138,815	28.6%				Anoka
Carver	116,335,440	123,778,196	7,442,756	6.4%				Carver
Hennepin	747,444,831	781,083,128	33,638,297	4.5%	6.2%	793,786,411	$12,703,283	Hennepin
Scott	134,804,831	139,625,799	4,820,968	3.6%	6.2%	143,162,731	$3,536,932	Scott
Metro Totals	$1,195,250,485	$1,297,291,321	$102,040,836	8.5%				Metro Totals
Dodge	$67,701,632	$79,323,677	$11,622,045	17.2%				Dodge
Fillmore	143,775,888	155,059,815	11,283,927	7.9%				Fillmore
Freeborn	105,198,336	119,668,992	14,470,656	13.8%				Freeborn
Goodhue	119,467,924	129,000,660	9,532,736	8.0%				Goodhue
Houston	84,852,853	94,861,686	10,008,833	11.8%				Houston
Mower	111,598,854	131,194,579	19,595,725	17.6%				Mower
Olmsted	158,517,188	171,238,788	12,721,600	8.0%				Olmsted
Rice	95,504,539	105,158,960	9,654,421	10.1%				Rice
Steele	89,154,143	99,903,564	10,749,421	12.1%				Steele
Wabasha	102,203,122	112,031,384	9,828,262	9.6%				Wabasha
Winona	130,077,310	147,465,274	17,387,964	13.4%				Winona
District 6 Totals	$1,208,051,789	$1,344,907,379	$136,855,590	11.3%				District 6 Totals

Restriction of 25 Year Construction Needs Changes

October 2007

21-Sep-07

COUNTY	RESTRICTED 2006 25 YEAR CONSTRUCTION NEEDS	BASIC 2007 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2006 NEEDS	% CHANGE FROM RESTRICTED 2006 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2007 25 YEAR CONSTRUCTION NEEDS	2007 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	$154,443,021	$171,460,899	$17,017,878	11.0%				Blue Earth
Brown	71,576,145	78,467,900	6,891,755	9.6%				Brown
Cottonwood	62,127,927	63,309,270	1,181,343	1.9%	6.2%	65,979,858	$2,670,588	Cottonwood
Faribault	89,233,511	91,425,248	2,191,737	2.5%	6.2%	94,765,989	$3,340,741	Faribault
Jackson	90,205,411	102,416,474	12,211,063	13.5%				Jackson
Le Sueur	98,101,728	122,095,243	23,993,515	24.5%				Le Sueur
Martin	81,903,115	94,920,823	13,017,708	15.9%				Martin
Nicollet	70,454,398	82,882,495	12,428,097	17.6%				Nicollet
Nobles	99,592,675	101,218,266	1,625,591	1.6%	6.2%	$105,767,421	$4,549,155	Nobles
Rock	58,864,040	70,061,778	11,197,738	19.0%				Rock
Sibley	61,685,738	70,256,296	8,570,558	13.9%				Sibley
Waseca	67,534,466	78,136,804	10,602,338	15.7%				Waseca
Watonwan	56,328,368	67,818,322	11,489,954	20.4%				Watonwan
District 7 Totals	$1,062,050,543	$1,194,469,818	$132,419,275	12.5%				District 7 Totals
Chippewa	$45,857,689	$50,948,014	$5,090,325	11.1%				Chippewa
Kandiyohi	109,566,112	118,209,408	8,643,296	7.9%				Kandiyohi
Lac Qui Parle	53,004,626	62,821,497	9,816,871	18.5%				Lac Qui Parle
Lincoln	42,549,113	44,394,310	1,845,197	4.3%	6.2%	45,187,158	792,848	Lincoln
Lyon	67,023,916	78,408,050	11,384,134	17.0%				Lyon
Mc Leod	80,415,740	92,673,544	12,257,804	15.2%				Mc Leod
Meeker	51,511,814	59,955,449	8,443,635	16.4%				Meeker
Murray	60,334,681	65,014,075	4,679,394	7.8%				Murray
Pipestone	46,486,627	51,614,842	5,128,215	11.0%				Pipestone
Redwood	101,766,687	115,397,995	13,631,308	13.4%				Redwood
Renville	101,639,039	115,215,334	13,576,295	13.4%				Renville
Yellow Medicine	64,723,421	68,522,092	3,798,671	5.9%	6.2%	68,736,273	$214,181	Yellow Medicine
District 8 Totals	$824,879,465	$923,174,610	$98,295,145	11.9%				District 8 Totals
Chisago	$87,312,103	$95,253,433	$7,941,330	9.1%				Chisago
Dakota	234,882,236	263,171,522	28,289,286	12.0%				Dakota
Ramsey	327,455,787	337,988,913	10,533,126	3.2%	6.2%	347,758,046	9,769,133	Ramsey
Washington	212,613,080	226,027,824	13,414,744	6.3%				Washington
Metro Totals	$862,263,206	$922,441,692	$60,178,486	7.0%				Metro Totals
STATE TOTALS	$9,048,462,460	$10,057,837,789	$1,009,375,329	11.2%		2,442,735,961	60,431,612	STATE TOTALS

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Comparison of 1984-2006 Rural Design Grading Construction Costs to Needs Study Costs

October 2007

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

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

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

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

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

Below is an example showing St. Louis County's rural design grading cost adjustment computation for the 2008 apportionment.

1) 197.4 miles of CSAH's which had rural design complete grading needs were graded in St. Louis County in 1984-2006. This represents 19% of the 1,032.65 miles of CSAH's which still have rural design complete grading required in their needs study.

2) The Rural Grading Cost Factor of 78% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$345{,}064 - \$192{,}564}{\$192{,}564} = 79\%$$

3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs.
   If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.

4) Then by multiplying the Adjusted Factor (79%) times the complete rural design grading needs remaining in the 2007 study ($175,360,431) an adjustment (+$138,534,740) to the 2006 needs is computed.

5) In the last column we have shown what each county is actually receiving per mile of complete rural grading needs after the adjustment is applied.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 2007 25-year construction needs) have been used in calculating the 2007 annual County State Aid Highway money needs.

Comparison of 1984-2006 Rural Design Grading Construction Costs to Needs Study Costs

October 2007

County	1984-2006 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2007 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2006 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Carlton	27	67.5	37%	$190,109	$117,579	62%	62.0%	181.05	67.8%	$22,504,867	$124,302	$13,953,018	$201,369
Cook	13	32.0	24%	256,248	163,375	57%	57.0%	134.00	78.8%	19,628,188	146,479	11,188,067	229,972
Itasca	42	140.7	30%	187,286	93,783	100%	100.0%	473.50	76.4%	51,665,068	109,113	51,665,068	218,226
Koochiching	23	76.8	56%	150,095	76,314	97%	97.0%	138.06	59.6%	11,327,212	82,046	10,987,396	161,630
Lake	27	55.5	37%	382,422	189,811	101%	101.0%	151.63	70.0%	30,913,418	203,874	31,222,552	409,787
Pine	49	110.3	34%	201,949	134,250	50%	50.0%	322.49	71.3%	49,661,441	153,994	24,830,721	230,991
St. Louis	87	197.4	19%	345,064	192,564	79%	79.0%	1,032.65	81.5%	175,360,431	169,816	138,534,740	303,971
District 1 Totals	268	680.2	28%	$250,694	$140,508	78%		2,433.38	75.5%	$361,060,625	$148,378	$282,381,562	$264,423

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Comparison of 1984-2006 Rural Design Grading Construction Costs to Needs Study Costs

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Beltrami	29	99.8	30%	$126,132	$93,906	34%	34.0%	327.94	73.9%	$27,707,296	$84,489	$9,420,481	$113,215
Clearwater	33	90.0	42%	83,690	70,008	20%	20.0%	212.93	66.9%	14,976,342	70,335	2,995,268	84,401
Hubbard	22	67.0	28%	117,394	80,868	45%	45.0%	242.06	77.2%	17,358,198	71,710	7,811,189	103,980
Kittson	37	123.8	56%	73,008	65,809	11%	11.0%	220.25	60.0%	14,731,309	66,884	1,620,444	74,242
Lake of the Woods	17	48.8	42%	89,249	63,255	41%	41.0%	115.45	60.7%	7,284,227	63,094	2,986,533	88,963
Marshall	53	263.2	79%	60,540	58,066	4%	4.0%	335.19	53.0%	19,645,478	58,610	785,819	60,954
Norman	33	97.3	35%	68,582	60,044	14%	14.0%	278.80	72.4%	15,688,682	56,272	2,196,415	64,150
Pennington	14	67.5	36%	75,929	51,031	49%	49.0%	186.43	72.3%	10,111,735	54,239	4,954,750	80,816
Polk	67	323.1	80%	82,835	74,250	12%	12.0%	402.18	50.8%	28,989,423	72,081	3,478,731	80,730
Red Lake	12	37.4	26%	89,007	79,706	12%	12.0%	143.27	78.6%	9,804,768	68,436	1,176,572	76,648
Roseau	32	125.2	42%	53,843	58,311	-8%	-8.0%	296.97	63.3%	16,631,752	56,005	(1,330,540)	51,524
District 2 Totals	349	1,343.0	49%	$78,880	$67,877	16%		2,761.47	63.5%	$182,929,210	$66,243	$36,095,662	$79,315

Comparison of 1984-2006 Rural Design Grading Construction Costs to Needs Study Costs

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Aitkin	25	96.2	36%	$142,380	$81,427	75%	75.0%	265.47	71.6%	$20,846,172	$78,526	$15,634,629	$137,420
Benton	37	75.1	57%	141,741	50,858	179%	179.0%	132.74	63.2%	7,397,325	55,728	13,241,212	155,481
Cass	31	117.4	34%	131,708	88,408	49%	49.0%	348.36	67.3%	24,667,259	70,810	12,086,957	105,506
Crow Wing	34	102.3	46%	85,147	63,798	33%	33.0%	222.54	63.6%	17,265,535	77,584	5,697,627	103,187
Isanti	29	66.5	44%	167,589	82,353	103%	103.0%	151.17	68.3%	12,814,051	84,766	13,198,473	172,075
Kanabec	32	91.7	82%	133,855	82,448	62%	62.0%	111.63	54.2%	9,004,461	80,663	5,582,766	130,675
Mille Lacs	18	40.2	24%	165,872	78,828	110%	110.0%	170.65	74.8%	14,273,604	83,643	15,700,964	175,649
Morrison	11	53.4	15%	105,417	61,414	72%	72.0%	347.67	82.2%	24,045,317	69,161	17,312,628	118,957
Sherburne	24	67.5	51%	76,161	36,067	111%	111.0%	132.08	58.2%	7,138,689	54,048	7,923,945	114,042
Stearns	26	69.1	14%	147,489	78,992	87%	87.0%	487.14	84.8%	38,907,110	79,868	33,849,186	149,354
Todd	17	78.6	59%	81,028	65,195	24%	24.0%	133.40	33.4%	8,866,607	66,466	2,127,986	82,418
Wadena	14	42.6	29%	115,052	64,691	78%	78.0%	148.45	67.6%	7,928,192	53,406	6,183,990	95,064
Wright	30	71.7	24%	243,346	93,681	160%	160.0%	295.53	79.5%	30,675,520	103,798	49,080,832	269,876
District 3 Totals	328	972.2	33%	$131,926	$72,541	82%		2,946.83	68.2%	$223,829,842	$75,956	$197,621,195	$143,018

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Comparison of 1984-2006 Rural Design Grading Construction Costs to Needs Study Costs

October 2007

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Becker	33	121.3	35%	$65,962	$44,944	47%	47.0%	343.12	76.4%	$18,723,567	$54,569	$8,800,076	$80,216
Big Stone	20	44.9	29%	91,012	43,463	109%	109.0%	154.99	76.6%	7,705,690	49,717	8,399,202	103,909
Clay	32	124.5	48%	86,283	43,329	99%	99.0%	261.64	67.0%	15,372,088	58,753	15,218,367	116,918
Douglas	20	66.3	25%	104,425	62,761	66%	66.0%	269.19	75.8%	14,075,321	52,288	9,289,712	86,798
Grant	8	37.6	20%	87,133	43,106	102%	102.0%	186.92	83.2%	8,419,841	45,045	8,588,238	90,991
Mahnomen	12	59.0	44%	107,382	41,093	161%	161.0%	134.69	70.1%	6,460,032	47,962	10,400,652	125,181
Otter Tail	43	112.1	15%	127,714	78,214	63%	63.0%	736.95	84.4%	63,222,884	85,790	39,830,417	139,838
Pope	25	68.1	33%	140,676	71,702	96%	96.0%	209.28	72.6%	16,725,435	79,919	16,056,418	156,641
Stevens	11	50.3	28%	78,903	54,151	46%	46.0%	179.33	75.3%	9,751,833	54,379	4,485,843	79,394
Swift	31	96.2	44%	64,264	42,128	53%	53.0%	219.91	67.6%	12,590,294	57,252	6,672,856	87,596
Traverse	8	33.5	17%	46,888	42,951	9%	9.0%	197.52	82.3%	11,311,216	57,266	1,018,009	62,420
Wilkin	18	61.8	29%	87,392	46,536	88%	88.0%	213.35	70.6%	9,627,543	45,126	8,472,238	84,836
District 4 Totals	261	875.6	28%	$91,805	$52,246	76%		3,106.89	76.1%	$193,985,744	$62,437	$137,232,028	$106,607

Comparison of 1984-2006 Rural Design Grading Construction Costs to Needs Study Costs

October 2007

County	1984-2006 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2007 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2006 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Anoka	22	35.3	31%	$316,575	$149,971	111%	111.0%	114.60	67.0%	$24,132,923	$210,584	$26,787,545	$444,332
Carver	20	34.3	27%	301,700	114,438	164%	164.0%	127.95	77.9%	13,782,909	107,721	22,603,971	284,384
Hennepin	18	47.5	50%	666,248	372,459	79%	79.0%	94.01	70.9%	22,045,635	234,503	17,416,052	419,761
Scott	13	15.1	12%	399,522	90,360	342%	342.0%	128.03	80.1%	13,334,913	104,155	45,605,402	460,363
Metro Totals	73	132.2	28%	$477,805	$213,853	104%		464.59	74.0%	$73,296,380	$157,766	$112,412,970	$399,727

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Comparison of 1984-2006 Rural Design Grading Construction Costs to Needs Study Costs

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Dodge	26	56.7	32%	$103,061	$63,675	62%	62.0%	178.88	73.3%	$10,696,087	$59,795	$6,631,574	$96,868
Fillmore	37	100.0	36%	179,398	134,702	33%	33.0%	279.24	71.3%	41,296,067	147,887	13,627,702	196,690
Freeborn	18	54.5	16%	125,844	63,446	98%	98.0%	340.36	80.5%	17,584,320	51,664	17,232,634	102,294
Goodhue	28	85.3	43%	235,366	111,272	112%	112.0%	199.22	65.6%	19,377,907	97,269	21,703,256	206,210
Houston	17	37.8	19%	253,637	154,916	64%	64.0%	201.50	83.9%	33,420,881	165,860	21,389,364	272,011
Mower	28	79.7	30%	105,966	63,354	67%	67.0%	265.21	74.5%	17,797,322	67,107	11,924,206	112,068
Olmsted	25	63.2	30%	150,299	126,784	19%	19.0%	207.55	73.0%	21,061,539	101,477	4,001,692	120,758
Rice	18	45.9	22%	146,756	60,625	142%	142.0%	208.40	80.9%	15,638,843	75,042	22,207,157	181,603
Steele	22	51.5	25%	147,331	56,597	160%	160.0%	204.30	75.5%	13,781,036	67,455	22,049,658	175,383
Wabasha	21	52.4	27%	208,042	137,624	51%	51.0%	192.53	75.5%	24,818,296	128,906	12,657,331	194,648
Winona	33	51.1	21%	157,587	124,105	27%	27.0%	238.94	81.2%	26,577,775	111,232	7,175,999	141,265
District 6 Totals	273	678.0	27%	$164,470	$100,576	64%		2,516.13	75.8%	$242,050,073	$96,199	$160,600,573	$160,028

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Blue Earth	33	89.6	35%	$171,084	$99,675	72%	72.0%	257.99	65.6%	$21,884,924	$84,829	$15,757,145	$145,905
Brown	21	74.4	34%	125,553	88,395	42%	42.0%	217.89	71.5%	14,610,061	67,052	6,136,226	95,214
Cottonwood	23	71.6	35%	94,797	54,603	74%	74.0%	205.00	67.3%	11,015,831	53,736	8,151,715	93,500
Faribault	22	88.6	42%	98,101	60,823	61%	61.0%	213.02	64.5%	11,419,187	53,606	6,965,704	86,306
Jackson	21	68.2	25%	94,306	76,948	23%	23.0%	271.15	76.1%	15,145,006	55,855	3,483,351	68,701
Le Sueur	27	72.9	46%	118,457	66,453	78%	78.0%	157.14	65.7%	12,031,213	76,564	9,384,346	136,283
Martin	19	102.8	42%	102,326	63,315	62%	62.0%	243.31	66.2%	13,224,051	54,351	8,198,912	88,048
Nicollet	31	72.6	53%	135,532	70,397	93%	93.0%	138.10	63.2%	14,273,678	103,358	13,274,521	199,480
Nobles	21	62.1	27%	108,941	66,515	64%	64.0%	229.62	66.5%	14,909,831	64,933	9,542,292	106,490
Rock	12	44.9	25%	85,502	48,871	75%	75.0%	180.77	72.5%	8,726,986	48,277	6,545,240	84,484
Sibley	27	85.1	49%	79,430	56,370	41%	41.0%	175.22	62.2%	10,225,745	58,359	4,192,555	82,287
Waseca	26	65.2	42%	69,918	54,712	28%	28.0%	153.90	65.4%	8,708,714	56,587	2,438,440	72,431
Watonwan	18	52.8	44%	77,457	59,777	30%	30.0%	119.85	54.7%	8,233,215	68,696	2,469,965	89,305
District 7 Totals	301	950.8	37%	$106,851	$67,698	58%		2,562.96	66.7%	$164,408,442	$64,148	$96,540,412	$101,815

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Chippewa	15	46.9	28%	$134,891	$104,430	29%	29.0%	170.03	71.8%	$15,800,415	$92,927	$4,582,120	$119,876
Kandiyohi	44	125.9	52%	125,309	71,419	75%	75.0%	242.11	60.6%	20,635,583	85,232	15,476,687	149,156
Lac Qui Parle	23	97.9	38%	68,959	48,044	44%	44.0%	256.77	72.3%	10,876,280	42,358	4,785,563	60,996
Lincoln	25	76.9	47%	79,093	47,781	66%	66.0%	163.11	66.6%	9,313,637	57,100	6,147,000	94,787
Lyon	34	96.0	54%	90,295	59,423	52%	52.0%	176.56	58.6%	9,974,074	56,491	5,186,518	85,867
Mc Leod	29	60.0	43%	129,958	77,466	68%	68.0%	139.20	59.4%	10,047,666	72,182	6,832,413	121,265
Meeker	26	64.9	36%	96,381	54,483	77%	77.0%	181.00	68.5%	11,201,613	61,887	8,625,242	109,541
Murray	26	83.0	32%	79,576	50,374	58%	58.0%	262.32	75.9%	14,143,374	53,916	8,203,157	85,188
Pipestone	27	74.1	53%	67,622	50,790	33%	33.0%	140.63	62.2%	7,761,327	55,190	2,561,238	73,402
Redwood	34	99.0	38%	81,630	53,118	54%	54.0%	258.38	68.7%	13,326,292	51,576	7,196,198	79,428
Renville	22	92.8	29%	104,398	54,231	93%	93.0%	318.71	72.4%	17,781,141	55,791	16,536,461	107,677
Yellow Medicine	35	141.3	79%	71,201	53,444	33%	33.0%	179.93	53.4%	11,261,883	62,590	3,716,421	83,245
District 8 Totals	340	1,058.8	43%	$91,720	$58,508	57%		2,488.75	66.2%	$152,123,285	$61,124	$89,849,018	$97,226

Comparison of 1984-2006 Rural Design Grading Construction Costs to Needs Study Costs

October 2007

County	1984-2006 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2007 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2006 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chisago	22	41.2	28%	$390,211	$114,514	241%	241.0%	148.37	70.1%	$13,765,948	$92,781	$33,175,935	$316,384
Dakota	15	18.5	15%	279,685	181,580	54%	54.0%	119.75	91.5%	13,648,221	113,973	7,370,039	175,518
Ramsey	5	5.3	94%	723,793	421,056	72%	72.0%	5.62	84.5%	1,219,614	217,013	878,122	373,263
Washington	17	21.2	20%	361,506	172,943	109%	109.0%	107.99	80.8%	14,673,309	135,877	15,993,907	283,982
Metro Totals	59	86.2	23%	$379,979	$162,110	115%		381.73	79.1%	$43,307,092	$113,450	$57,418,003	263,865

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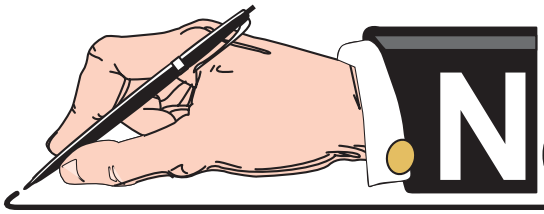
Comparison of 1984-2006 Rural Design Grading Construction Costs to Needs Study Costs

October 2007

County	1984-2006 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2007 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2006 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
District 1 Totals	268	680.2	28%	$250,694	$140,508	78%		2,433.38	75.5%	$361,060,625	$148,378	$282,381,562	$264,423
District 2 Totals	349	1,343.0	49%	78,880	67,877	16%		2,761.47	63.5%	182,929,210	66,243	36,095,662	79,315
District 3 Totals	328	972.2	33%	131,926	72,541	82%		2,946.83	68.2%	223,829,842	75,956	197,621,195	143,018
District 4 Totals	261	875.6	28%	91,805	52,246	76%		3,106.89	76.1%	193,985,744	62,437	137,232,028	106,607
Metro Totals	73	132.2	28%	477,805	213,853	104%		464.59	74.0%	73,296,380	157,766	112,412,970	399,727
District 6 Totals	273	678.0	27%	164,470	100,576	64%		2,516.13	75.8%	242,050,073	96,199	160,600,573	160,028
District 7 Totals	301	950.8	37%	106,851	67,698	58%		2,562.96	66.7%	164,408,442	64,148	96,540,412	101,815
District 8 Totals	340	1,058.8	43%	91,720	58,508	57%		2,488.75	66.2%	152,123,285	61,124	89,849,018	97,226
Metro Totals	59	86.2	23%	379,979	162,110	115%		381.73	79.1%	43,307,092	113,450	57,418,003	263,865
STATE TOTAL	2,252	6,776.9	34%	$120,398	$78,272	39%		19,662.73	70.2%	$1,636,990,693	$83,253	$1,170,151,423	$142,765



NOTES and COMMENTS

Comparison of 1987 - 2006 Urban Design Grading Construction Costs to Needs Study Costs

October 2007

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

An explanation of Pine County's urban design grading cost adjustments for the 2007 apportionment is shown below.

1) 2.0 miles of CSAH's which had urban design complete grading needs were graded in Pine County in 1987 - 2006. This represents 9% of the 22.57 miles of CSAH's which still have urban design complete grading required in their needs study.

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

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

3) Since the % of system indicated in 1) above is less than 10%, only a proportional part of the grading cost factor is applied. If the % in 1) above is over 10%, the entire rural grading cost factor would be used to adjust the remaining complete needs.

4) Then, by multiplying the Adjusted Factor (176.4%) times the complete urban design grading needs remaining in the 2007 needs study ($4,875,737) an adjustment (+$8,600,800) to the 2007 needs is computed.

5) In the last column we have shown what each county is actually receiving per mile of complete urban grading needs after the adjustment is applied.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 2007 25-year construction needs) have been used in calculating the 2007 annual County State Aid Highway money needs.

Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

October 2007

County	1987-2006 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2007 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2006 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Carlton	4	2.0	11%	$298,585	$244,619	22%	22.0%	19.13	76.1%	$4,111,672	$214,933	$904,568	$262,219
Cook	4	1.7	30%	527,702	639,436	-17%	-17.0%	5.74	67.8%	996,219	173,557	(169,357)	144,053
Itasca	14	5.9	35%	283,977	160,347	77%	77.0%	16.91	60.9%	5,451,081	322,358	4,197,332	570,574
Koochiching	7	4.6	44%	200,603	150,239	34%	34.0%	10.44	66.5%	1,638,302	156,925	557,023	210,280
Lake	1	1.2	23%	694,318	237,475	192%	192.0%	5.30	70.6%	1,429,377	269,694	2,744,404	787,506
Pine	6	2.0	9%	568,917	192,320	196%	176.4%	22.57	84.2%	4,875,737	216,027	8,600,800	597,100
St. Louis	27	16.1	25%	686,447	266,993	157%	157.0%	63.34	57.1%	26,991,953	426,144	42,377,366	1,095,190
District 1 Totals	63	33.5	23%	$511,008	$244,425	109%		143.43	64.5%	$45,494,341	$317,188	$59,212,136	$730,018

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Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

October 2007

County	1987-2006 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2007 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2006 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Beltrami	11	9.2	75%	$232,955	$113,037	106%	106.0%	12.28	58.7%	$2,279,564	$185,632	$2,416,338	$382,402
Clearwater	4	2.2	50%	158,983	139,544	14%	14.0%	4.39	59.2%	656,850	149,624	91,959	170,572
Hubbard	6	2.7	45%	284,464	160,114	78%	78.0%	5.98	59.2%	609,306	101,891	475,259	181,365
Kittson	4	1.1	20%	369,824	318,747	16%	16.0%	5.51	87.3%	895,081	162,447	143,213	188,438
Lake of the Woods	1	0.7	26%	143,151	87,479	64%	64.0%	2.70	57.9%	360,191	133,404	230,522	218,783
Marshall	1	0.3	5%	164,975	105,050	57%	28.5%	5.83	83.5%	899,246	154,245	256,285	198,204
Norman	5	1.4	26%	173,427	98,165	77%	77.0%	5.50	75.9%	763,010	138,729	587,518	245,551
Pennington	1	0.2	12%	140,095	227,380	-38%	-38.0%	1.67	78.0%	160,491	96,102	(60,987)	59,583
Polk	11	3.2	28%	163,738	131,826	24%	24.0%	11.42	72.7%	1,930,869	169,078	463,409	209,657
Red Lake	3	1.1	83%	228,484	149,842	52%	52.0%	1.32	40.4%	173,795	131,663	90,373	200,127
Roseau	5	2.4	28%	390,263	155,362	151%	151.0%	8.51	68.6%	1,295,293	152,208	1,955,892	382,043
District 2 Totals	52	24.4	37%	$236,606	$137,191	72%		65.11	67.0%	$10,023,696	$153,950	$6,649,781	256,082

Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

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Aitkin	3	1.9	192%	$408,193	$385,565	6%	6.0%	1.01	35.1%	$206,203	$204,161	$12,372	$216,411
Benton	7	2.6	25%	420,377	169,643	148%	148.0%	10.69	69.8%	1,598,885	149,568	2,366,350	370,929
Cass	5	1.8	22%	128,165	141,160	-9%	-9.0%	7.95	57.8%	1,256,753	158,082	(113,108)	143,855
Crow Wing	7	3.3	20%	184,626	142,342	30%	30.0%	16.36	60.2%	2,931,048	179,159	879,314	232,907
Isanti	6	0.9	23%	144,950	295,841	-51%	-51.0%	3.77	68.4%	1,360,492	360,873	(693,851)	176,828
Kanabec	1	0.5	9%	43,498	110,750	-61%	-54.9%	5.50	97.7%	658,331	119,697	(361,424)	53,983
Mille Lacs	8	5.9	26%	290,917	162,542	79%	79.0%	22.22	77.5%	4,682,240	210,722	3,698,970	377,192
Morrison	10	5.1	37%	315,441	116,171	172%	172.0%	13.87	65.5%	2,210,508	159,373	3,802,074	433,495
Sherburne	1	0.3	4%	193,119	84,194	129%	51.6%	7.52	49.4%	870,526	115,761	449,191	175,494
Stearns	38	16.4	61%	335,597	154,032	118%	118.0%	26.87	44.0%	4,519,569	168,201	5,333,091	366,679
Todd	7	3.0	28%	300,360	144,276	108%	108.0%	10.97	80.8%	1,603,132	146,138	1,731,383	303,967
Wadena	5	1.8	52%	236,279	104,723	126%	126.0%	3.45	44.8%	656,751	190,363	827,506	430,219
Wright	10	5.8	30%	524,301	252,155	108%	108.0%	19.73	51.2%	4,799,248	243,246	5,183,188	505,952
District 3 Totals	108	49.5	33%	$327,221	$170,616	92%		149.91	58.5%	$27,353,686	$182,467	$23,115,056	$336,660

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Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

October 2007

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Becker	12	5.5	47%	$225,860	$91,390	147%	147.0%	11.78	54.4%	$1,209,297	$102,657	$1,777,667	$253,562
Big Stone	7	1.9	38%	300,189	146,258	105%	105.0%	4.83	57.4%	516,951	107,029	542,799	219,410
Clay	6	2.5	33%	428,171	210,976	103%	103.0%	7.77	60.1%	1,756,567	226,070	1,809,264	458,923
Douglas	19	9.1	64%	204,022	197,064	4%	4.0%	14.21	50.4%	3,247,368	228,527	129,895	237,668
Grant	4	1.7	76%	284,150	130,812	117%	117.0%	2.23	54.8%	361,291	162,014	422,710	351,570
Mahnomen	2	0.7	43%	225,403	208,131	8%	8.0%	1.63	59.5%	262,737	161,188	21,019	174,083
Otter Tail	17	7.8	24%	339,631	194,215	75%	75.0%	32.03	74.6%	7,685,752	239,955	5,764,314	419,921
Pope	6	2.6	39%	190,597	142,593	34%	34.0%	6.59	64.6%	1,245,467	188,993	423,459	253,251
Stevens	4	1.0	84%	192,431	161,054	19%	19.0%	1.16	23.1%	195,293	168,356	37,106	200,344
Swift	5	1.7	75%	240,564	208,369	15%	15.0%	2.28	53.0%	481,592	211,225	72,239	242,908
Traverse	7	2.9	203%	260,633	132,715	96%	96.0%	1.45	27.9%	229,270	158,117	220,099	309,910
Wilkin	5	2.2	30%	369,907	225,803	64%	64.0%	7.29	72.2%	1,050,582	144,113	672,372	236,345
District 4 Totals	94	39.6	43%	$270,155	$170,498	58%		93.25	59.9%	$18,242,167	$195,626	$11,892,943	$323,165

Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

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Anoka	24	21.7	32%	$721,879	$228,677	216%	216.0%	67.83	52.1%	$21,670,184	$319,478	$46,807,597	$1,009,550
Carver	12	8.4	35%	442,944	156,158	184%	184.0%	23.83	47.1%	4,215,162	176,885	7,755,898	502,352
Hennepin	66	56.0	22%	882,074	482,583	83%	83.0%	255.18	65.8%	116,701,434	457,330	96,862,190	836,914
Scott	21	21.6	100%	638,511	244,154	162%	162.0%	21.55	30.1%	4,970,609	230,655	8,052,387	604,315
Metro Totals	123	107.6	29%	$766,730	$358,188	82%		368.39	57.5%	$147,557,389	$400,547	$159,478,072	$833,452

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Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

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Dodge	10	3.4	58%	$286,118	$179,907	59%	59.0%	5.80	49.5%	$1,199,117	$206,744	$707,479	$328,723
Fillmore	12	5.2	38%	386,538	94,724	308%	308.0%	13.45	67.8%	1,668,581	124,058	5,139,229	506,157
Freeborn	1	0.5	3%	81,945	125,124	-35%	-10.5%	19.17	80.2%	2,809,050	146,534	(294,950)	131,148
Goodhue	9	3.2	21%	221,408	142,488	55%	55.0%	15.40	72.7%	3,486,302	226,383	1,917,466	350,894
Houston	6	3.5	90%	349,228	129,274	170%	170.0%	3.85	41.4%	566,276	147,085	962,669	397,129
Mower	14	4.4	53%	130,583	204,829	-36%	-36.0%	8.26	47.0%	1,618,312	195,922	(582,592)	125,390
Olmsted	2	2.5	14%	283,680	240,852	18%	18.0%	18.36	59.4%	3,275,116	178,383	589,521	210,492
Rice	8	4.8	30%	225,069	253,310	-11%	-11.0%	16.03	66.2%	5,475,810	341,598	(602,339)	304,022
Steele	7	2.8	20%	405,286	160,382	153%	153.0%	14.23	67.6%	3,066,255	215,478	4,691,370	545,160
Wabasha	10	4.3	43%	303,873	318,555	-5%	-5.0%	9.83	56.2%	2,481,568	252,448	(124,078)	239,826
Winona	3	2.2	14%	311,461	234,859	33%	33.0%	15.18	72.2%	3,278,815	215,996	1,082,009	287,274
District 6 Totals	82	36.6	26%	$283,838	$193,649	47%		139.56	64.0%	$28,925,202	$207,260	$13,485,784	$303,891

Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

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Blue Earth	13	9.0	43%	$490,035	$157,155	212%	212.0%	20.90	60.5%	$4,054,966	$194,018	$8,596,528	$605,335
Brown	13	6.0	93%	199,034	103,393	93%	93.0%	6.43	51.7%	1,009,804	157,046	939,118	303,098
Cottonwood	5	2.1	27%	158,084	153,269	3%	3.0%	7.77	60.9%	975,444	125,540	29,263	129,306
Faribault	13	4.8	55%	417,333	179,994	132%	132.0%	8.79	53.3%	1,737,075	197,619	2,292,939	458,477
Jackson	7	10.6	113%	67,068	76,524	-12%	-12.0%	9.41	66.3%	1,647,769	175,108	(197,732)	154,095
Le Sueur	16	4.5	4%	398,902	140,270	184%	77.6%	19.83	72.8%	3,539,501	178,492	2,746,653	317,002
Martin	6	1.4	17%	197,513	184,599	7%	7.0%	8.45	79.8%	1,290,329	152,702	90,323	163,391
Nicollet	4	5.0	25%	305,514	207,651	47%	47.0%	19.53	73.2%	3,413,302	174,772	1,604,252	256,915
Nobles	13	4.6	62%	482,752	225,168	114%	114.0%	7.37	53.4%	1,657,222	224,861	1,889,233	481,201
Rock	7	2.4	30%	240,664	177,708	35%	35.0%	8.00	64.1%	1,163,455	145,432	407,209	196,333
Sibley	2	0.4	6%	271,810	123,590	120%	72.0%	6.47	83.7%	991,782	153,289	714,083	263,658
Waseca	2	0.6	5%	110,707	207,275	-47%	-23.5%	11.87	80.5%	2,370,562	199,710	(557,082)	152,778
Watonwan	11	3.4	40%	285,688	215,751	32%	32.0%	8.47	55.9%	1,526,181	180,187	488,378	237,846
District 7 Totals	112	54.8	38%	$285,688	$152,108	94%		143.29	0.3%	$25,377,392	$177,105	$19,043,165	$310,005

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Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

October 2007

County	1987-2006 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2007 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2006 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chippewa	10	3.6	125%	$233,703	$282,655	-17%	-17.0%	2.91	43.4%	$747,341	$256,818	($127,048)	213,159
Kandiyohi	11	8.8	56%	433,152	224,246	93%	93.0%	15.65	46.8%	3,071,484	196,261	2,856,480	378,784
Lac Qui Parle	8	2.3	42%	445,106	210,590	111%	111.0%	5.41	70.7%	1,067,708	197,358	1,185,156	416,426
Lincoln	5	1.9	35%	333,018	167,339	99%	99.0%	5.50	60.4%	599,474	108,995	593,479	216,901
Lyon	12	5.7	58%	128,920	228,672	-44%	-44.0%	9.85	55.6%	1,758,672	178,545	(773,816)	99,985
Mc Leod	10	4.6	38%	353,196	199,211	77%	77.0%	12.17	58.5%	2,094,390	172,094	1,612,680	304,607
Meeker	4	1.9	31%	190,695	62,283	206%	206.0%	6.24	72.7%	823,059	131,900	1,695,502	403,616
Murray	2	0.9	14%	330,326	180,257	83%	83.0%	6.35	72.6%	742,412	116,915	616,202	213,955
Pipestone	17	5.7	58%	153,069	137,575	11%	11.0%	9.75	64.1%	1,521,615	156,063	167,378	173,230
Redwood	5	1.6	14%	181,140	146,615	24%	24.0%	12.08	83.0%	2,928,558	242,430	702,854	300,614
Renville	9	2.6	110%	375,742	178,931	110%	110.0%	2.40	41.9%	369,261	153,859	406,187	323,103
Yellow Medicine	6	1.9	37%	276,854	163,984	69%	69.0%	5.25	61.4%	598,967	114,089	413,287	192,810
District 8 Totals	99	41.6	44%	$288,797	$194,911	48%		93.56	59.7%	$16,322,941	$174,465	$9,348,341	$274,383

Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

October 2007

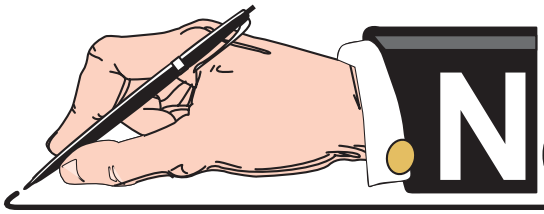
County	1987-2006 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2007 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2006 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chisago	3	2.7	17%	$506,663	$161,647	213%	213.0%	15.55	69.7%	$2,336,139	150,234	$4,975,976	$470,232
Dakota	33	47.5	60%	504,574	241,313	109%	109.0%	78.98	41.8%	17,346,546	219,632	18,907,735	459,031
Ramsey	51	36.6	23%	662,875	399,199	66%	66.0%	161.89	63.6%	69,424,451	428,837	45,820,138	711,870
Washington	13	7.2	14%	730,764	239,763	205%	205.0%	51.02	61.6%	10,667,936	209,093	21,869,269	637,734
Metro Totals	100	94.0	31%	$583,559	$300,400	71%		307.44	56.1%	$99,775,072	$324,535	$91,573,118	$622,392

21-Sep-07

Comparison of 1987-2006 Urban Design Grading Construction Costs to Needs Study Costs

October 2007

County	1987-2006 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Grading Needs Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2007 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2006 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
District 1 Totals	63	33.5	23%	$511,008	$244,425	109%		143.43	64.5%	$45,494,341	$317,188	$59,212,136	$730,018
District 2 Totals	52	24.4	37%	236,606	137,191	72%		65.11	67.0%	10,023,696	153,950	6,649,781	256,082
District 3 Totals	108	49.5	33%	327,221	170,616	92%		149.91	58.5%	27,353,686	182,467	23,115,056	336,660
District 4 Totals	94	39.6	43%	270,155	170,498	58%		93.25	59.9%	18,242,167	195,626	11,892,943	323,165
Metro Totals	123	107.6	29%	766,730	358,188	82%		368.39	57.5%	147,557,389	400,547	159,478,072	833,452
District 6 Totals	82	36.6	26%	283,838	193,649	47%		139.56	64.0%	28,925,202	207,260	13,485,784	303,891
District 7 Totals	112	54.8	38%	285,688	152,108	94%		143.29	65.5%	25,377,392	177,105	19,043,165	310,005
District 8 Totals	99	41.6	44%	288,797	194,911	48%		93.56	59.7%	16,322,941	174,465	9,348,341	274,383
Metro Totals	100	94.0	31%	583,559	300,400	71%		307.44	56.1%	99,775,072	324,535	91,573,118	622,392
STATE TOTAL	833	481.7	32%	$400,633	$249,826	40%		1,503.94	59.8%	$419,071,886	$278,649	$393,798,396	$540,494



NOTES and COMMENTS

County State Aid Construction Fund Balance "Needs" Deductions

October 2007

The resolution below was originally adopted by the Screening Board at its May, 1975 meeting. The latest revision was made by the Screening Board at the October 2006 meeting.

> **That, for the determination of the County State Aid Highway needs, the amount of the unencumbered construction fund balance as of December 31 of the current year; not including the ~~current years~~ last two years of regular account construction apportionment and not including the last three years of municipal account construction apportionment or ~~$100,00~~ $500,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisitions which is being actively engaged or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.**

The following listing indicates the balances as of September 1, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which would be made to the 2006 25-year construction needs **if** the cut off date was September 1. The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2008 CSAH apportionments.

County State Aid Construction Fund Balance "Needs" Deductions

October 2007

County	Regular Account: Unencumbered Construction Fund Balance As of September 1, 2007	Regular Account: Maximum Balance 2 Year 2006-2007 Const. Apportionment	Regular Account: 2007 Construction Fund Balance "Needs" Deduction	Municipal Account: Unencumbered Construction Fund Balance As of September 1, 2007	Municipal Account: Maximum Balance Larger of Either or $500,000 2005-2007 Const. Apport.	Municipal Account: 2007 Construction Fund Balance "Needs" Deduction	Total 2007 Construction Fund Balance "Needs" Deduction	County
Carlton	$1,618,951	$3,698,863	$0	$332,606	$647,095	$0	$0	Carlton
Cook	1,545,228	2,526,997	0	41,490	500,000	0	0	Cook
Itasca	999,164	7,206,603	0	1,275,519	1,479,815	0	0	Itasca
Koochiching	2,321,278	4,564,119	0	148,433	500,000	0	0	Koochiching
Lake	2,687,880	3,691,486	0	46,648	500,000	0	0	Lake
Pine	0	5,500,661	0	590,672	1,389,211	0	0	Pine
St. Louis	695,294	22,265,531	0	0	2,571,262	0	0	St. Louis
District 1 Totals	$9,867,795	$49,454,260	$0	$2,435,368	$7,587,383	$0	$0	District 1 Totals
Beltrami	$2,480,315	$5,161,014	$0	$0	$500,000	$0	$0	Beltrami
Clearwater	0	2,926,234	0	253,929	500,000	0	0	Clearwater
Hubbard	0	3,212,316	0	263,468	500,000	0	0	Hubbard
Kittson	654,935	2,943,547	0	33,194	752,111	0	0	Kittson
Lake of the Woods	491,938	3,116,744	0	0	500,000	0	0	Lake of the Woods
Marshall	1,566,330	4,792,644	0	476,528	712,953	0	0	Marshall
Norman	1,466,190	3,252,128	0	469,044	517,194	0	0	Norman
Pennington	749,864	2,437,453	0	400,158	500,000	0	0	Pennington
Polk	0	6,985,013	0	0	888,974	0	0	Polk
Red Lake	1,192,847	2,371,472	0	288,422	500,000	0	0	Red Lake
Roseau	0	3,837,530	0	199,292	786,760	0	0	Roseau
District 2 Totals	$8,602,419	$41,036,095	$0	$2,384,035	$6,657,992	$0	$0	District 2 Totals
Aitkin	$2,214,085	$4,040,449	$0	$122,119	$500,000	$0	$0	Aitkin
Benton	159,602	2,545,711	0	863,526	500,000	363,526	363,526	Benton
Cass	0	4,723,004	0	250,751	685,149	0	0	Cass
Crow Wing	449,593	3,738,396	0	423,894	1,360,963	0	0	Crow Wing
Isanti	655,002	2,946,062	0	67,906	500,000	0	0	Isanti
Kanabec	0	2,151,829	0	255,079	511,397	0	0	Kanabec
Mille Lacs	1,519,530	3,541,207	0	439,362	527,860	0	0	Mille Lacs
Morrison	2,857,188	4,593,044	0	140,832	818,626	0	0	Morrison
Sherburne	5,269	2,942,946	0	65,801	500,000	0	0	Sherburne
Stearns	3,060,433	7,413,797	0	0	2,060,599	0	0	Stearns
Todd	606,333	3,053,990	0	970,287	932,235	38,052	38,052	Todd
Wadena	885,505	2,153,411	0	480,017	546,005	0	0	Wadena
Wright	0	6,576,656	0	44,585	1,501,568	0	0	Wright
District 3 Totals	$12,412,540	$50,420,502	$0	$4,124,159	$10,944,402	$401,578	$401,578	District 3 Totals

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County State Aid Construction Fund Balance "Needs" Deductions

October 2007

County	Regular Account: Unencumbered Construction Fund Balance As of September 1, 2007	Regular Account: Maximum Balance 2 Year 2006-2007 Const. Apportionment	Regular Account: 2007 Construction Fund Balance "Needs" Deduction	Municipal Account: Unencumbered Construction Fund Balance As of September 1, 2007	Municipal Account: Maximum Balance Larger of Either or $500,000 2005-2007 Const. Apport.	Municipal Account: 2007 Construction Fund Balance "Needs" Deduction	Total 2007 Construction Fund Balance "Needs" Deduction	County
Becker	$195,118	$4,254,509	$0	$358,455	$543,118	$0	$0	Becker
Big Stone	1,156,300	2,140,319	0	0	551,314	0	0	Big Stone
Clay	404,295	4,170,099	0	808,239	575,677	232,562	232,562	Clay
Douglas	379,773	3,530,539	0	626,263	800,963	0	0	Douglas
Grant	1,959,156	2,231,158	0	442,444	500,000	0	0	Grant
Mahnomen	44,803	2,409,726	0	255,911	500,000	0	0	Mahnomen
Otter Tail	3,137,363	9,311,054	0	0	1,171,083	0	0	Otter Tail
Pope	0	3,077,267	0	314,487	500,000	0	0	Pope
Stevens	266,756	2,415,713	0	95,807	500,000	0	0	Stevens
Swift	810,568	2,819,414	0	251,068	500,000	0	0	Swift
Traverse	2,208,839	2,300,261	0	0	500,000	0	0	Traverse
Wilkin	0	2,900,264	0	86,417	716,534	0	0	Wilkin
District 4 Totals	$10,562,971	$41,560,323	$0	$3,239,091	$7,358,689	$232,562	$232,562	District 4 Totals
Anoka	$0	$9,526,119	$0	$0	$500,000	$0	$0	Anoka
Carver	4,758,384	4,215,096	543,288	216,867	777,745	0	543,288	Carver
Hennepin	6,375,861	23,515,211	0	3,706,145	4,690,706	0	0	Hennepin
Scott	0	6,417,632	0	83,950	500,000	0	0	Scott
Metro Totals	$11,134,245	$43,674,058	$543,288	$4,006,962	$6,468,451	$0	$543,288	Metro Totals
Dodge	$0	$2,925,918	$0	$153,306	$563,660	$0	$0	Dodge
Fillmore	2,260,960	5,096,778	0	1,771,555	1,406,266	365,289	365,289	Fillmore
Freeborn	147,796	4,390,060	0	501,217	704,703	0	0	Freeborn
Goodhue	51,923	4,666,522	0	37,621	934,315	0	0	Goodhue
Houston	2,142,172	3,882,099	0	136,785	500,000	0	0	Houston
Mower	689,264	4,561,129	0	202,837	543,073	0	0	Mower
Olmsted	1,832,794	5,704,332	0	216,203	500,000	0	0	Olmsted
Rice	1,406,888	4,066,863	0	60,196	500,000	0	0	Rice
Steele	1,007,033	3,975,371	0	319,363	500,000	0	0	Steele
Wabasha	0	3,590,970	0	0	914,209	0	0	Wabasha
Winona	299,593	4,402,280	0	0	642,053	0	0	Winona
District 6 Totals	$9,838,423	$47,262,322	$0	$3,399,083	$7,708,279	$365,289	$365,289	District 6 Totals

County State Aid Construction Fund Balance "Needs" Deductions

October 2007

County	Regular Account: Unencumbered Construction Fund Balance As of September 1, 2007	Regular Account: Maximum Balance 2 Year 2006-2007 Const. Apportionment	Regular Account: 2007 Construction Fund Balance "Needs" Deduction	Municipal Account: Unencumbered Construction Fund Balance As of September 1, 2007	Municipal Account: Maximum Balance Larger of Either or $500,000 2005-2007 Const. Apport.	Municipal Account: 2007 Construction Fund Balance "Needs" Deduction	Total 2007 Construction Fund Balance "Needs" Deduction	County
Blue Earth	$0	$5,762,286	$0	$323,362	$721,844	$0	$0	Blue Earth
Brown	0	3,272,273	0	147,624	506,827	0	0	Brown
Cottonwood	257,915	2,950,525	0	342,472	585,740	0	0	Cottonwood
Faribault	582,011	3,404,667	0	1,151,417	1,196,387	0	0	Faribault
Jackson	0	3,497,340	0	328,455	773,861	0	0	Jackson
Le Sueur	139,100	3,188,807	0	0	1,165,386	0	0	Le Sueur
Martin	1,078,120	3,751,339	0	528,303	500,000	28,303	28,303	Martin
Nicollet	7,356	3,304,357	0	187,336	500,000	0	0	Nicollet
Nobles	755,032	4,288,532	0	112,640	500,000	0	0	Nobles
Rock	730,013	2,390,973	0	928,389	829,537	98,852	98,852	Rock
Sibley	0	2,815,326	0	558,889	520,094	38,795	38,795	Sibley
Waseca	1,180,833	2,814,846	0	288,118	500,000	0	0	Waseca
Watonwan	142,892	2,237,445	0	576,275	770,311	0	0	Watonwan
District 7 Totals	$4,873,272	$43,678,716	$0	$5,473,280	$9,069,987	$165,950	$165,950	District 7 Totals
Chippewa	$0	$2,473,643	$0	$4,175	$500,000	$0	$0	Chippewa
Kandiyohi	745,685	5,092,595	0	757,487	509,149	248,338	248,338	Kandiyohi
Lac Qui Parle	225,941	2,913,948	0	236,511	610,897	0	0	Lac Qui Parle
Lincoln	395,657	2,346,957	0	294,180	500,000	0	0	Lincoln
Lyon	1,598,790	2,925,993	0	562,624	852,420	0	0	Lyon
Mc Leod	3,396,070	3,355,437	40,633	786,947	553,100	233,847	274,480	Mc Leod
Meeker	498,408	2,853,077	0	130,019	500,000	0	0	Meeker
Murray	759,829	3,132,169	0	677,949	557,511	120,438	120,438	Murray
Pipestone	762,415	1,926,157	0	73,412	980,697	0	0	Pipestone
Redwood	1,592,860	3,864,396	0	556,827	1,038,599	0	0	Redwood
Renville	175,503	4,820,101	0	166,319	500,000	0	0	Renville
Yellow Medicine	155,183	3,094,485	0	325,090	630,858	0	0	Yellow Medicine
District 8 Totals	$10,306,341	$38,798,958	$40,633	$4,571,540	$7,733,231	$602,623	$643,256	District 8 Totals
Chisago	$2,592,510	$3,934,474	$0	$450,267	$810,630	$0	$0	Chisago
Dakota	6,273,964	9,900,818	0	793,676	588,066	205,610	205,610	Dakota
Ramsey	0	12,387,051	0	143,007	500,000	0	0	Ramsey
Washington	7,434,691	6,239,817	1,194,874	2,363,090	2,363,090	0	1,194,874	Washington
Metro Totals	$16,301,165	$32,462,160	$1,194,874	$3,750,040	$4,261,786	$205,610	$1,400,484	Metro Totals
STATE TOTALS	$93,899,171	$388,347,394	$1,778,795	$33,383,558	$67,790,200	$1,973,612	$3,752,407	STATE TOTALS

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Bond Account Adjustments

October 2007

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

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

STATE AID BOND RECORD AS OF DECEMBER 31, 2006

County	Date of Issue	Amount of Issue	Total $'s Applied to Projects	Principal Paid to Date	$'s Applied Less Principal To Be Paid	Total $'s Applied to Ineligible Projects	Bond Account Adjustment
Lake	09/01/05	$3,200,000	$881,853	$460,000	$421,853	$165,024	$256,829
District 1 Totals		3,200,000	881,853	460,000	421,853	165,024	256,829
Polk	03/25/03	4,000,000	3,977,206	2,400,000	1,577,206		1,577,206
District 2 Totals		4,000,000	3,977,206	2,400,000	1,577,206	0	1,577,206
Anoka	05/18/99	6,400,000	6,400,000	4,290,000	2,110,000	0	2,110,000
Anoka	03/01/01	4,575,000	4,575,000	2,020,000	2,555,000	0	2,555,000
Metro Totals		10,975,000	10,975,000	6,310,000	4,665,000	0	4,665,000
LeSueur	05/01/03	2,670,000	2,670,000	540,000	2,130,000	0	2,130,000
LeSueur	04/01/05	2,650,000	1,270,101	265,000	1,005,101	0	1,005,101
Nicollet	01/01/02	2,450,000	2,450,000	815,000	1,635,000	173,135	1,461,865
District 7 Totals		7,770,000	6,390,101	1,620,000	4,770,101	173,135	4,596,966

Kandiyohi	01/01/99	3,250,000	3,250,000	1,240,000	2,010,000	0	2,010,000
District 8 Totals		3,250,000	3,250,000	1,240,000	2,010,000	0	2,010,000
Chisago	03/30/04	4,000,000	4,000,000	1,110,000	2,890,000	0	2,890,000
Metro Totals		4,000,000	4,000,000	1,110,000	2,890,000	0	2,890,000
STATE TOTALS		$33,195,000	$29,474,160	$13,140,000	$16,334,160	$338,159	$15,996,001

TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2006

County	Date of Issue	Amount of Issue	Total $'s Applied to Projects	Principal Paid to Date	$'s Applied Less Principal To Be Paid	Total $'s Applied to Ineligible Projects	Bond Account Adjustment
Pine	08/30/01	$2,225,000	$103,761	$630,000	($526,239)	$0	$0
District 1 Totals		2,225,000	103,761	630,000	(526,239)	0	0
Pennington	07/14/01	1,731,285	0	356,285	(356,285)	0	0
District 2 Totals		1,731,285	0	356,285	(356,285)	0	0
STATE TOTALS		$3,956,285	$103,761	$986,285	($882,524)	$0	$0

Special Resurfacing Projects

October 2007

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

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

The following list shows the counties, by district, that awarded special resurfacing projects from 1997 through 2006 the number of projects awarded and the project costs in each account which have been deducted from the 2007 County State Aid Highway Money needs. In 2006 alone, more than $37.1 million of special resurfacing projects were awarded.

County	Number of Special Resurf. Projects 1997-2006	Number of Special Resurf. Projects 2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2007 25-Yr. Const. Needs
Carlton	19	0	$2,998,718	$269,499	$3,268,217
Cook	6	1	3,138,060	0	3,138,060
Itasca	11	4	4,431,253	0	4,431,253
Koochiching	23	0	3,662,918	82,565	3,745,483
Lake	10	0	4,096,519	41,976	4,138,495
Pine	24	1	7,536,386	967,191	8,503,577
St. Louis	36	4	16,971,659	86,922	17,058,581
District 1 Totals	129	10	$42,835,513	$1,448,153	$44,283,666
Beltrami	9	0	$3,881,988	$61,828	$3,943,816
Clearwater	8	0	1,642,781	33,962	1,676,743
Hubbard	13	0	3,980,221	11,832	3,992,053
Kittson	4	1	1,854,571	221,435	2,076,006
Lake of the Woods	13	2	3,834,123	53,828	3,887,951
Marshall	4	0	637,025	97,738	734,763
Norman	18	1	2,245,732	116,020	2,361,752
Pennington	6	0	2,199,725	0	2,199,725
Polk	10	4	2,340,873	103,570	2,444,443
Red Lake	9	0	4,031,407	195,922	4,227,329
Roseau	11	0	3,404,494	43,498	3,447,992
District 2 Totals	105	8	$30,052,940	$939,633	$30,992,573

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County	Number of Special Resurf. Projects 1997-2006	Number of Special Resurf. Projects 2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2007 25-Yr. Const. Needs
Aitkin	7	1	$1,763,942	$51,836	$1,815,778
Benton	6	0	1,722,312	179,863	1,902,175
Cass	6	0	844,591	278,686	1,123,277
Crow Wing	13	1	3,775,521	589,876	4,365,397
Isanti	18	1	1,962,984	0	1,962,984
Kanabec	1	0	0	26,464	26,464
Mille Lacs	32	2	5,936,026	168,569	6,104,595
Morrison	14	0	5,320,342	62,871	5,383,213
Sherburne	7	1	998,788	0	998,788
Stearns	30	2	10,107,145	16,954	10,124,099
Todd	4	0	1,670,933	32,391	1,703,324
Wadena	10	1	2,421,013	8,705	2,429,718
Wright	19	0	8,000,269	390,346	8,390,615
District 3 Totals	167	9	$44,523,866	$1,806,561	$46,330,427
Becker	39	2	$7,123,397	$282,598	$7,405,995
Big Stone	13	2	3,243,195	0	3,243,195
Clay	3	0	548,002	138,786	686,788
Douglas	22	7	5,505,426	136,314	5,641,740
Grant	8	0	2,486,469	36,161	2,522,630
Mahnomen	6	1	2,439,253	15,785	2,455,038
Otter Tail	34	2	9,868,267	243,571	10,111,838
Pope	6	1	1,865,586	52,487	1,918,073
Stevens	6	0	2,240,810	0	2,240,810
Swift	7	0	1,471,673	140,042	1,611,715
Traverse	6	0	2,606,778	132,317	2,739,095
Wilkin	9	2	2,876,870	361,277	3,238,147
District 4 Totals	159	17	$42,275,726	$1,539,338	$43,815,064
Anoka	1	0	$90,089	$0	$90,089
Carver	5	1	518,485	0	518,485
Hennepin	2	0	274,123	0	274,123
Scott	0	0	0	0	0
Metro Totals	8	1	$882,697	$0	$882,697
Dodge	8	0	$2,623,291	$72,984	$2,696,275
Fillmore	5	1	1,883,099	103,307	1,986,406
Freeborn	28	1	15,819,783	0	15,819,783
Goodhue	4	0	1,815,203	0	1,815,203
Houston	10	0	2,389,293	316,917	2,706,210
Mower	4	2	1,221,803	401,839	1,623,642
Olmsted	3	0	4,113,989	0	4,113,989
Rice	21	2	6,296,734	0	6,296,734
Steele	24	2	5,198,357	0	5,198,357
Wabasha	17	4	3,835,777	300,252	4,136,029
Winona	30	3	8,025,538	1,117,072	9,142,610
District 6 Totals	154	15	$53,222,867	$2,312,371	$55,535,238

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County	Number of Special Resurf. Projects 1997-2006	Number of Special Resurf. Projects 2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2007 25-Yr. Const. Needs
Blue Earth	37	2	$5,208,998	$50,160	$5,259,158
Brown	18	0	2,916,611	169,208	3,085,819
Cottonwood	19	0	2,393,745	149,474	2,543,219
Faribault	2	1	964,076	0	964,076
Jackson	12	0	2,464,504	0	2,464,504
LeSueur	21	0	6,824,127	936,394	7,760,521
Martin	5	0	1,486,267	0	1,486,267
Nicollet	18	2	5,921,606	333,583	6,255,189
Nobles	11	2	2,869,241	54,145	2,923,386
Rock	16	0	4,662,383	117,617	4,780,000
Sibley	19	2	2,190,343	212,666	2,403,009
Waseca	15	2	6,220,127	23,176	6,243,303
Watonwan	15	4	815,825	187,593	1,003,418
District 7 Totals	208	15	$44,937,853	$2,234,016	$47,171,869
Chippewa	11	1	$4,128,468	$147,123	$4,275,591
Kandiyohi	0	0	0	0	0
Lac Qui Parle	14	4	4,285,297	76,196	4,361,493
Lincoln	12	0	1,424,422	142,407	1,566,829
Lyon	24	6	4,132,105	448,509	4,580,614
Mc Leod	11	1	1,625,163	29,045	1,654,208
Meeker	9	0	1,907,922	182,965	2,090,887
Murray	22	2	4,434,720	218,648	4,653,368
Pipestone	24	2	2,949,106	456,735	3,405,841
Redwood	22	3	4,876,572	580,316	5,456,888
Renville	8	0	1,770,506	0	1,770,506
Yellow Medicine	5	0	573,569	79,890	653,459
District 8 Totals	162	19	$32,107,850	$2,361,834	$34,469,684
Chisago	5	0	$1,314,482	$559,509	$1,873,991
Dakota	0	0	0	0	0
Ramsey	33	8	5,737,898	0	5,737,898
Washington	4	0	1,157,396	498,571	1,655,967
Metro Totals	42	8	$8,209,776	$1,058,080	$9,267,856
STATE TOTALS	1,134	102	$299,049,088	$13,699,986	$312,749,074

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"After The Fact" Bridge Deck Rehabilitation Needs

October 2007

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the Tentative 2008 Money Needs Apportionment Form.

County	Letting Date Or Reporting Date	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	Total Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
Itasca	1999	2	$256,076	$210,838	$466,914	2001-2015
Lake	1999	1	113,025	0	113,025	2001-2015
District 1		3	369,101	210,838	579,939	
Beltrami	2002	1	270,771	0	270,771	2004-2018
Polk	1988	1	201,689	0	201,689	1994-2008
District 2		2	472,460	0	472,460	
Benton	2006	1	8,007	0	8,007	2007-2021
Crow Wing	2007	1	18,132		18,132	2008-2022
Stearns	2007	1	8,007	0	8,007	2008-2022
Wright	1992	1	54,677	0	54,677	2005-2019
District 3		1	54,677	0	88,823	
Anoka	2000	1	179,005	0	179,005	2001-2015
Hennepin	1994	1	45,520	0	45,520	1996-2010
Hennepin	2000	1	88,131	0	88,131	2002-2016
Hennepin	2002	1	1,687,062	0	1,687,062	2004-2018
Metro		4	1,999,718	0	1,999,718	
Goodhue	2005	2	168,135	0	168,135	2005-2020
Houston	2002	1	0	138,340	138,340	2004-2018
Olmsted	1993	1	52,831	0	52,831	1995-2009
Olmsted	1999	2	228,355	0	228,355	2003-2017
Olmsted	2000	3	295,336	0	295,336	2003-2017
Rice	1999	1	0	299,733	299,733	2004-2018
Wabasha	1998	1	27,500	0	27,500	1999-2013
District 6		9	772,157	438,073	1,210,230	
Nicollet	1999	1	0	114,468	114,468	2000-2014
Nicollet	2001	1	37,813	0	37,813	2003-2017
District 7		2	37,813	114,468	152,281	
Kandiyohi	2001	1	19,828	0	19,828	2002-2016
District 8		1	19,828	0	19,828	
Ramsey	1979	1	79,075	0	79,075	2003-2017
Ramsey	1986	1	555,051	0	555,051	2003-2017
Ramsey	1988	2	143,710	0	143,710	1993-2007
Metro		4	777,836	0	777,836	
State Total		29	$4,520,663	$763,379	$5,301,115	2008 Apport.

"After The Fact" Mn/DOT Bridge Needs

October 2007

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

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

Pursuant to this resolution, the following counties have reported and justified county funds used on Mn/DOT bridges in the amounts and for the years indicated. These adjustments are shown on the Tentative 2008 Money Needs Apportionment Form.

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

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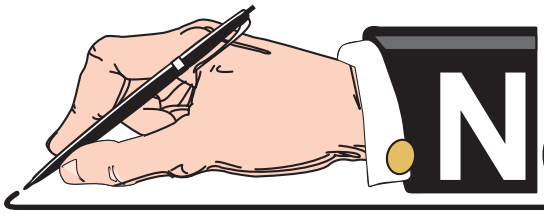

NOTES and COMMENTS

"After the Fact" Right of Way Needs

October 2007

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

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

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

Pursuant to this resolution, the following R/W needs will be added to each county's 2006 25-year needs and are shown on the 2008 Money Needs Apportionment Chart.

County	After the Fact R/W Needs
Carlton	$1,031,537
Cook	290,821
Itasca	1,386,886
Koochiching	1,287,865
Lake	1,342,860
Pine	1,380,567
St. Louis	10,951,293
District 1 Totals	**$17,671,829**
Beltrami	$1,830,554
Clearwater	718,110
Hubbard	2,257,464
Kittson	1,508,011
Lake of the Woods	176,828
Marshall	2,369,110
Norman	915,750
Pennington	531,560
Polk	4,913,537
Red Lake	341,906
Roseau	1,008,639
District 2 Totals	**$16,571,469**

County	After the Fact R/W Needs
Aitkin	$1,626,328
Benton	1,548,253
Cass	1,551,285
Crow Wing	1,338,475
Isanti	1,407,806
Kanabec	362,375
Mille Lacs	831,634
Morrison	255,686
Sherburne	1,140,196
Stearns	2,392,826
Todd	426,987
Wadena	384,615
Wright	4,302,466
District 3 Totals	**$17,568,932**

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"After the Fact" Right of Way Needs

October, 2007

County	After the Fact R/W Needs
Becker	$1,370,678
Big Stone	194,537
Clay	1,722,189
Douglas	1,370,688
Grant	360,979
Mahnomen	440,791
Otter Tail	2,302,722
Pope	1,169,235
Stevens	673,084
Swift	695,071
Traverse	160,653
Wilkin	916,877
District 4 Totals	**$11,377,504**
Anoka	$18,760,300
Carver	2,839,055
Hennepin	89,776,870
Scott	27,241,179
Metro Totals	**$138,617,404**
Dodge	$904,635
Fillmore	1,660,519
Freeborn	523,787
Goodhue	3,568,422
Houston	800,347
Mower	558,309
Olmsted	5,622,431
Rice	553,642
Steele	853,110
Wabasha	1,860,907
Winona	953,253
District 6 Totals	**$17,859,362**

County	After the Fact R/W Needs
Blue Earth	$6,715,836
Brown	1,965,644
Cottonwood	935,910
Faribault	901,212
Jackson	603,533
Le Sueur	1,508,077
Martin	619,348
Nicollet	1,511,035
Nobles	459,791
Rock	611,529
Sibley	698,700
Waseca	323,108
Watonwan	577,119
District 7 Totals	**$17,430,842**
Chippewa	$721,249
Kandiyohi	3,567,019
Lac Qui Parle	674,173
Lincoln	968,939
Lyon	1,420,834
Mc Leod	2,487,550
Meeker	685,952
Murray	937,394
Pipestone	558,879
Redwood	1,387,174
Renville	2,896,479
Yellow Medicine	1,008,392
District 8 Totals	**$17,314,034**
Chisago	$5,204,601
Dakota	40,109,268
Ramsey	16,090,719
Washington	9,985,178
Metro Totals	**$71,389,766**
STATE TOTALS	**$325,801,142**

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Miscellaneous "After the Fact" Needs

October 2007

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

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

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs have been added to each county's 2007 25-year needs.

County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Concrete Paving	Total
Carlton	$39,454	$0	$0	$0	$0	$0	$0	**$39,454**
Cook	6,976	0	0	16,161	0	0	0	**23,137**
Itasca	80,395	143,725	0	86,190	0	0	0	**310,310**
Koochiching	0	0	0	0	0	0	0	**0**
Lake	89,138	80,970	15,801	72,786	4,442	0	0	**263,137**
Pine	58,386	9,112	0	14,612	0	0	0	**82,110**
St. Louis	648,475	180,188	26,280	203,919	92,123	0	0	**1,150,985**
District 1	**$922,824**	**$413,995**	**$42,081**	**$393,668**	**$96,565**	**$0**	**$0**	**$1,869,133**
Beltrami	$76,884	$0	$210,137	$48,748	$29,464	$94,350	$0	**$459,583**
Clearwater	0	0	0	57,509	32,134	28,800	0	**118,443**
Hubbard	0	0	0	0	18,213	0	0	**18,213**
Kittson	0	29,373	0	0	0	50,302	0	**79,675**
Lake of the Woods	0	0	0	0	0	0	0	**0**
Marshall	0	0	0	80,678	18,732	0	0	**99,410**
Norman	0	0	0	0	0	0	0	**0**
Pennington	0	0	0	0	0	0	0	**0**
Polk	0	0	0	126,909	4,970	418,423	0	**550,302**
Red Lake	0	193,218	0	61,553	1,953	0	0	**256,724**
Roseau	0	0	0	225,886	0	18,232	0	**244,117**
District 2	**$76,884**	**$222,591**	**$210,137**	**$601,283**	**$105,466**	**$610,107**	**$0**	**$1,826,467**
Aitkin	$27,696	$0	$8,130	$108,296	$7,534	$32,000	$0	**$183,656**
Benton	248,957	0	0	0	0	0	0	**248,957**
Cass	0	0	0	0	0	0	0	**0**
Crow Wing	445,570	0	63,769	105,461	121,106	0	0	**735,906**
Isanti	0	0	0	0	0	0	0	**0**
Kanabec	0	0	0	0	0	0	0	**0**
Mille Lacs	81,866	172,816	34,694	173,755	44,417	0	0	**507,548**
Morrison	0	0	0	0	0	0	0	**0**
Sherburne	0	0	0	0	0	0	0	**0**
Stearns	696,234	0	64,533	231,907	0	0	0	**992,674**
Todd	16,745	0	0	0	0	0	0	**16,745**
Wadena	0	0	0	0	0	0	0	**0**
Wright	1,332,475	11,724	200,851	329,286	58,970	100,319	0	**2,033,625**
District 3	**$2,849,543**	**$184,540**	**$371,977**	**$948,705**	**$232,027**	**$132,319**	**$0**	**$4,719,110**
Becker	$8,883	$0	$0	$115,520	$37,561	$19,576	$0	**$181,540**
Big Stone	0	0	0	0	0	0	0	**0**
Clay	56,589	0	0	0	0	86,031	0	**142,620**
Douglas	183,684	17,016	25,081	131,002	0	0	0	**356,783**
Grant	0	0	0	0	0	0	0	**0**
Mahnomen	0	0	0	0	0	0	0	**0**
Otter Tail	0	0	0	0	0	0	0	**0**
Pope	0	0	0	0	0	0	0	**0**
Stevens	0	0	0	5,680	14,000	0	0	**19,680**
Swift	0	20,054	0	35,904	0	0	0	**55,958**
Traverse	0	0	0	0	0	0	0	**0**
Wilkin	0	0	0	0	0	0	0	**0**
District 4	**$249,156**	**$37,070**	**$25,081**	**$288,106**	**$51,561**	**$105,607**	**$0**	**$756,581**

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County	Traffic Signals	Lighting	Retaining Walls	Sidewalk	Wetland Mitigation	RR-xing Surfacing	Concrete Paving	Total
Anoka	$8,288,610	$77,611	$1,136,633	$853,079	$1,357,226	$369,592	$0	**$12,082,751**
Carver	37,029	204,557	0	0	17,279	50,581	0	**309,446**
Hennepin	13,633,944	2,795,786	3,641,902	6,761,456	67,499	0	0	**26,900,587**
Scott	3,938,052	41,500	581,872	1,600,713	179,709	0	0	**6,341,846**
Metro	**$25,897,635**	**$3,119,454**	**$5,360,407**	**$9,215,248**	**$1,621,713**	**$420,173**	**$0**	**$45,634,630**
Dodge	$0	$0	$0	$48,264	$22,268	$0	$0	**$70,532**
Fillmore	0	338,637	66,528	209,584	0	0	0	**614,749**
Freeborn	144,736	0	0	0	0	0	0	**144,736**
Goodhue	326,840	87,328	271,798	107,281	0	36,513	1,101,372	**1,931,132**
Houston	0	153,749	118,982	89,387	122,040	0	0	**484,158**
Mower	0	0	0	0	0	0	0	**0**
Olmsted	1,727,807	0	90,033	0	0	0	0	**1,817,840**
Rice	153,441	0	63,815	274,317	0	0	0	**491,573**
Steele	0	0	0	0	0	0	550,725	**550,725**
Wabasha	0	0	57,971	440,763	5,100	9,000	0	**512,834**
Winona	0	0	2,760	0	0	81,675	0	**84,435**
District 6	**$2,352,824**	**$579,714**	**$671,887**	**$1,169,596**	**$149,408**	**$127,188**	**$1,652,097**	**$6,702,714**
Blue Earth	$384,243	$303,815	$208,536	$319,201	$655,184	$131,966	$407,254	**$2,410,199**
Brown	8,925	0	0	0	0	206,365	0	**215,290**
Cottonwood	0	0	0	29,474	0	0	0	**29,474**
Faribault	99,989	27,850	0	141,052	0	27,909	0	**296,800**
Jackson	0	0	0	0	0	0	0	**0**
Le Sueur	35,834	111,130	130,685	273,876	0	41,241	0	**592,766**
Martin	0	0	0	0	0	0	0	**0**
Nicollet	0	0	50,232	23,340	0	0	0	**73,572**
Nobles	106,208	0	0	49,875	0	68,942	0	**225,025**
Rock	0	0	0	0	0	0	0	**0**
Sibley	0	0	0	0	0	0	0	**0**
Waseca	0	0	0	0	0	0	0	**0**
Watonwan	1,626	324,117	0	337,496	0	169,745	403,088	**1,236,071**
District 7	**$636,825**	**$766,912**	**$389,453**	**$1,174,314**	**$655,184**	**$646,168**	**$810,342**	**$5,079,197**
Chippewa	$0	$0	$0	$0	$0	$92,358	$0	**$92,358**
Kandiyohi	248,485	76,147	56,899	136,963	89,093	48,888	0	**656,475**
Lac Qui Parle	0	0	0	0	0	0	0	**0**
Lincoln	0	0	0	0	0	0	0	**0**
Lyon	0	0	0	73,849	7,824	0	0	**81,673**
McLeod	0	0	40,294	0	16,400	0	0	**56,694**
Meeker	8,439	0	0	0	0	23,762	0	**32,201**
Murray	0	0	29,988	231,697	0	0	0	**261,685**
Pipestone	0	216	3,150	121,590	0	15,000	0	**139,956**
Redwood	0	0	0	0	0	0	0	**0**
Renville	0	0	0	0	0	0	0	**0**
Yellow Medicine	0	0	0	0	0	36,576	0	**36,576**
District 8	**$256,924**	**$76,363**	**$130,331**	**$564,099**	**$113,317**	**$216,584**	**$0**	**$1,357,618**
Chisago	$83,255	$0	$4,599	$110,419	$861	$0	$0	**$199,134**
Dakota	6,022,977	0	2,441,139	1,375,247	435,535	98,758	0	**10,373,656**
Ramsey	10,282,006	1,006,716	2,704,291	1,496,442	877,278	2,163,413	267,880	**18,798,026**
Washington	4,093,562	41,632	167,588	556,319	281,565	0	0	**5,140,666**
Metro	**$20,481,800**	**$1,048,348**	**$5,317,617**	**$3,538,427**	**$1,595,239**	**$2,262,171**	**$267,880**	**$34,511,482**
TOTAL	**$53,724,415**	**$6,448,987**	**$12,518,971**	**$17,893,446**	**$4,620,480**	**$4,520,316**	**$2,730,319**	**$102,456,934**

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

Needs Adjustments for Variances Granted on CSAHs

October 2007

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

The adjustments shown below are for those variances granted for which projects have been awarded prior to May 1, 2007 and for which no adjustments have been previously made. These adjustments were computed using guidelines established by the Variance Subcommittee. The guidelines are a part of the Screening Board resolutions.

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

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

* Based on $15.06 earning factor for each $1,000 of 25 year money needs.

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Needs Adjustment for "Credit for Local Effort"

October, 2007

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

> **That annually a needs adjustment for local effort for construction items which reduce State Aid needs shall be made to the CSAH 25 year construction needs.**
>
> **The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of twenty years beginning with the first needs of the county involved for a period of twenty years beginning with the first apportionment year after the documentation has been submitted.**
>
> **It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.**

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These amounts have been added to each County's 2007 money needs.

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Carlton	$21,550	$0	$21,550
District 1	**$21,550**	**$0**	**$21,550**
Clearwater	$191,806	$551,887	$743,693
Kittson	$113,195	4,705	117,900
Polk	7,144,949	0	7,144,949
District 2	**$7,449,950**	**$556,592**	**$8,006,542**
Stearns	$6,026	$523,449	$529,476
Todd	$0	$297,741	$297,741
Wright	126,424	204,457	330,881
District 3	**$132,450**	**$1,025,647**	**$1,158,098**
Becker	$1,099,999	$0	$1,099,999
Clay	55,021	0	55,021
Douglas	1,348,210	0	1,348,210
District 4	**$2,503,230**	**$0**	**$2,503,230**

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County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Anoka	$28,481,728	$0	$28,481,728
Carver	12,503,128	689,751	13,192,879
Hennepin	21,955,717	268,125	22,223,842
Scott	29,782,051	0	29,782,051
District 5	**$92,722,624**	**$957,876**	**$93,680,500**
Dodge	$496,857	$426,054	$922,911
Fillmore	2,191,747	95,238	2,286,985
Freeborn	168,744	0	168,744
Goodhue	6,951,568	599	6,952,167
Olmsted	9,084,066	0	9,084,066
Winona	1,095,408	0	1,095,408
District 6	**$19,988,390**	**$521,891**	**$20,510,281**
Blue Earth	$2,375,882	$0	$2,375,882
Brown	533,246	355,015	888,261
Faribault	919,587	34,377	953,964
Le Sueur	0	600,544	600,544
Martin	280,303	0	280,303
Nicollet	6,571,979	0	6,571,979
Nobles	0	62,245	62,245
Waseca	491,421	0	491,421
Watonwan	211,289	0	211,289
District 7	**$11,383,707**	**$1,052,181**	**$12,435,888**
Chippewa	$0	$28,964	$28,964
Kandiyohi	5,542,121	0	5,542,121
Lyon	49,545	0	49,545
McLeod	461,794	214,710	676,504
Meeker	206,466	0	206,466
Redwood	7,599	0	7,599
Renville	0	311,633	311,633
Yellow Medicine	940,553	14,416	954,969
District 8	**$7,208,078**	**$569,723**	**$7,777,801**
Dakota	$10,655,105	$0	$10,655,105
Ramsey	455,138	0	455,138
Washington	2,703,206	0	2,703,206
District 9	**$13,813,449**	**$0**	**$13,813,449**
TOTAL	**$155,223,429**	**$4,683,910**	**$159,907,339**

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Non Existing CSAH Needs Adjustment

October 2007

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

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

The following segments are covered by this resolution and the corresponding needs will be subtracted from the 2006 25 year needs, as shown on the 2007 Money Needs Apportionment Form.

County	CSAH	Miles	Termini	Year Designation	Needs Deduction
ITASCA	83	0.70	1.5 M E of TH 169 to TH 65	1976	$793,012
DISTRICT 1		**0.70**			**793,012**
SCOTT	27	0.92	CSAH 16 to TH 13	1979	2,268,806
DAKOTA	5	1.35	TH 13 to FAI 35W	1975	2,443,121
METRO		**2.27**			**4,711,927**
STATE TOTAL		**2.97**			**$5,504,939**

Mill Levy Deduction

October 2007

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

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

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

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

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

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

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

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

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

Mill Levy Deduction

October 2007

County	County Total Real & Personal Market Value (Taxes Payable 2006)	Mill Levy Deduction
Carlton	$2,221,149,300	$354,495
Cook	1,347,821,248	215,112
Itasca	4,294,863,900	685,460
Koochiching	774,476,000	123,606
Lake	1,296,353,600	206,898
Pine	2,611,609,500	416,813
St. Louis*	13,347,716,338	1,290,724
District 1 Totals	$25,893,989,886	$3,293,108
Beltrami	$2,386,728,900	$380,922
Clearwater	581,137,700	92,750
Hubbard	2,749,937,900	438,890
Kittson	562,947,400	89,846
Lake of the Woods	356,912,100	56,963
Marshall	805,726,100	128,594
Norman	600,494,000	95,839
Pennington	604,067,300	96,409
Polk	2,187,671,800	349,152
Red Lake	246,054,700	39,270
Roseau	862,512,300	137,657
District 2 Totals	$11,944,190,200	$1,906,292
Aitkin	$2,359,462,650	$376,570
Benton	2,608,935,600	416,386
Cass	5,267,293,800	840,660
Crow Wing	9,083,249,600	1,449,687
Isanti	3,132,766,800	499,990
Kanabec	1,262,867,350	201,554
Mille Lacs	2,024,045,100	323,038
Morrison	2,757,610,400	440,115
Sherburne	7,863,622,000	1,255,034
Stearns	10,942,320,900	1,746,394
Todd	1,793,668,300	286,269
Wadena	818,748,800	130,672
Wright	11,479,684,600	1,832,158
District 3 Totals	$61,394,275,900	$9,798,527
Becker	$3,279,770,067	$523,451
Big Stone	563,297,300	89,902
Clay	3,205,080,100	511,531
Douglas	4,145,501,100	661,622
Grant	749,481,300	119,617
Mahnomen	333,616,500	53,245
Otter Tail	6,429,100,200	1,026,084
Pope	1,258,620,300	200,876
Stevens	919,560,600	146,762
Swift	1,130,685,200	180,457
Traverse	690,907,600	110,269
Wilkin	870,337,000	138,906
District 4 Totals	$23,575,957,267	$3,762,722
Anoka*	$29,567,555,600	$2,859,183
Carver	9,956,626,400	1,589,078
Hennepin*	135,788,203,005	13,130,719
Scott	13,335,000,200	2,128,266
Metro Totals	$188,647,385,205	$19,707,246

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Mill Levy Deduction

October 2007

County	County Total Real & Personal Market Value (Taxes Payable 2006)	Mill Levy Deduction
Dodge	$1,793,735,600	$286,280
Fillmore	2,076,181,200	331,359
Freeborn	2,604,850,400	415,734
Goodhue	5,116,977,200	816,670
Houston	1,465,102,300	233,830
Mower	2,796,384,700	446,303
Olmsted	11,385,157,700	1,817,071
Rice	5,428,979,600	866,465
Steele	2,997,588,600	478,415
Wabasha	2,043,459,300	326,136
Winona	3,445,702,000	549,934
District 6 Totals	$41,154,118,600	$6,568,197
Blue Earth	$5,224,200,100	$833,782
Brown	2,123,656,500	338,936
Cottonwood	1,321,330,100	210,884
Faribault	1,674,428,200	267,239
Jackson	1,422,592,200	227,046
Le Sueur	2,779,525,400	443,612
Martin	2,113,041,900	337,241
Nicollet	2,633,465,000	420,301
Nobles	1,702,003,900	271,640
Rock	1,065,247,700	170,014
Sibley	1,774,703,300	283,243
Waseca	1,744,428,800	278,411
Watonwan	1,058,644,200	168,960
District 7 Totals	$26,637,267,300	$4,251,309
Chippewa	$1,202,474,600	$191,915
Kandiyohi	3,685,313,200	588,176
Lac Qui Parle	876,910,400	139,955
Lincoln	593,957,500	94,796
Lyon	2,132,113,300	340,285
Mc Leod	2,861,428,200	456,684
Meeker	2,198,011,800	350,803
Murray	1,232,223,801	196,663
Pipestone	808,538,400	129,043
Redwood	1,748,750,700	279,101
Renville	2,137,423,600	341,133
Yellow Medicine	1,158,410,900	184,882
District 8 Totals	$20,635,556,401	$3,293,436
Chisago	$4,913,509,300	$784,196
Dakota*	41,486,662,700	4,011,760
Ramsey*	45,931,488,002	4,441,575
Washington*	26,728,913,600	2,584,686
Metro Totals	$119,060,573,602	$11,822,217
STATE TOTALS	$518,943,314,361	$64,403,054

* Denotes Urban County.

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Minimum County Apportionments

October 2007

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

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

And the following Screening Board resolution:

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

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

County	State Total 2007 Apportionment Sum	Apportionment Percentage	Minimum Apportionment	2007 Apportionment
Big Stone		0.00586782	$2,116,860	$2,116,860
Grant		0.00586782	$2,116,860	$2,116,860
Kanabec		0.00586782	$2,116,860	$2,116,860
Koochiching		0.01099800	$3,967,611	$3,967,611
	$360,757,456			
Lake of the Woods		0.00749425	$2,703,607	$2,703,607
Mahnomen		0.00586782	$2,116,860	$2,116,860
Red Lake		0.00586782	$2,116,860	$2,116,860
Traverse		0.00586782	$2,116,860	$2,116,860
Stevens		0.00586782	$2,116,860	$2,116,860

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Minimum County Adjustment

October 2007

KOOCHICHING	-	EQUALIZATION	-	$414,664	$3,967,611	
		MOTOR VEHICLE	-	132,182	1,402,815	*
		LANE MILEAGE	-	855,969		
					2,564,796	
				$1,402,815 *	930,185	FIG. A MONEY NEEDS
					$1,634,611	= ADJUSTMENT
LAKE OF THE WOOD	-	EQUALIZATION	-	$414,664	$2,703,607	
		MOTOR VEHICLE	-	42,930	1,131,850	*
		LANE MILEAGE	-	674,256		
					1,571,757	
				$1,131,850 *	495,032	FIG. A MONEY NEEDS
					$1,076,725	= ADJUSTMENT
RED LAKE	-	EQUALIZATION	-	$414,664	$2,116,860	
		MOTOR VEHICLE	-	42,497	1,099,814	*
		LANE MILEAGE	-	642,653		
					1,017,046	
				$1,099,814	537,519	FIG. A MONEY NEEDS
					$479,527	= ADJUSTMENT
KANABEC	-	EQUALIZATION	-	$414,664	$2,116,860	
		MOTOR VEHICLE	-	115,947	1,263,309	*
		LANE MILEAGE	-	732,698		
					853,551	
				$1,263,309 *	798,708	FIG. A MONEY NEEDS
					$54,843	= ADJUSTMENT
BIG STONE	-	EQUALIZATION	-	$414,664	$2,116,860	
		MOTOR VEHICLE	-	54,041	1,198,481	*
		LANE MILEAGE	-	729,776		
					918,379	
				$1,198,481 *	695,131	FIG. A MONEY NEEDS
					$223,248	= ADJUSTMENT
GRANT	-	EQUALIZATION	-	$414,664	$2,116,860	
		MOTOR VEHICLE	-	64,431	1,270,453	*
		LANE MILEAGE	-	791,358		
					846,407	
				$1,270,453 *	637,512	FIG. A MONEY NEEDS
					$208,895	= ADJUSTMENT

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Minimum County Adjustment

October 2007

STEVENS	-	EQUALIZATION	-	$414,664		$2,116,860	
----------		MOTOR VEHICLE	-	83,876		1,340,656	*
		LANE MILEAGE	-	842,116		---	
				---		776,204	
				$1,340,656	*	634,824	FIG. A MONEY NEEDS

						$141,380	= ADJUSTMENT
MAHNOMEN	-	EQUALIZATION	-	$414,664		$2,116,860	
----------		MOTOR VEHICLE	-	35,931		1,124,851	*
		LANE MILEAGE	-	674,256		---	
				---		992,009	
				$1,124,851	*	623,774	FIG. A MONEY NEEDS
						$368,235	= ADJUSTMENT
TRAVERSE	-	EQUALIZATION	-	$414,664		$2,116,860	
----------		MOTOR VEHICLE	-	36,725		1,300,432	*
		LANE MILEAGE	-	849,043		---	
				---		816,428	
				$1,300,432	*	647,514	FIG. A MONEY NEEDS

						$168,914	= ADJUSTMENT

TOTAL ADJUSTMENTS FOR ALL COUNTIES
$4,356,378

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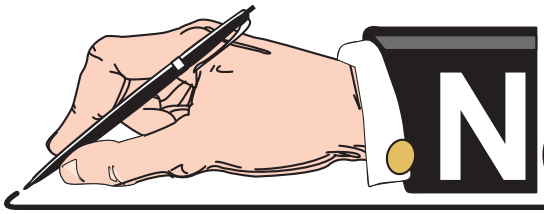

NOTES and COMMENTS

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TENTATIVE

APPORTIONMENT

DATA

* * * * * * * * * * * * * * *

Development of the Tentative 2008
CSAH Money Needs Apportionment
October 2007

This chart was prepared in order to determine an annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for her use in apportioning the 2008 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2008 money needs apportionment figure for each county based on an estimated apportionment sum.

The trunk highway turnback adjustment column is the same as was used for the 2007 money needs apportionment determination because more current data was not available at the time the chart was printed. Current data will be used for the final 2008 apportionment.

Adjustments must be made for any turnback activity in 2007, construction fund balances as of 12/31/07, and possibly for any action taken by this Board.

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October 25, 2007

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

Dear Lieutenant Governor/Commissioner Molnau:

We, the undersigned, as members of the 2007 County Screening Board, have reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System. Do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from changes in unit costs, traffic and construction accomplishments. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2007; construction fund balances as of December 31, 2007; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2007.

This Board therefore recommends that the mileage, lane miles and money needs as listed be modified as required and used as the basis for apportioning to the counties the 2008 Apportionment Sum as provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Dave Olsonawski, Secretary
County Screening Board

APPROVED

David Christy, District 1	Mitch Rasmussen, Metro	Mark Krebsbach, Urban
Dan Sauve, District 2	John Grindeland, District 6	Jim Grube, Urban
John Welle, District 3	John McDonald, District 7	Ken Haider, Urban
Brian Noetzelman, District 4	Randy Groves, District 8	Marcus Hall, Urban
Roger Gustafson, Metro	Doug Fischer, Urban	Don Theisen, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

Annual County State Aid Highway Money Needs

October 2007

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN APPORTIONING THE 2008 CSAH FUND.

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Carlton	292.11	595.14	$3,962,923
Cook	178.58	359.26	2,492,290
Itasca	647.29	1,293.18	8,781,009
Koochiching	247.45	494.60	5,897,319
Lake	224.04	441.08	4,360,367
Pine	479.36	958.63	6,872,154
St. Louis	1,378.07	2,770.69	28,963,683
District 1 Totals	3,446.90	6,912.58	$61,329,745
Beltrami	464.86	929.72	$5,053,894
Clearwater	325.68	651.36	2,501,504
Hubbard	323.82	647.64	2,724,243
Kittson	373.20	746.40	2,600,410
Lake of the Woods	194.81	389.62	3,613,992
Marshall	639.05	1,278.10	3,723,951
Norman	392.24	785.18	2,806,333
Pennington	260.04	520.08	2,156,045
Polk	807.44	1,614.88	6,629,367
Red Lake	185.66	371.32	2,338,527
Roseau	481.92	963.84	3,544,792
District 2 Totals	4,448.72	8,898.14	$37,693,058
Aitkin	373.78	748.16	$3,716,074
Benton	225.36	454.40	2,637,215
Cass	531.70	1,064.02	4,344,323
Crow Wing	377.31	759.21	4,092,615
Isanti	226.78	454.46	2,425,837
Kanabec	211.68	423.36	1,962,598
Mille Lacs	256.73	513.46	3,947,881
Morrison	444.35	891.90	4,989,168
Sherburne	242.22	490.92	2,152,212
Stearns	635.88	1,314.06	8,972,364
Todd	412.45	821.90	2,300,797
Wadena	227.32	454.64	1,904,668
Wright	410.19	833.72	8,403,983
District 3 Totals	4,575.75	9,224.21	$51,849,735
Becker	470.52	941.04	$3,828,168
Big Stone	210.85	421.70	2,111,659
Clay	403.56	807.24	3,720,934
Douglas	383.47	766.94	3,053,059
Grant	228.65	457.30	1,946,171
Mahnomen	194.81	389.62	2,280,959
Otter Tail	916.58	1,833.16	9,929,650
Pope	298.60	596.62	2,580,601
Stevens	243.29	486.58	1,784,751
Swift	329.41	658.82	2,053,575
Traverse	245.32	490.64	1,877,240
Wilkin	312.26	625.68	3,096,721
District 4 Totals	4,237.32	8,475.34	$38,263,488

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County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs
Anoka	301.14	783.19	$12,493,254
Carver	214.85	448.92	5,073,903
Hennepin	520.64	1,555.08	28,117,827
Scott	231.51	555.70	8,299,407
Metro Totals	**1,268.14**	**3,342.89**	**$53,984,391**
Dodge	255.87	512.24	$3,060,690
Fillmore	411.74	823.48	6,536,844
Freeborn	446.55	894.74	4,315,535
Goodhue	324.71	651.42	5,548,481
Houston	249.59	499.18	4,271,068
Mower	373.79	750.34	5,055,899
Olmsted	315.37	684.76	5,563,256
Rice	281.78	565.84	3,885,640
Steele	291.53	581.22	4,302,304
Wabasha	272.44	544.88	4,449,108
Winona	315.38	630.82	5,236,395
District 6 Totals	**3,538.75**	**7,138.92**	**$52,225,220**
Blue Earth	427.70	866.04	$7,121,537
Brown	317.41	635.82	2,989,514
Cottonwood	317.57	635.14	2,611,534
Faribault	346.98	694.60	3,822,834
Jackson	370.52	741.04	3,808,608
Le Sueur	266.59	533.18	4,702,786
Martin	378.15	757.54	3,655,578
Nicollet	245.25	488.04	3,521,670
Nobles	359.02	720.10	4,307,184
Rock	261.80	523.60	2,665,203
Sibley	289.34	580.98	2,576,823
Waseca	249.99	499.98	2,623,879
Watonwan	234.14	468.28	2,621,727
District 7 Totals	**4,064.46**	**8,144.34**	**$47,028,877**
Chippewa	243.56	487.12	$1,830,188
Kandiyohi	433.01	872.13	5,194,358
Lac Qui Parle	362.91	725.82	2,390,193
Lincoln	254.18	508.36	1,899,548
Lyon	318.93	637.46	2,765,720
Mc Leod	255.19	510.38	3,574,982
Meeker	272.75	545.50	2,341,068
Murray	354.20	708.40	2,544,492
Pipestone	241.27	482.70	1,878,226
Redwood	390.54	781.56	4,355,366
Renville	445.87	891.74	4,852,374
Yellow Medicine	345.25	690.50	2,699,975
District 8 Totals	**3,917.66**	**7,841.67**	**$36,326,490**
Chisago	233.96	468.12	$4,680,312
Dakota	319.75	859.18	9,746,782
Ramsey	261.14	751.57	13,122,533
Washington	216.45	481.10	8,500,080
Metro Totals	**1,031.30**	**2,559.97**	**$36,049,707**
STATE TOTALS	**30,529.00**	**62,538.06**	**$414,750,711**

Does not include 2006 T.H. Turnback Mileage

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Total Tentative 2008 CSAH Apportionment

October,2007

The following tabulation lists a TENTATIVE 2008 Apportionment based on an estimate of $360 million (same as 2007 apportionment).

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

Each county's tentative 2008 lane mile apportionment has been computed using the 2007 CSAH needs study lane miles. The limitation by the 1997 legislation which states that no county shall ever receive less in lane mile apportionment than they received in mileage apportionment in 1998 was not necessary this year. Also, 2007 trunk highway turnback mileage is not included, but will be when the final 2008 apportionment is determined.

The money needs apportionment is based on the actual 2007 25-year construction needs, however, these needs will be adjusted by 2007 turnback activity, construction fund balances as of December 31, 2007, and by any other action taken at this meeting.

We wish to emphasize that the apportionment as shown is TENTATIVE and the final apportionment will be determined in January 2008, by the Commissioner with the assistance of recommendations by your Screening Board.

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Components of the Tentative 2008 Apportionment

October 2007

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Tentative 2008 CSAH Apportionment
Carlton	$414,664	$287,199	$1,029,890	$1,723,510	$3,455,263
Cook	414,664	49,893	621,765	1,083,919	2,170,241
Itasca	414,664	401,415	2,237,923	3,818,938	6,872,940
Koochiching	414,664	132,182	855,969	2,564,796	3,967,611
Lake	414,664	93,364	763,327	1,896,362	3,167,717
Pine	414,664	252,675	1,659,015	2,988,760	5,315,114
St. Louis	414,664	1,462,980	4,794,900	12,596,560	19,269,104
District 1 Totals	$2,902,648	$2,679,708	$11,962,789	$26,672,845	$44,217,990
Beltrami	$414,664	$296,434	$1,608,906	$2,197,983	$4,517,987
Clearwater	414,664	85,463	1,127,187	1,087,926	2,715,240
Hubbard	414,664	168,221	1,120,801	1,184,797	2,888,483
Kittson	414,664	45,924	1,291,692	1,130,941	2,883,221
Lake of the Woods	414,664	42,930	674,256	1,571,757	2,703,607
Marshall	414,664	95,312	2,211,840	1,619,579	4,341,395
Norman	414,664	63,060	1,358,793	1,220,499	3,057,016
Pennington	414,664	114,577	900,018	937,683	2,366,942
Polk	414,664	245,964	2,794,644	2,883,170	6,338,442
Red Lake	414,664	42,497	642,653	1,017,046	2,116,860
Roseau	414,664	153,142	1,667,998	1,541,661	3,777,465
District 2 Totals	$4,561,304	$1,353,524	$15,398,788	$16,393,042	$37,706,658
Aitkin	$414,664	$161,583	$1,294,722	$1,616,153	$3,487,122
Benton	414,664	253,216	786,379	1,146,948	2,601,207
Cass	414,664	226,628	1,841,378	1,889,384	4,372,054
Crow Wing	414,664	561,844	1,313,879	1,779,914	4,070,301
Isanti	414,664	285,107	786,487	1,055,018	2,541,276
Kanabec	414,664	115,947	732,698	853,551	2,116,860
Mille Lacs	414,664	293,512	888,546	1,716,968	3,313,690
Morrison	414,664	306,283	1,543,537	2,169,833	4,434,317
Sherburne	414,664	628,872	849,584	936,016	2,829,136
Stearns	414,664	1,158,753	2,274,071	3,902,160	7,749,648
Todd	414,664	197,046	1,422,322	1,000,637	3,034,669
Wadena	414,664	138,098	786,812	828,357	2,167,931
Wright	414,664	888,401	1,442,777	3,654,966	6,400,808
District 3 Totals	$5,390,632	$5,215,290	$15,963,192	$22,549,905	$49,119,019
Becker	$414,664	$269,919	$1,628,495	$1,664,904	$3,977,982
Big Stone	414,664	54,041	729,776	918,379	2,116,860
Clay	414,664	350,801	1,396,997	1,618,267	3,780,729
Douglas	414,664	328,722	1,327,299	1,327,802	3,398,487
Grant	414,664	64,431	791,358	846,407	2,116,860
Mahnomen	414,664	35,931	674,256	992,009	2,116,860
Otter Tail	414,664	498,495	3,172,465	4,318,492	8,404,116
Pope	414,664	104,187	1,032,488	1,122,326	2,673,665
Stevens	414,664	83,876	842,116	776,204	2,116,860
Swift	414,664	99,064	1,140,174	893,118	2,547,020
Traverse	414,664	36,725	849,043	816,428	2,116,860
Wilkin	414,664	66,199	1,082,814	1,346,791	2,910,468
District 4 Totals	$4,975,968	$1,992,391	$14,667,281	$16,641,127	$38,276,767

Components of the Tentative 2008 Apportionment

October 2007

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Tentative 2008 CSAH Apportionment
Anoka	$414,664	$2,106,571	$1,355,330	$5,433,426	$9,309,991
Carver	414,664	527,536	776,855	2,206,685	3,925,740
Hennepin	414,664	6,364,772	2,691,178	12,228,690	21,699,304
Scott	414,664	758,060	961,707	3,609,485	5,743,916
Metro Totals	$1,658,656	$9,756,939	$5,785,070	$23,478,286	$40,678,951
Dodge	$414,664	$155,955	$886,489	$1,331,121	$2,788,229
Fillmore	414,664	199,499	1,425,136	2,842,931	4,882,230
Freeborn	414,664	250,113	1,548,407	1,876,864	4,090,048
Goodhue	414,664	389,871	1,127,295	2,413,083	4,344,913
Houston	414,664	159,888	863,870	1,857,525	3,295,947
Mower	414,664	295,172	1,298,510	2,198,855	4,207,201
Olmsted	414,664	855,031	1,184,980	2,419,509	4,874,184
Rice	414,664	437,960	979,240	1,689,899	3,521,763
Steele	414,664	277,026	1,005,864	1,871,110	3,568,664
Wabasha	414,664	206,606	942,984	1,934,956	3,499,210
Winona	414,664	324,754	1,091,688	2,277,354	4,108,460
District 6 Totals	$4,561,304	$3,551,875	$12,354,463	$22,713,207	$43,180,849
Blue Earth	$414,664	$408,846	$1,498,731	$3,097,219	$5,419,460
Brown	414,664	253,288	1,100,346	1,300,166	3,068,464
Cottonwood	414,664	99,317	1,099,156	1,135,779	2,748,916
Faribault	414,664	145,421	1,202,080	1,662,584	3,424,749
Jackson	414,664	91,127	1,282,385	1,656,397	3,444,573
Le Sueur	414,664	283,916	922,745	2,045,283	3,666,608
Martin	414,663	184,744	1,310,957	1,589,843	3,500,207
Nicollet	414,663	207,508	844,605	1,531,605	2,998,381
Nobles	414,663	165,985	1,246,237	1,873,232	3,700,117
Rock	414,663	79,800	906,187	1,159,120	2,559,770
Sibley	414,663	124,966	1,005,431	1,120,683	2,665,743
Waseca	414,663	154,404	865,277	1,141,148	2,575,492
Watonwan	414,663	98,234	810,406	1,140,212	2,463,515
District 7 Totals	$5,390,625	$2,297,556	$14,094,543	$20,453,271	$42,235,995
Chippewa	$414,663	$110,211	$842,982	$795,965	$2,163,821
Kandiyohi	414,663	351,811	1,509,337	2,259,072	4,534,883
Lac Qui Parle	414,663	68,400	1,256,085	1,039,516	2,778,664
Lincoln	414,663	52,743	879,779	826,130	2,173,315
Lyon	414,663	210,069	1,103,160	1,202,836	2,930,728
Mc Leod	414,663	320,172	883,242	1,554,791	3,172,868
Meeker	414,663	205,127	944,066	1,018,151	2,582,007
Murray	414,663	82,686	1,225,998	1,106,622	2,829,969
Pipestone	414,663	91,127	835,298	816,857	2,157,945
Redwood	414,663	151,482	1,352,516	1,894,187	3,812,848
Renville	414,663	157,904	1,543,212	2,110,340	4,226,119
Yellow Medicine	414,663	104,620	1,194,937	1,174,243	2,888,463
District 8 Totals	$4,975,956	$1,906,352	$13,570,612	$15,798,710	$36,251,630
Chisago	$414,663	$509,895	$810,081	$2,035,509	$3,770,148
Dakota	414,663	2,427,861	1,486,934	4,238,961	8,568,419
Ramsey	414,663	2,833,568	1,300,783	5,707,105	10,256,119
Washington	414,663	1,550,787	832,701	3,696,760	6,494,911
Metro Totals	$1,658,652	$7,322,111	$4,430,499	$15,678,335	$29,089,597
STATE TOTALS	$36,075,745	$36,075,746	$108,227,237	$180,378,728	$360,757,456

Comparison of the Actual 2007 to the TENTATIVE 2008 CSAH Apportionment

October 2007

The following two pages indicate a comparison between the actual 2007 CSAH apportionment and what each county's 2008 county state aid apportionment would be if all mileage, needs and adjustments remained as published in this booklet and if the 2008 CSAH Highway User Fund would remain the same as 2007. However, as we stated in the previous pages, some revised figures will be used to determine the final 2008 apportionment. This data is being presented in this manner simply to show the approximate comparison to last year's apportionment, if the Board approves the mileage and money needs as presented.

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Comparison of the Actual 2007 to the TENTATIVE 2008 CSAH Apportionment

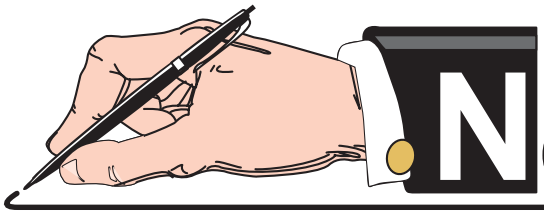
October 2007

County	Actual 2007 CSAH Apportionment	TENTATIVE 2008 CSAH Apportionment	Increase or Decrease	% + or -
Carlton	$3,548,614	$3,455,263	($93,351)	-2.6%
Cook	2,216,893	2,170,241	(46,652)	-2.1%
Itasca	6,688,229	6,872,940	184,711	2.8%
Koochiching	3,967,611	3,967,611	0	0.0%
Lake	3,293,513	3,167,717	(125,796)	-3.8%
Pine	5,323,397	5,315,114	(8,283)	-0.2%
St. Louis	20,096,333	19,269,104	(827,229)	-4.1%
District 1 Totals	**$45,134,590**	**$44,217,990**	**($916,600)**	**-2.0%**
Beltrami	$4,508,901	$4,517,987	$9,086	0.2%
Clearwater	2,662,410	2,715,240	52,830	2.0%
Hubbard	2,857,223	2,888,483	31,260	1.1%
Kittson	2,883,061	2,883,221	160	0.0%
Lake of the Woods	2,703,607	2,703,607	0	0.0%
Marshall	4,433,636	4,341,395	(92,241)	-2.1%
Norman	3,040,259	3,057,016	16,757	0.6%
Pennington	2,234,225	2,366,942	132,717	5.9%
Polk	6,313,931	6,338,442	24,511	0.4%
Red Lake	2,116,860	2,116,860	0	0.0%
Roseau	3,683,559	3,777,465	93,906	2.6%
District 2 Totals	**$37,437,672**	**$37,706,658**	**$268,986**	**0.7%**
Aitkin	$3,515,754	$3,487,122	($28,632)	-0.8%
Benton	2,465,977	2,601,207	135,230	5.5%
Cass	4,361,185	4,372,054	10,869	0.3%
Crow Wing	3,979,517	4,070,301	90,784	2.3%
Isanti	2,577,854	2,541,276	(36,578)	-1.4%
Kanabec	2,116,860	2,116,860	0	0.0%
Mille Lacs	3,275,072	3,313,690	38,618	1.2%
Morrison	4,394,282	4,434,317	40,035	0.9%
Sherburne	2,625,321	2,829,136	203,815	7.8%
Stearns	7,491,174	7,749,648	258,474	3.5%
Todd	3,037,336	3,034,669	(2,667)	-0.1%
Wadena	2,134,883	2,167,931	33,048	1.6%
Wright	6,380,106	6,400,808	20,702	0.3%
District 3 Totals	**$48,355,321**	**$49,119,019**	**$763,698**	**1.6%**
Becker	$3,951,160	$3,977,982	$26,822	0.7%
Big Stone	2,116,860	2,116,860	0	0.0%
Clay	3,764,665	3,780,729	16,064	0.4%
Douglas	3,371,333	3,398,487	27,154	0.8%
Grant	2,116,860	2,116,860	0	0.0%
Mahnomen	2,116,860	2,116,860	0	0.0%
Otter Tail	8,454,774	8,404,116	(50,658)	-0.6%
Pope	2,717,432	2,673,665	(43,767)	-1.6%
Stevens	2,116,860	2,116,860	0	0.0%
Swift	2,537,688	2,547,020	9,332	0.4%
Traverse	2,116,860	2,116,860	0	0.0%
Wilkin	2,879,912	2,910,468	30,556	1.1%
District 4 Totals	**$38,261,264**	**$38,276,767**	**$15,503**	**0.0%**

Comparison of the Actual 2007 to the TENTATIVE 2008 CSAH Apportionment

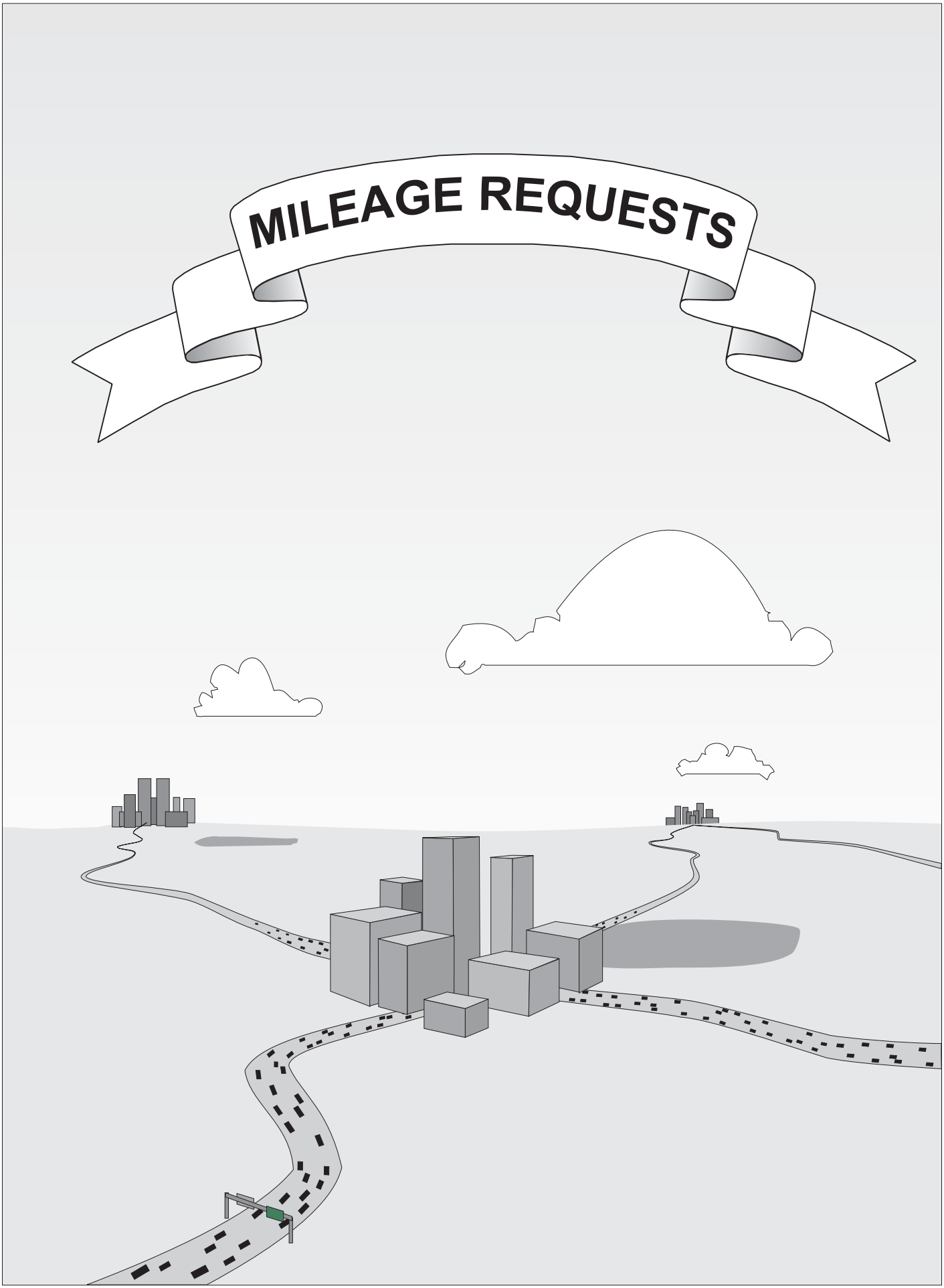
October 2007

County	Actual 2007 CSAH Apportionment	TENTATIVE 2008 CSAH Apportionment	Increase or Decrease	% + or -
Anoka	$8,257,949	$9,309,991	$1,052,042	12.7%
Carver	3,970,885	3,925,740	(45,145)	-1.1%
Hennepin	22,236,317	21,699,304	(537,013)	-2.4%
Scott	5,703,986	5,743,916	39,930	0.7%
Metro Totals	$40,169,137	$40,678,951	$509,814	1.3%
Dodge	$2,721,322	$2,788,229	$66,907	2.5%
Fillmore	4,997,536	4,882,230	(115,306)	-2.3%
Freeborn	4,081,911	4,090,048	8,137	0.2%
Goodhue	4,423,357	4,344,913	(78,444)	-1.8%
Houston	3,338,171	3,295,947	(42,224)	-1.3%
Mower	4,105,045	4,207,201	102,156	2.5%
Olmsted	5,019,459	4,874,184	(145,275)	-2.9%
Rice	3,605,036	3,521,763	(83,273)	-2.3%
Steele	3,581,883	3,568,664	(13,219)	-0.4%
Wabasha	3,561,471	3,499,210	(62,261)	-1.8%
Winona	4,072,375	4,108,460	36,085	0.9%
District 6 Totals	$43,507,566	$43,180,849	($326,717)	-0.8%
Blue Earth	$5,396,463	$5,419,460	$22,997	0.4%
Brown	3,039,785	3,068,464	28,679	0.9%
Cottonwood	2,822,998	2,748,916	(74,082)	-2.6%
Faribault	3,508,495	3,424,749	(83,746)	-2.4%
Jackson	3,414,562	3,444,573	30,011	0.9%
Le Sueur	3,397,916	3,666,608	268,692	7.9%
Martin	3,432,144	3,500,207	68,063	2.0%
Nicollet	2,922,951	2,998,381	75,430	2.6%
Nobles	3,822,730	3,700,117	(122,613)	-3.2%
Rock	2,494,360	2,559,770	65,410	2.6%
Sibley	2,658,435	2,665,743	7,308	0.3%
Waseca	2,539,845	2,575,492	35,647	1.4%
Watonwan	2,376,341	2,463,515	87,174	3.7%
District 7 Totals	$41,827,025	$42,235,995	$408,970	1.0%
Chippewa	$2,197,891	$2,163,821	($34,070)	-1.6%
Kandiyohi	4,621,075	4,534,883	(86,192)	-1.9%
Lac Qui Parle	2,759,230	2,778,664	19,434	0.7%
Lincoln	2,206,101	2,173,315	(32,786)	-1.5%
Lyon	2,889,249	2,930,728	41,479	1.4%
Mc Leod	3,128,091	3,172,868	44,777	1.4%
Meeker	2,547,404	2,582,007	34,603	1.4%
Murray	2,896,215	2,829,969	(66,246)	-2.3%
Pipestone	2,164,188	2,157,945	(6,243)	-0.3%
Redwood	3,829,544	3,812,848	(16,696)	-0.4%
Renville	4,207,299	4,226,119	18,820	0.5%
Yellow Medicine	2,930,843	2,888,463	(42,380)	-1.5%
District 8 Totals	$36,377,130	$36,251,630	($125,500)	-0.3%
Chisago	$3,706,710	$3,770,148	$63,438	1.7%
Dakota	8,592,643	8,568,419	(24,224)	-0.3%
Ramsey	10,748,721	10,256,119	(492,602)	-4.6%
Washington	6,639,677	6,494,911	(144,766)	-2.2%
Metro Totals	$29,687,751	$29,089,597	($598,154)	-2.0%
STATE TOTALS	$360,757,456	$360,757,456	$0	0.0%



NOTES and COMMENTS

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

October 2007

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

Portion of Minnesota Rules For State Aid Operations

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

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

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

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

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

History of CSAH Additional Mileage Requests

OCTOBER 2007

Approved by the County Engineers' Screening Board

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

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History of CSAH Additional Mileage Requests

OCTOBER 2007

Approved by the County Engineers' Screening Board

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

History of CSAH Additional Mileage Requests

OCTOBER 2007

Approved by the County Engineers' Screening Board

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

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

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

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Banked CSAH Mileage

October 2007

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

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

The following mileage presently represents the "banked" mileage available. Only mileage made available by commissioners orders received before May 1, 2007 is included.

County	Banked Mileage Available	Year Made Available
Beltrami	1.30	2002 & 2004
Benton	0.07	2007
Blue Earth	0.55	2000 & 2003
Brown	0.61	1999 & 2006
Carlton	0.88	92, 94 & 2001
Carver	0.95	2001 & 2005
Cass	0.55	2002
Chippewa	0.71	1999
Clay	0.50	1993 & 1997
Clearwater	0.60	1997
Cook	0.31	2007
Cottonwood	1.00	2004 & 2005
Dakota	2.17	2000 & 2005
Dodge	1.56	1994, 2000, 2005
Douglas	3.06	1992 & 2002
Faribault	2.54	1993
Fillmore	0.06	2005
Goodhue	1.78	2003
Hennepin	5.64	2002, 2004 & 2007
Hubbard	0.40	2002
Isanti	0.88	1992 & 2007
Itasca	0.15	1997
Jackson	0.12	2006
Kanabec	0.98	2005
Kandiyohi	2.20	1993, 2003, 2004, 2006
Kittson	0.26	1999
Koochiching	0.23	2003
Le Sueur	0.60	2003 & 2004
Marshall	0.61	2004
McLeod	1.19	97, 03, 04, 05
Meeker	0.81	2001 & 2003
Morrison	0.25	2001
Nicollet	0.52	1999, 2005
Nobles	0.07	1997
Norman	0.91	1997 & 2002
Olmsted	0.92	1997, 1998 & 2004
Otter Tail	0.06	1998
Pennington	0.35	1995
Pine	0.66	2001
Pipestone	0.05	1996
Pope	0.13	2002
Ramsey	2.04	2004, 2006
Red Lake	0.50	1994
Redwood	0.20	1995
Renville	2.47	1992, 96, 97 & 99
Rice	0.65	2000
Rock	1.10	1993
Roseau	0.30	1991
St. Louis	0.86	1996, 2005
Scott	0.82	2001 & 2005
Sibley	0.01	1995
Stearns	1.30	1997, 2001, 2005, 2006
Steele	0.90	1999 & 2005
Stevens	1.78	1998 & 2001
Todd	0.11	1999, 2000, 2005
Wabasha	1.51	2005
Wadena	0.67	1991, 94 & 98
Waseca	0.01	1995
Washington	1.13	2007
Watonwan	1.04	2003, 2006
Wright	5.04	97, 01, 02, 05, 06 & 07
Yellow Medicine	0.24	1995 & 2001
Total Banked Mileage	**59.87**	

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

Historical Documentation for the
Anoka County CSAH Mileage Request

October 2007

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

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

These designations are left to be completed:

		Miles
H.	CR 102 - CSAH 2 to TH 47	2.08
K.	CR 3 - CSAH 1 To TH44	1.58
P.	CR 58 - CSAH 9 To CSAH 18	5.12
	Total Remaining to Designate	8.78

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

Historical Documentation for the
Carver County CSAH Mileage Request

October 2007

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

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

These designations are left to be completed:

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

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Historical Documentation for the
Dakota County CSAH Mileage Request

October 2007

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

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

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

AND

The CSAH designation of portion left Co.Rd. 28 (+1.82)

Historical Documentation for the
Lake County CSAH Mileage Request

October 2007

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

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

This designation is left to be completed:

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

Historical Documentation for the
Olmsted County CSAH Mileage Request

October 2007

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

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

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

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

Historical Documentation for the
St. Louis County CSAH Mileage Request

October 2007

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

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

These designations are left to be completed:

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

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Historical Documentation for the
Washington County CSAH Mileage Request

October 2007

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

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

The portion of this request left to be accomplished are the revocations of part of CSAH 21 (-0.20), CSAH 22 (-4.41), CSAH 23 (-1.04), CSAH 28 (-0.62), and CSAH 34 (-1.23).

AND

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

Historical Documentation for the
Wright County CSAH Mileage Request

October 2007

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 (Mississippi River to 70th St NE)	2.48
Kalder Ave NE (CSAH 33 to 70th St NE)	7.80
	14.28

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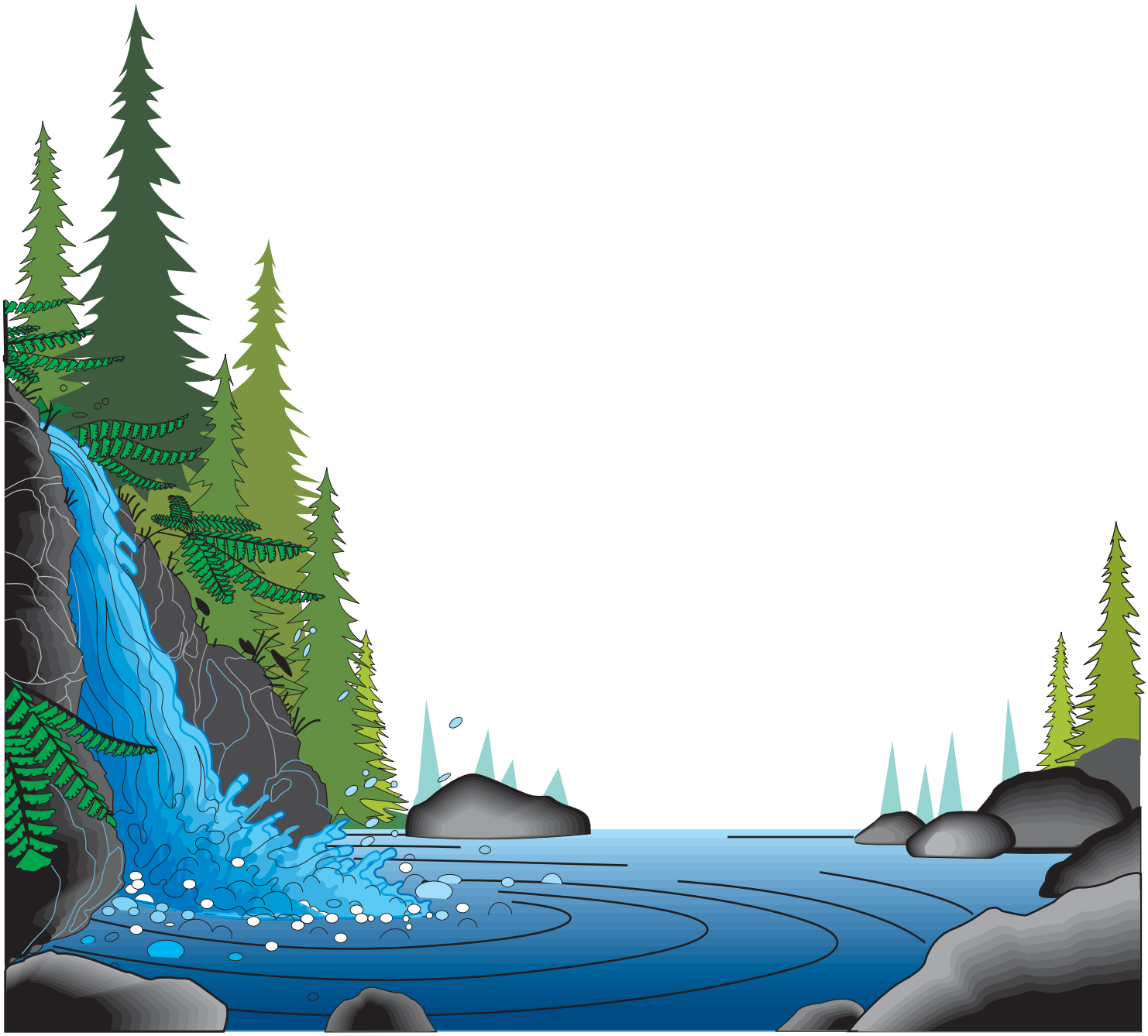
STATE PARK ROAD ACCOUNT



State Park Road Account

October 2007

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

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

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

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Historical Review of 2005 State Park Road Account

October 2007

2005 Allotment $2,709,838

2005 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Anoka		02-600-14	Co. Rd.	Twin Lakes County Park access road to East Twin Lake	road improvements	$50,000
Beltrami	10/03	04-619-06	CSAH	CSAH 19; access to Lake Bemidji State Park	road improvements	$1,200,000 *
Crow Wing		18-600-27	Twp	Cullen Channel Lane: access to Middle Cullen Lake	road improvements	$65,000
Goodhue		25-600-04	Twp	Sunset Trail; access to Doer Memorial Hardwood Forest & Cannon Riv	road improvements	$180,000
Goodhue	06/02	25-628-03	CSAH	CSAH 28;Access to Frontenac State Park	road Improvements	$17,683 *
Itasca		31-600-08	Co.Rd.	Co.Rd 527; access to South Sturgeon Lake	road improvements	$150,000
McLeod		43-600-02	Co. Rd.	CO. Rd; Pipenburg Co. Park, access to Belle Lake	road improvements	$55,000
Otter Tail		56-600-23	Twp	Beaver Dam Twp Rd; access to Star Lake	road improvements	$101,000
Scott		70-600-09	Twp	Twp 57; access to Mn Valley State Recreation Area	road improvements	$225,000 *
Sherburne		71-600-03	Twp	233rd Ave Orrock Twp: access to Sand Dunes State Forest	road improvements	$300,000
Wright		86-600-05	Twp	Armitage Ave Silver Ck Twp; access to Eagle Lake	road improvements	$100,000
					TOTAL:	**$2,443,683**
				PROJECTS ADDED AFTER JUNE 2005		
Becker		03-600-09		Wolf Lake Twp Road 0.7 mi access to Wolf Lake	road Improvements	$46,118
Big Stone		06-600-02		Mallard Point Township Road; access to Big Stone Lake	road Improvements	$130,378 *
Crow Wing		18-600-26	Twp		road Improvements	$250,000 *
Douglas		21-600-10	Twp	CR 108; Access To Little Cchippewa Lake	road Improvements	$256,883
Douglas		21-600-14	Twp	Sandy Beach Road;access to Lake Miltona	road Improvements	$30,000 *
Goodhue	06/02	25-628-03	CSAH	CSAH 28:Access to Frontenac State Park	road Improvements	$780 *
Isanti		30-600-04	Twp	277th Ave; access to Blue Lake	road Improvements	$78,000 *
Steele	10/05	74-640-04	CSAH	CSAH 40; Rice Lake State Park	road Improvements	$100,000
					TOTAL:	**$3,335,842**

* Supplement to a previous allocation

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Historical Review of 2006 State Park Road Account

October 2007

2006 Allotment $2,693,118

2006 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Kittson	6/06	35-607-020	CSAH	Between CSAH 20 & CSAH 14 to Devil's Playground Wildlife Management Area	Reconstruction	$350,000
Pine		58-600-007	City	Doc Street, city of Willow River; access to Willow River Forestry Campground	Road Improvements	$25,000 *
Wright		86-600-05	Twp	Armitage Ave Silver Ck Twp; access to Eagle Lake	Road Improvements	$221,601 *
Goodhue		25-600-004	Co Rd	Sunset Trail in Cannon Falls	Road Improvements	$180,000
Big Stone		06-600-xxx	Co Rd	Co Rd 80; Hwy 12 to Artichoke Lake	Road Improvements	$320,000
						$1,096,601
				PROJECTS ADDED AFTER JUNE 2006		
Aitkin		01-600-014	Co Rd	Access to Little Willow River Wildlife Management area	Road Improvements	$75,000
Beltrami		04-600-010	Twp	Access road to Rognlien Park	Reconstruction	$200,000
Big Stone		06-600-003	Co Rd	Meadow Brook Rd, access to Big Stone Lake	Road Improvements	$49,576 *
Cass		11-600-015	Co Rd	Sylvan Twp Rd., access to Pillsbury State Forest	Road Improvements	$300,000
Chisago		13-600-009	Co Rd	Franconia Trial, access to the St. Croix River	Road Improvements	$94,000
Clearwater		15-600-009	Co. Rd	Access to Itasca State Park	Road Improvements	$646,000
Crow Wing		18-600-028	Co Rd	Kego Lake Rd., access to Kego Lake	Road Improvements	$100,000
Douglas		21-600-017	Co Rd	Sugar Sand Way & Sugar Sand Lane, access to Lake Ida	Road Improvements	$20,000
Douglas		21-600-018	Co Rd	Cty. Rd. 108, access to Chippewa Lake	Road Improvements	$130,000
Houston	6/02	28-601-009	CSAH	CSAH 1; access to Beaver Creek Valley State Park	road improvements	$115,000 *
Isanti		30-600-005	Co Rd	Access to Becklin Homestead Park/Wildlife Management area	Road Improvements	$100,000
Lake		38-600-015	Co Rd	Marina Drive, access to Lake Superior	Road Improvements	$90,000
Mille Lacs		48-600-009	Twp.	Access to Mille Lacs Wildlife Management Area	Reconstruction	$212,000
St. Louis		69-600-036	Twp	Esker Trail, access to State Forest lands & Fish Lake	Road Improvements	$270,000
Scott		70-600-010	Twp	CSAH 57 North park entrance	Road Improvements	$253,824
					TOTAL:	**$3,752,001**

* Supplement to a previous allocation

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Historical Review of 2007 State Park Road Account

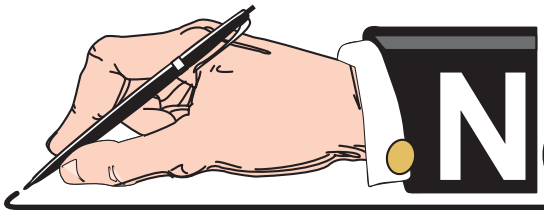
October 2007

2007 Allotment $2,726,127

2007 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Beltrami		04-600-011	TWP	Three Island Cty. Park Rd. access to Three Island Lake	Road Improvements	78,000
Beltrami	10/03	04-619-006	CSAH	CSAH 19 access to Lake Bemidji State Park	Road Improvements	45,000 *
Cass		11-600-016	CR	CR 141 access to Steamboat Lake & Heartland Trail Rest Area	Road Improvements	50,000
Chisago		13-600-010	TWP	Nathan Lane Twp Road access to Kroon Lake	Road Improvements	34,000
Chisago		13-600-011	TWP	482nd St. & Blue Heron Trail Access to Goose Lake	Road Improvements	50,000
Clearwater		15-600-010	CR	TH 200 to Co Rd 117 2.5 Mi e & 18.5 Mi S of Shevlin	Road Improvements	146,000
Crow Wing		18-600-028	TWP	Kego Lake Road in the City of Fifty Lakes access to Kego Lake	Road Improvements	78,000 *
Pine		58-600-010	TWP	Bridge L3123 over Hay Creek on Piedmont Trail access to St. Croix State Park	Road Improvements	5,000
Pope	6/07	61-628-022	CSAH	Between CSAH 30 & CSAH 57 on the North side of Lake Villard in LevenTownship	Road Improvements	150,000
Rice	6/07	66-629-011	CSAH	CSAH 29 access to Nerstrand Woods State Park	Road Improvements	291,000
Rock	6/07	67-620-012	CSAH	CSAH 20 access to Blue Mounds State Park	Road Improvements	250,000
Roseau	6/07	68-613-016	CSAH	Access on Springsteel Island North of Warroad	Road Improvements	450,000
St. Louis		69-600-030	Township	Access to Ely Lake (Gilbert/Fayal Corp. Lim.	Road Improvements	560 *
Stearns		73-600-011	CITY	145th St and 73rd Ave. access to School Section Lake	Road Improvements	150,000
Waseca		81-600-004	CR	CR 53 access Lake Elysian	Road Improvements	69,000
					TOTAL:	**$1,846,560**

* Supplement to a previous allocation



NOTES and COMMENTS

REFERENCE MATERIAL

CSAH 20-Year Traffic Projection Factors

October 2007

The map on the following page indicates the 20-year traffic projection factors used for the 2007 Needs Study.

For those counties whose traffic was counted in 2006 and for which we received traffic maps in 2007, two factors are shown. The first factor is the one used in the 2006 Needs Study and the second one was computed using 2006 traffic and has been used for the 2007 Needs Study.

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

The following counties were counted in 2006 and we received new traffic maps in 2007.

Carlton	**Kandiyohi**	**Nobles**
Douglas	**Marshall**	**Olmsted**
Kanabec	**Mille Lacs**	**Rock**
Lake of the Woods		

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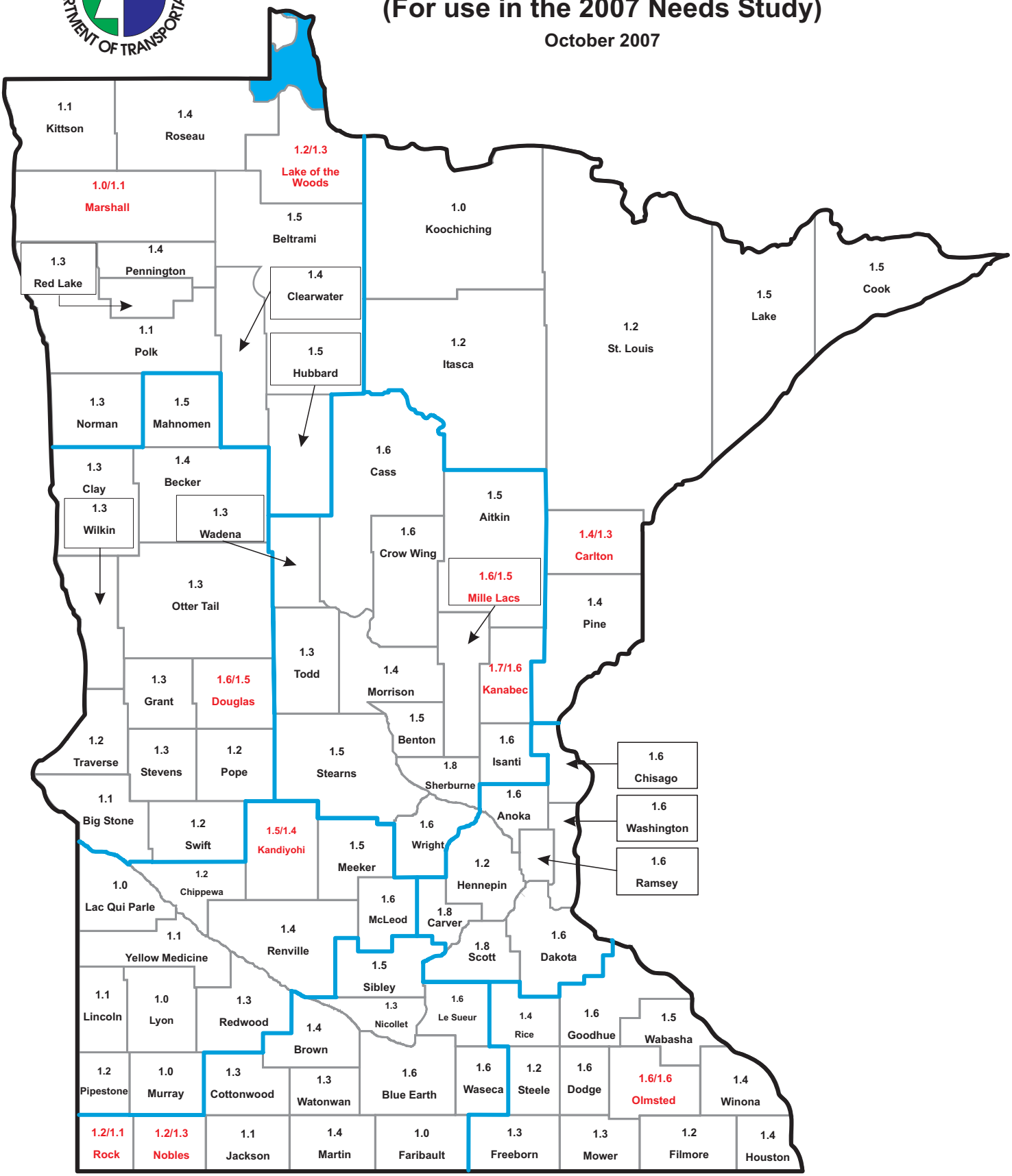
CSAH 20-Year Traffic Projection Factors
(For use in the 2007 Needs Study)

October 2007



Old and new factors are shown for those counties whose traffic was counted in 2006 and for which the Needs Unit has received updated traffic maps.

Hardship Transfers

October 2007

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

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

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

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Maintenance Facilities

October 2007

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

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

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

Maintenance Facilities

CY 2000		
Carver	$343,632.04	Public Work Bldg
Mahnomen	422,867.00	Maintenance Facility
Pine	363,848.03	Sandstone Bldg Addition
	$1,130,347.07	
CY 2001		
Carver	$500,000.00	Public Work Bldg
Nobles	500,000.00	Maintenance Facility
	$1,000,000.00	
CY 2002		
Carver	$168,398.26	Public Work Bldg
Dodge	109,816.45	Access to maintenance facility
Hennepin	260,000.00	Salt/Sand storage facility-Orono
	$538,214.71	
CY 2003		
Cottonwood	$90,458.55	Salt shed
	$90,458.55	
CY 2004		
Carlton	$550,000.00	Maintenance Facility
Cottonwood	$147,429.02	Windom addition
	$697,429.02	
CY 2005		
Dodge	$160,000.00	Maintenance Facility
Morrison	1,134,368.89	Public Works Bldg
Swift	417,102.00	Admin office & Outshops
	$1,711,470.89	
CY 2006		
Hubbard	$280,000.00	Maintenance Facility
Kandiyohi	1,164576.40	Maintenance Facility
Meeker	1,000,000.00	Maintenance Facility
Pennington	$66,811.40	Hwy Facility Upgrade
Renville	313,500.00	Franklin Facility
	$2,824,887.80	
CY 2007		
Lake of the Woods	$97,464.00	Salt/Sand Storage
	$97,464.00	
Total to Date	**$11,147,414.35**	

* - 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.

MINUTES OF THE COUNTY ENGINEER'S SCREENING BOARD MEETING
JUNE 20 & 22, 2007
HOLIDAY INN SELECT, BLOOMINGTON

Chairman, Mark Krebsbach, Dakota County Engineer called the meeting to order at 1:05 p.m., June 20, 2007.

ATTENDANCE

Roll call of members:

Dave Christy, Itasca	District 1
Dan Sauve, Clearwater	District 2
John Welle, Aitkin	District 3
Brad Wentz, Becker	District 4
Mitch Rasmussen, Scott	Metro
Roger Gustafson, Carver	Metro
John Grindeland, Fillmore	District 6
John McDonald, Faribault	District 7
Randy Groves, Murray	District 8
Don Theisen, Washington	Urban
Doug Fischer, Anoka	Urban
Mark Krebsbach, Dakota	Urban
Jim Grube, Hennepin	Urban
Ken Haider, Ramsey	Urban
Marcus Hall, St. Louis	Urban

Chairman, Mark Krebsbach asked for a motion to approve the October 25 & 26, 2006 Screening Board Minutes held at Ruttger's Sugar Lake Lodge near Grand Rapids. Motion by Marcus Hall and seconded by Brad Wentz, motion passed unanimously.

Chairman Mark Krebsbach had the secretary recognized the following alternates and other engineers in attendance:

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

Chairman Mark Krebsbach asked the secretary to recognize the General Subcommittee: Chairman, Doug Fischer, Anoka County, Brian Giese, Stevens County and Anita Benson, Lyon County. And the Mileage Subcommittee, Chairman, Jim Grube, Hennepin County, Bruce Hasbargen, Lake of the Woods County and Guy Kohlnhofer, Dodge County..

Roll call of MnDOT personnel:

Julie Skallman	State Aid Engineer Division Director	
Rick Kjonaas	Deputy State Aid Engineer	
Kim DeLaRosa	Manager, County State Aid Needs Unit	
Lisa Krenz	CSAH Needs	
Walter Leu	District 1 State Aid Engineer	absent
Lou Tasa	District 2 State Aid Engineer	
Kelvin Howieson	District 3 State Aid Engineer	absent
Merle Earley	District 4 State Aid Engineer	
Steven Kirsch	District 6 State Aid Engineer	absent
Doug Haeder	District 7 State Aid Engineer	
Tom Behm	District 8 State Aid Engineer	absent
Mark Gieseke	Metro District State Aid Engineer	absent
Mike Kowski	Metro State Aid	absent

Others in attendance were:

Al Forsberg, Blue Earth
Dennis Luebbe, Rice
Kaye Bieniek, Asst. Olmsted
Lee Amundson, Lincoln
Dave Robley, Douglas
Doug Grindall, Koochiching
Nathan Richman, Waseca
Kelly Bengston, Kittson
Allan Goodman, Lake
Greg Isakson, Goodhue
Darrell Pettis, LeSueur
Jon Large, Mahonmen
Lon Aune, Marshall
Kevin Peyman, Martin
Mike Sheehan, Olmsted
Rich Sanders, Polk
Mark Sehr, Rock
Darin Mielke, Sibley
Mitch Anderson, Stearns
Loren Felbaum, Todd
Roger Risser, Watonwan

ELECTION OF VICE-CHAIRMAN

Chairman Mark Krebsbach informed the group that a vice chairman must be elected on Friday.

REVIEW OF SCREENING BOARD REPORT

Chairman Mark Krebsbach asked Kim DeLaRosa to review the Screening Board book. Kim stated that she will not be reviewing the report to save time, because it was previously done out in all the Districts. Kim just wanted to talk about the items that need action on Friday and then if anyone may have questions or motions after she highlights the report.

Kim passed out a handout showing the revised pages to the book. Items to be approved are the following:

Unit Price Recommendations - Pages 2-12

The unit price inflation factor on page 2 is applied to each of the previous four years, where

they divide the annual average by the current year's average to come up with the inflation factor. Then the factor is applied on page 3 and 4 to come up with your inflated gravel base price. Page 5 and 6 show those counties with less than 50,000 Tons and using surrounding counties what their recommended price would be.

Kim informed the Board that on page 7 is where they explain the procedure to arrive at the inflated gravel base prices and the recommendation from the General Subcommittee, so for those counties that do not have 50,000 tons or more they will use the surrounding counties. The Figure A recommended gravel price handout shows in the top figure what you had for your gravel base price in the 2006 needs study, the second row gives you the number of projects in your five year average, the number of miles, the tonnage used and your five year unit price and the bottom figure is the inflated unit price for 2007.

CSAH roadway unit prices on pages 8 (attachment 1) were figured using the increment method to determine each county's unit prices. There was a handout that revised the increment for the Metro Rural & Urban Design number to 32.23. The approval will be a Statewide Gravel Base price of $7.93, Outstate Gravel Base price of $7.40 and Metro Gravel Base price of $9.76. The Rural Bituminous increment will be $29.50, the Gravel Surface is a $-0.72 and the Gravel Shoulder is $1.12. The Urban Outstate Bituminous increment will be $28.87 and the Metro revised price will be $32.23.

CSAH miscellaneous unit prices on page 12 were figured using the recommended Mn/DOT prices and the changes are shown on the attachment 2. Storm Sewer prices were taken from Mn/DOT's hydraulic estimating section for complete Storm Sewer is $271,117 and Partial is $88,102. Curb and Gutter was taken from the MSAS needs study, which is $10.15, which was recommended by the General Subcommittee. On page 16 shows the bridge prices recommended from the State Aid Bridge Office that were constructed in 2006, it was decided to take out the City bridges as they were not reflecting the true cost on bridges built outstate, the changes are shown on attachment 3. For bridges 0-149 Feet the price is $112.00, 150 Feet the price is $102.00, widening stayed at $150.00, RR bridges over Highways there was only two so the cost was reduced to $9,622.00 and additional track will be $5,400. Railroad crossing protection comes from the rail office, those costs remain the same as shown on page 12 with the General Subcommittee's recommendation. This item was discussed whether it should remain in the needs or be considered as After the Fact needs.

Needs Adjustment for Variance - Page 17

Page 17 shows the Needs Adjustments for Variances Granted on CSAHs, which lets you build something different than the rules allow and has a 10 year adjustment applied accumulatively into a one year adjustment for Wabasha County.

Mileage Requests – none requested

The criteria necessary for CSAH designation is on page 19.

The History of Additional Mileage request can be found on pages 20-22.

On page 23 is a list of Banked mileage, this mileage is banked due to a change in their system and does not earn either needs or money.

Reports of Historical documentation is shown on pages 24-31 only as information, for the Anoka County, Carver County, Dakota County, Lake County, St. Louis County, Olmsted County, Washington County and Wright County CSAH mileage requests.

State Park Road Account - Pages 32-38

Kim DeLaRosa passed out four more requests besides Rice County since the book was printed, they are from Rock County, Roseau County, Pope County and Chippewa County who is requesting moneys for 2008 and 2010 (attachment 4).

Other proposed changes are on the Current Resolutions of the Screening Board (attachment 5): the first one is in the Construction Cut Off Date to change letting to award, the second one in the Non-existing County State Aid Highway Designations at least remove the last three words and possibly the beginning part of the resolution, and Traffic Projection Factors possibly remove the second paragraph talking about the "System 70" procedure which is history and does not apply anymore. No questions or comments.

At this time the Mission Study Group with the research work of Don Wisniewski, former Washington County Engineer gave an excellent power point presentation of suggested changes to the needs process and needs reinstatement. Attachments: (6) "State Aid program Mission Study Needs Reinstatement Draft Report", (7) "Miles graded before 1943 and the needs cost" and (3) "Power point presentation". Questions and comments followed the presentation.

Julie Skallman commented that the presentation was given because the Mission Study Group will meet one more time after everyone has had an opportunity to digest this information. Then the group will meet with the General Subcommittee to analyze what we may be recommended or do nothing. Don Theisen and Marcus Hall were going to work on a possible resolution or motion before Friday to be considered for action.

Meeting was adjourned until Friday, motion by Doug Fischer, seconded by Jim Grube, motion carried.

The meeting reconvened at 10:30 a.m. June 22, 2007 with all members present.

ACTION ON SCREENING BOOK

Chairman Mark Krebsbach asked the group for Vice chairman election. Marcus Hall nominated John Welle, seconded by Jim Grube, motion passed unanimously, congratulations John.

Chairman Mark Krebsbach asked for a motion to approve the inflated gravel base prices and the unit price increments as revised and found on Figure A. Motion by John Welle to approve the General Subcommittee's recommendation to accept the prices as shown on the revised pages and Figure A, seconded by John Grindeland, motion carried.

Chairman Mark Krebsbach asked for a motion to approve the CSAH Miscellaneous Unit Prices Motion by Jim Grube to approve the 2007 CSAH Miscellaneous Unit Price Report, seconded by Brad Wentz, motion carried.

Chairman Mark Krebsbach asked for a motion to approve the Needs Adjustments for Variances Granted on CSAHs one for Wabasha County. Motion by John McDonald to approve the Variances Granted, seconded by Bill Malin, motion carried.

Chairman Mark Krebsbach asked for a motion to approve the State Park Road requests from Rice, Rock, Roseau, Pope with correction of amount changed to $550,000 and Chippewa Counties, which will still need approval from the DNR. Motion by Roger Gustafson to approve all the requests, seconded by Marcus Hall, motion carried.

Chairman Mark Krebsbach asked the group for a motion to consider the proposed resolution changes as addressed by Kim (attachment 5). Motion by Don Theisen to make the suggested changes, seconded by Bruce Hasbargen, motion carried.

Chairman Mark Krebsbach asked the group for anything else to come forward. Don Theisen presented a resolution (attachment 9) to be considered concerning the information presented on Wednesday by Don Wisniewski. Motion by Don Theisen to continue the discussion based on the resolution and create a Task Force assigned to provide a report to the Screening Board, seconded by Marcus Hall, motion carried. John Grindeland asked how the individuals are going to be chosen, Julie felt there should be two from each District with one acting as an alternate. Rick Kjonaas suggested that the General Subcommittee be involved at the meetings, Doug Fischer agreed.

Chairman Mark Krebsbach thanked Doug Fischer for serving on the General Subcommittee and appointed Mitch Rasmussen to take his place.

Chairman Mark Krebsbach informed the Board the next Screening Board meeting will be October 24 & 25, 2007 at Breezy Point Resort near Pequot Lakes.

Motion by Marcus Hall, seconded by Doug Fischer to adjourn the Screening Board meeting, motion passed.

Respectively Submitted,

David A. Olsonawski

David A. Olsonawski
Screening Board Secretary
Hubbard County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED*:*

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

Construction Cut Off Date - Oct. 1962- 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 ~~letting~~ award date shall be December 31.

Screening Board Vice-chairman - June 1968

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

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

County State Aid Construction Fund Balances - May 1975 - 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 ~~current years~~ last two years regular account construction apportionment and not including the last three years of municipal account construction apportionment or ~~$100,000~~ $500,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way 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)

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

TRAFFIC

Traffic Projection Factors - Oct. 1961 – Oct. 1992- 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.

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

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

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

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

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

ROAD NEEDS

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

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

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

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

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

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

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

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

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

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

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

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

Rural Design Grade Widening - June 1980

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Loops and Ramps - May 1966

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

AFTER THE FACT NEEDS

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

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

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

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

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

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing,

Wetland Mitigation and Concrete paving (as eligible for State Aid participation) on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office

of State Aid by July 1 to be included in the following year's apportionment determination.

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

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

VARIANCES

Variance Subcommittee - June 1984

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

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

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

1) There will be no needs adjustments applied in instances where variances have been granted, but because of revised rules, a variance would not be necessary at the present time.

2) No needs deduction shall be made for those variances which allow a width less than standard but greater than the width on which apportionment needs are presently being computed.

   Examples:
   a) Segments whose needs are limited to the center 24 feet.
   b) Segments which allow wider dimensions to accommodate diagonal parking but the needs study only relates to parallel parking (44 feet).

3) Those variances granted for acceptance of design speeds less than standards for grading or resurfacing projects shall have a 10 year needs adjustment applied cumulatively in a one year deduction.

   a) The needs deduction shall be for the complete grading cost if the segment has been drawing needs for complete grading.

   b) The needs deduction shall be for the grade widening cost if the segment has been drawing needs for grade widening.

   c) In the event a variance is granted for resurfacing an existing roadway involving

substandard width, horizontal and vertical curves, etc., but the only needs being earned are for resurfacing, and the roadway is within 5 years of probable reinstatement of full regrading needs based on the 25-year time period from original grading; the previously outlined guidelines shall be applied for needs reductions using the county's average complete grading cost per mile to determine the adjustment. If the roadway is not within 5 years of probable reinstatement of grading needs, no needs deduction shall be made.

4) Those variances requesting acceptance of widths less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard width and constructed width for an accumulative period of 10 years applied as a single one year deduction.

5) On grading and grade widening projects, the needs deduction for bridge width variances shall be the difference between the actual bridge needs and a theoretical need calculated using the width of the bridge left in place. This difference shall be computed to cover a 10 year period and will be applied cumulatively in a one year deduction.

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

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

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

7) There shall be a needs reduction for variances which result in bridge construction less than standard, which is equivalent to the needs difference between what has been shown in the needs study and the structure which was actually built, for an accumulative period of 10 years applied as a single one year deduction.

8) No needs adjustments will be applied where variances have been granted for a recovery area or inslopes less than standard.

9) Those variances requesting acceptance of pavement strength less than standard for a grading and/or base and bituminous construction project shall have a needs reduction equivalent to the needs difference between the standard pavement strength and constructed pavement strength for an accumulative period of 10 years applied as a single one year deduction.

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FIGURE A

05-Oct-07

2007 COUNTY SCREENING BOARD DATA
OCTOBER 2007
DEVELOPMENT OF THE TENTATIVE 2008 MONEY NEEDS APPORTIONMENT

COUNTY	BASIC 2006 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 2006 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER "THE FACT" NEEDS	(PLUS) Mn/DOT BRIDGE NEEDS "AFTER "THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(MINUS) VARIANCE ADJUST.	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	(MINUS) MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	(PLUS) 2006 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 78 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 78 COUNTIES	TENTATIVE 2008 MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL MONEY NEEDS RECOMMENDATION TO THE COMMISSIONER	COUNTY
Carlton	$98,322,751		$98,322,751	$13,953,018	$904,568			($3,268,217)			$1,031,537	$39,454		$21,550		$111,004,661	$4,440,186	($354,495)	$4,085,691	0.985096	$1,767,670		$1,767,670		1.013697	($44,160)	$1,723,510	0.9555	$3,962,923	Carlton
Cook	61,420,665		61,420,665	11,188,067	(169,357)			(3,138,060)			290,821	23,137				69,615,273	2,784,611	(215,112)	2,569,499	0.619529	1,111,692		1,111,692		0.637517	(27,773)	1,083,919	0.6009	2,492,290	Cook
Itasca	190,660,297		190,660,297	51,665,068	4,197,332			(4,431,253)	$466,914		1,386,886	310,310			($793,012)	243,462,542	9,738,502	(685,460)	9,053,042	2.182767	3,916,788		3,916,788		2.246141	(97,850)	3,818,938	2.1172	8,781,009	Itasca
Koochiching	47,752,780		47,752,780	10,987,396	557,023			(3,745,483)			1,287,865	0				56,839,581	2,273,583	(123,606)	2,149,977	0.518378	930,185		930,185	$1,634,611			2,564,796	1.4219	5,897,319	Koochiching
Lake	85,754,411		85,754,411	31,222,552	2,744,404		256,829	(4,138,495)	113,025		1,342,860	263,137				117,558,723	4,702,349	(206,898)	4,495,451	1.083892	1,944,951		1,944,951		1.115362	(48,589)	1,896,362	1.0513	4,360,367	Lake
Pine	160,314,810		160,314,810	24,830,721	8,600,800			(8,503,577)			1,380,567	82,110				186,705,431	7,468,217	(416,813)	7,051,404	1.700155	3,050,782	14,557	3,065,339		1.757865	(76,579)	2,988,760	1.6569	6,872,154	Pine
St. Louis	587,885,975	14,950,590	602,836,565	138,534,740	42,377,366			(17,058,581)			10,951,293	1,150,985				778,792,368	31,151,695	(1,290,724)	29,860,971	7.199739	12,919,314	0	12,919,314		7.408776	(322,754)	12,596,560	6.9834	28,963,683	St. Louis
District 1 Totals	**$1,232,111,689**		**$1,247,062,279**	**$282,381,562**	**$59,212,136**	**$0**	**$256,829**	**($44,283,666)**	**$579,939**	**$0**	**$17,671,829**	**$1,869,133**	**$0**	**$21,550**	**($793,012)**	**$1,563,978,579**	**$62,559,143**	**($3,293,108)**	**$59,266,035**	**14.289556**	**$25,641,382**	**$14,557**	**$25,655,939**	**$1,634,611**	**14.179358**	**($617,705)**	**$26,672,845**	**14.7871**	**$61,329,745**	**District 1 Totals**
Beltrami	$129,330,707		$129,330,707	$9,420,481	$2,416,338			($3,943,816)	$270,771		$1,830,554	$459,583				$139,784,618	$5,591,385	($380,922)	$5,210,463	1.256288	$2,254,301		$2,254,301		1.292763	($56,318)	$2,197,983	1.2185	$5,053,894	Beltrami
Clearwater	63,802,961		63,802,961	$2,995,268	91,959			(1,676,743)			718,110	118,443		743,693		66,793,691	2,671,748	(92,750)	2,578,998	0.621819	1,115,801		1,115,801		0.639873	(27,875)	1,087,926	0.6031	2,501,504	Clearwater
Hubbard	74,618,133		74,618,133	7,811,189	475,259			(3,992,053)			2,257,464	18,213				81,188,205	3,247,528	(438,890)	2,808,638	0.677187	1,215,154		1,215,154		0.696848	(30,357)	1,184,797	0.6568	2,724,243	Hubbard
Kittson	67,877,163		67,877,163	1,620,444	143,213			(2,076,006)			1,508,011	79,675		117,900		69,270,400	2,770,816	(89,846)	2,680,970	0.646405	1,159,918		1,159,918		0.665172	(28,977)	1,130,941	0.6270	2,600,410	Kittson
Lake of 'Woods	30,522,862		30,522,862	2,986,533	230,522			(3,887,951)			176,828	0				30,028,794	1,201,152	(56,963)	1,144,189	0.275874	495,032		495,032	1,076,725			1,571,757	0.8714	3,613,992	Lake of 'Woods
Marshall	85,340,119	11,081,866	96,421,985	785,819	256,285			(734,763)			2,369,110	99,410				99,197,846	3,967,914	(128,594)	3,839,320	0.925693	1,661,077		1,661,077		0.952570	(41,498)	1,619,579	0.8979	3,723,951	Marshall
Norman	73,389,879		73,389,879	2,196,415	587,518			(2,361,752)			915,750	0				74,727,810	2,989,112	(95,839)	2,893,273	0.697593	1,251,771		1,251,771		0.717847	(31,272)	1,220,499	0.6766	2,806,333	Norman
Pennington	54,755,640		54,755,640	4,954,750	(60,987)			(2,199,725)			531,560	0				57,981,238	2,319,250	(96,409)	2,222,841	0.535946	961,709		961,709		0.551507	(24,026)	937,683	0.5198	2,156,045	Pennington
Polk	163,712,023		163,712,023	3,478,731	463,409		1,577,206	(2,444,443)	201,689		4,913,537	550,302		7,144,949		179,597,403	7,183,896	(349,152)	6,834,744	1.647916	2,957,044		2,957,044		1.695762	(73,874)	2,883,170	1.5984	6,629,367	Polk
Red Lake	34,403,264		34,403,264	1,176,572	90,373			(4,227,329)			341,906	256,724				32,041,510	1,281,660	(39,270)	1,242,390	0.299551	537,519		537,519	479,527			1,017,046	0.5638	2,338,527	Red Lake
Roseau	96,376,523		96,376,523	(1,330,540)	1,955,892			(3,447,992)			1,008,639	244,117				94,806,639	3,792,266	(137,657)	3,654,609	0.881158	1,581,162		1,581,162		0.906741	(39,501)	1,541,661	0.8547	3,544,792	Roseau
District 2 Totals	**$874,129,274**		**$885,211,140**	**$36,095,662**	**$6,649,781**	**$0**	**$1,577,206**	**($30,992,573)**	**$472,460**	**$0**	**$16,571,469**	**$1,826,467**	**$0**	**$8,006,542**	**$0**	**$925,418,154**	**$37,016,727**	**($1,906,292)**	**$35,110,435**	**8.465430**	**$15,190,488**	**$0**	**$15,190,488**	**$1,556,252**	**8.119083**	**($353,698)**	**$16,393,042**	**9.0880**	**$37,693,058**	**District 2 Totals**
Aitkin	$89,553,012		$89,553,012	$15,634,629	$12,372			($1,815,778)			$1,626,328	$183,656				$105,194,219	$4,207,769	($376,570)	$3,831,199	0.923735	$1,657,563		$1,657,563		0.950555	($41,410)	$1,616,153	0.8960	$3,716,074	Aitkin
Benton	62,452,350		62,452,350	13,241,212	2,366,350	363,526		(1,902,175)	$8,007		1,548,253	248,957				78,326,480	3,133,059	(416,386)	2,716,673	0.655013	1,175,365	$971	1,176,336		0.674588	(29,388)	1,146,948	0.6359	2,637,215	Benton
Cass	120,587,428		120,587,428	12,086,957	(113,108)			(1,123,277)			1,551,285	0				132,989,285	5,319,571	(840,660)	4,478,911	1.079904	1,937,795		1,937,795		1.111258	(48,411)	1,889,384	1.0475	4,344,323	Cass
Crow Wing	136,473,816		136,473,816	5,697,627	879,314			(4,365,397)	18,132		1,338,475	735,906				140,777,873	5,631,115	(1,449,687)	4,181,428	1.008179	1,809,091	16,429	1,825,520		1.046872	(45,606)	1,779,914	0.9868	4,092,615	Crow Wing
Isanti	63,074,972		63,074,972	13,198,473	(693,851)			(1,962,984)			1,407,806	0				75,024,416	3,000,977	(499,990)	2,500,987	0.603010	1,082,050		1,082,050		0.620518	(27,032)	1,055,018	0.5849	2,425,837	Isanti
Kanabec	45,633,789		45,633,789	5,582,766	(361,424)			(26,464)			362,375	0				51,191,042	2,047,642	(201,554)	1,846,088	0.445108	798,708		798,708	54,843			853,551	0.4732	1,962,598	Kanabec
Mille Lacs	95,196,059		95,196,059	15,700,964	3,698,970			(6,104,595)			831,634	507,548				109,830,580	4,393,223	(323,038)	4,070,185	0.981357	1,760,961		1,760,961		1.009850	(43,993)	1,716,968	0.9519	3,947,881	Mille Lacs
Morrison	123,608,964		123,608,964	17,312,628	3,802,074			(5,383,213)			255,686	0				139,596,139	5,583,846	(440,115)	5,143,731	1.240198	2,225,429		2,225,429		1.276206	(55,596)	2,169,833	1.2029	4,989,168	Morrison
Sherburne	81,511,229	(3,177,705)	78,333,524	7,923,945	449,191			(998,788)			1,140,196	0				86,848,068	3,473,923	(1,255,034)	2,218,889	0.534993	959,999		959,999		0.550526	(23,983)	936,016	0.5189	2,152,212	Sherburne
Stearns	241,876,758		241,876,758	33,849,186	5,333,091			(10,124,099)	$8,007		2,392,826	992,674		529,476		274,857,919	10,994,317	(1,746,394)	9,247,923	2.229755	4,001,104	1,039	4,002,143		2.290589	(99,983)	3,902,160	2.1633	8,972,364	Stearns
Todd	63,523,065		63,523,065	2,127,986	1,731,383	38,052		(1,703,324)			426,987	16,745		$297,741		66,458,635	2,658,345	(286,269)	2,372,076	0.571928	1,026,276		1,026,276		0.588533	(25,639)	1,000,637	0.5547	2,300,797	Todd
Wadena	47,392,274		47,392,274	6,183,990	827,506			(2,429,718)			384,615	0				52,358,667	2,094,347	(130,672)	1,963,675	0.473459	849,582		849,582		0.487206	(21,225)	828,357	0.4592	1,904,668	Wadena
Wright	209,817,284		209,817,284	49,080,832	5,183,188			(8,390,615)	54,677		4,302,466	2,033,625		330,881		262,412,338	10,496,494	(1,832,158)	8,664,336	2.089047	3,748,615		3,748,615		2.149700	(93,649)	3,654,966	2.0263	8,403,983	Wright
District 3 Totals	**$1,380,701,000**		**$1,377,523,295**	**$197,621,195**	**$23,115,056**	**$401,578**	**$0**	**($46,330,427)**	**$88,823**	**$0**	**$17,568,932**	**$4,719,110**	**$0**	**$1,158,098**	**$0**	**$1,575,865,660**	**$63,034,628**	**($9,798,527)**	**$53,236,101**	**12.835686**	**$23,032,538**	**$18,439**	**$23,050,977**	**$54,843**	**12.760901**	**($555,915)**	**$22,549,905**	**12.5015**	**$51,849,735**	**District 3 Totals**
Becker	$105,050,109		$105,050,109	$8,800,076	$1,777,667			($7,405,995)			$1,370,678	$181,540		$1,099,999		$110,874,074	$4,434,963	($523,451)	$3,911,512	0.943100	$1,692,312	$15,251	$1,707,563		0.979228	($42,659)	$1,664,904	0.9230	$3,828,168	Becker
Big Stone	36,521,386		36,521,386	8,399,202	542,799			(3,243,195)			194,537	0				42,414,729	1,696,589	(89,902)	1,606,687	0.387386	695,131		695,131	223,248			918,379	0.5091	2,111,659	Big Stone
Clay	90,200,248		90,200,248	15,218,367	1,809,264	232,562		(686,788)			1,722,189	142,620		55,021		108,693,483	4,347,739	(511,531)	3,836,208	0.924943	1,659,731		1,659,731		0.951798	(41,464)	1,618,267	0.8971	3,720,934	Clay
Douglas	88,378,091		88,378,091	9,289,712	129,895			(5,647,090)			1,370,888	356,783		1,348,210		95,231,639	3,809,266	(661,622)	3,147,644	0.758924	1,361,824		1,361,824		0.780959	(34,022)	1,327,802	0.7361	3,053,059	Douglas
Grant	32,978,830		32,978,830	8,588,238	422,710			(2,522,630)			360,979	0				39,828,127	1,593,125	(119,617)	1,473,508	0.355276	637,512		637,512	208,895			846,407	0.4692	1,946,171	Grant
Mahnomen	28,967,657		28,967,657	10,400,652	21,019			(2,455,038)			440,791	0				37,375,081	1,495,003	(53,245)	1,441,758	0.347620	623,774		623,774	368,235			992,009	0.5500	2,280,959	Mahnomen
Otter Tail	243,798,118		243,798,118	39,830,417	5,764,314			(10,111,838)			2,302,722	0				281,583,733	11,263,349	(1,026,084)	10,237,265	2.468294	4,429,142		4,429,142		2.539958	(110,650)	4,318,492	2.3941	9,929,650	Otter Tail
Pope	55,804,545		55,804,545	16,056,418	423,459			(1,918,073)			1,169,235	0				71,535,584	2,861,423	(200,876)	2,660,547	0.641481	1,151,083		1,151,083		0.660106	(28,757)	1,122,326	0.6222	2,580,601	Pope
Stevens	37,376,608		37,376,608	4,485,843	37,106			(2,240,810)			673,084	19,680				40,351,511	1,614,060	(146,762)	1,467,298	0.353778	634,824		634,824	141,380			776,204	0.4303	1,784,751	Stevens
Swift	51,556,889		51,556,889	6,672,856	72,239			(1,611,715)			695,071	55,958				57,441,298	2,297,652	(180,457)	2,117,195	0.510474	916,002		916,002		0.525295	(22,884)	893,118	0.4951	2,053,575	Swift
Traverse	41,512,800		41,512,800	1,018,009	220,099			(2,739,095)			160,653	0				40,172,466	1,606,899	(110,269)	1,496,630	0.360850	647,514		647,514	168,914			816,428	0.4526	1,877,240	Traverse
Wilkin	76,465,725		76,465,725	8,472,238	672,372			(3,238,147)			916,877	0				83,289,065	3,331,563	(138,906)	3,192,657	0.769777	1,381,299		1,381,299		0.792127	(34,508)	1,346,791	0.7466	3,096,721	Wilkin
District 4 Totals	**$888,611,006**		**$888,611,006**	**$137,232,028**	**$11,892,943**	**$232,562**	**$0**	**($43,815,064)**	**$0**	**$0**	**$11,377,504**	**$756,581**	**$0**	**$2,503,230**	**$0**	**$1,008,790,790**	**$40,351,631**	**($3,762,722)**	**$36,588,909**	**8.821903**	**$15,830,148**	**$15,251**	**$15,845,399**	**$1,110,672**	**7.229471**	**($314,944)**	**$16,641,127**	**9.2254**	**$38,263,488**	**District 4 Totals**
Anoka	$252,804,198		$252,804,198	$26,787,545	$46,807,597		$4,665,000	($90,089)	$179,005	$1,666,997	$18,760,300	$12,082,751		$28,481,728		$392,145,032	$15,685,801	($2,859,183)	$12,826,618	3.092609	$5,549,421	$23,223	$5,572,644		3.195717	($139,218)	$5,433,426	3.0122	$12,493,254	Anoka
Carver	123,778,196		123,778,196	22,603,971	7,755,898	543,288		(518,485)			2,839,055	309,446		13,192,879		170,504,248	6,820,170	(1,589,078)	5,231,092	1.261262	2,263,226		2,263,226		1.297881	(56,541)	2,206,685	1.2234	5,073,903	Carver
Hennepin	781,083,128	12,703,283	793,786,411	17,416,052	96,862,190			(274,123)	1,820,713		89,776,870	26,900,587		22,223,842		1,048,512,542	41,940,502	(13,130,719)	28,809,783	6.946289	12,464,519	77,500	12,542,019		7.192410	(313,329)	12,228,690	6.7795	28,117,827	Hennepin
Scott	139,625,799	3,536,932	143,162,731	45,605,402	8,052,387			0			27,241,179	6,341,846		29,782,051	(2,268,806)	257,916,790	10,316,672	(2,128,266)	8,188,406	1.974296	3,542,705	159,264	3,701,969		2.122950	(92,484)	3,609,485	2.0011	8,299,407	Scott
Metro Totals	**$1,297,291,321**		**$1,313,531,536**	**$112,412,970**	**$159,478,072**	**$543,288**	**$4,665,000**	**($882,697)**	**$1,999,718**	**$1,666,997**	**$138,617,404**	**$45,634,630**	**$0**	**$93,680,500**	**($2,268,806)**	**$1,869,078,612**	**$74,763,145**	**($19,707,246)**	**$55,055,899**	**13.274456**	**$23,819,871**	**$259,987**	**$24,079,858**	**$0**	**13.808958**	**($601,572)**	**$23,478,286**	**13.0162**	**$53,984,391**	**Metro Totals**
Dodge	$79,323,677		$79,323,677	$6,631,574	$707,479			($2,696,275)			$904,635	$70,532		$922,911		$85,864,533	$3,434,581	($286,280)	$3,148,301	0.759083	$1,362,109	$3,119	$1,365,228		0.782911	($34,107)	$1,331,121	0.7380	$3,060,690	Dodge
Fillmore	155,059,815		155,059,815	13,627,702	5,139,229	365,289		(1,986,406)			1,660,519	614,749		2,286,985		176,767,882	7,070,715	(331,359)	6,739,356	1.624917	2,915,774		2,915,774		1.672095	(72,843)	2,842,931	1.5761	6,536,844	Fillmore
Freeborn	119,668,992		119,668,992	17,232,634	(294,950)			(15,819,783)			523,787	144,736		168,744		121,624,160	4,864,966	(415,734)	4,449,232	1.072748	1,924,954		1,924,954		1.103894	(48,090)	1,876,864	1.0405	4,315,535	Freeborn
Goodhue	129,000,660		129,000,660	21,703,256	1,917,466			(1,815,203)	168,135		3,568,422	1,931,132		6,952,167		163,426,035	6,537,041	(816,670)	5,720,371	1.379231	2,474,912		2,474,912		1.419276	(61,829)	2,413,083	1.3378	5,548,481	Goodhue
Houston	94,861,686		94,861,686	21,389,364	962,669			(2,706,210)	138,340		800,347	484,158				115,930,354	4,637,214	(233,830)	4,403,384	1.061694	1,905,119		1,905,119		1.092519	(47,594)	1,857,525	1.0298	4,271,068	Houston
Mower	131,194,579		131,194,579	11,924,206	(582,592)			(1,623,642)			558,309	0				141,470,860	5,658,834	(446,303)	5,212,531	1.256786	2,255,195		2,255,195		1.293276	(56,340)	2,198,855	1.2190	5,055,899	Mower
Olmsted	171,238,788		171,238,788	4,001,692	589,521			(4,113,989)	576,522		5,622,431	1,817,840		9,084,066		188,816,871	7,552,675	(1,817,071)	5,735,604	1.382904	2,481,503		2,481,503		1.423055	(61,994)	2,419,509	1.3413	5,563,256	Olmsted
Rice	105,158,960		105,158,960	22,207,157	(602,339)			(6,296,734)	299,733		553,642	491,573				121,811,992	4,872,480	(866,465)	4,006,015	0.965885	1,733,198		1,733,198		0.993929	(43,299)	1,689,899	0.9369	3,885,640	Rice
Steele	99,903,564		99,903,564	22,049,658	4,691,370			(5,198,357)			853,110	550,725				122,850,070	4,914,003	(478,415)	4,435,588	1.069459	1,919,052		1,919,052		1.100509	(47,942)	1,871,110	1.0373	4,302,304	Steele
Wabasha	112,031,384		112,031,384	12,657,331	(124,078)			(4,136,029)	27,500		1,860,907	512,834	(2,929)			122,826,920	4,913,077	(326,136)	4,586,941	1.105951	1,984,534		1,984,534		1.138061	(49,578)	1,934,956	1.0727	4,449,108	Wabasha
Winona	147,465,274		147,465,274	7,175,999	1,082,009			(9,142,610)			953,253	84,435		1,095,408		148,713,768	5,948,551	(549,934)	5,398,617	1.301653	2,335,705		2,335,705		1.339445	(58,351)	2,277,354	1.2625	5,236,395	Winona
District 6 Totals	**$1,344,907,379**		**$1,344,907,379**	**$160,600,573**	**$13,485,784**	**$365,289**	**$0**	**($55,535,238)**	**$1,210,230**	**$0**	**$17,859,362**	**$6,702,714**	**($2,929)**	**$20,510,281**	**$0**	**$1,510,103,445**	**$60,404,137**	**($6,568,197)**	**$53,835,940**	**12.980311**	**$23,292,055**	**$3,119**	**$23,295,174**	**$0**	**13.358970**	**($581,967)**	**$22,713,207**	**12.5919**	**$52,225,220**	**District 6 Totals**
Blue Earth	$171,460,899		$171,460,899	$15,757,145	$8,596,528			($5,259,158)			$6,715,836	$2,410,199		$2,375,882		$202,057,331	$8,082,293	($833,782)	$7,248,511	1.747679	$3,136,060	$40,517	$3,176,577		1.821656	($79,358)	$3,097,219	1.7171	$7,121,537	Blue Earth
Brown	78,467,900		78,467,900	6,136,226	939,118			(3,085,819)			1,965,644	215,290		888,261		85,526,620	3,421,065	(338,936)	3,082,129	0.743128	1,333,479		1,333,479		0.764704	(33,313)	1,300,166	0.7208	2,989,514	Brown
Cottonwood	63,309,270	2,670,588	65,979,858	8,151,715	29,263			(2,543,219)			935,910	29,474				72,583,001	2,903,320	(210,884)	2,692,436	0.649170	1,164,880		1,164,880		0.668018	(29,101)	1,135,779	0.6297	2,611,534	Cottonwood
Faribault	91,425,248	3,340,741	94,765,989	6,965,704	2,292,939			(964,076)			901,212	296,800		953,964		105,212,532	4,208,501	(267,239)	3,941,262	0.950273	1,705,183		1,705,183		0.977863	(42,599)	1,662,584	0.9217	3,822,834	Faribault
Jackson	102,416,474		102,416,474	3,483,351	(197,732)			(2,464,504)			603,533	0				103,841,122	4,153,645	(227,046)	3,926,599	0.946737	1,698,838		1,698,838		0.974224	(42,441)	1,656,397	0.9183	3,808,608	Jackson
Le Sueur	122,095,243		122,095,243	9,384,346	2,746,653		3,135,101	(7,760,521)			1,508,077	592,766		600,544		132,302,209	5,292,088	(443,612)	4,848,476	1.169010	2,097,688		2,097,688		1.202951	(52,405)	2,045,283	1.1339	4,702,786	Le Sueur
Martin	94,920,823		94,920,823	8,198,912	90,323	28,303		(1,486,267)			619,348	0		280,303		102,651,745	4,106,070	(337,241)	3,768,829	0.908697	1,630,579		1,630,579		0.935080	(40,736)	1,589,843	0.8814	3,655,578	Martin
Nicollet	82,882,495		82,882,495	13,274,521	1,604,252		1,461,865	(6,255,189)	152,281		1,511,035	73,572		6,571,979		101,276,811	4,051,072	(420,301)	3,630,771	0.875410	1,570,848		1,570,848		0.900827	(39,243)	1,531,605	0.8491	3,521,670	Nicollet
Nobles	101,218,266	4,549,155	105,767,421	9,542,292	1,889,233			(2,923,386)			459,791	225,025		62,245		115,022,621	4,600,905	(271,640)	4,329,265	1.043823	1,873,051	48,178	1,921,229		1.101758	(47,997)	1,873,232	1.0385	4,307,184	Nobles
Rock	70,061,778		70,061,778	6,545,240	407,209	98,852		(4,780,000)			611,529	0				72,944,608	2,917,784	(170,014)	2,747,770	0.662511	1,188,819		1,188,819		0.681746	(29,699)	1,159,120	0.6426	2,665,203	Rock
Sibley	70,256,296		70,256,296	4,192,555	714,083	38,795		(2,403,009)			698,700	0				73,497,420	2,939,897	(283,243)	2,656,654	0.640542	1,149,398		1,149,398		0.659140	(28,715)	1,120,683	0.6213	2,576,823	Sibley
Waseca	78,136,804		78,136,804	2,438,440	(557,082)			(6,243,303)			323,108	0		491,421		74,589,388	2,983,576	(278,411)	2,705,165	0.652239	1,170,387		1,170,387		0.671176	(29,239)	1,141,148	0.6326	2,623,879	Waseca
Watonwan	67,818,322		67,818,322	2,469,965	488,378			(1,003,418)			577,119	1,236,071		211,289		71,797,726	2,871,909	(168,960)	2,702,949	0.651704	1,169,427		1,169,427		0.670626	(29,215)	1,140,212	0.6321	2,621,727	Watonwan
District 7 Totals	**$1,194,469,818**		**$1,205,030,302**	**$96,540,412**	**$19,043,165**	**$165,950**	**$4,596,966**	**($47,171,869)**	**$152,281**	**$0**	**$17,430,842**	**$5,079,197**	**$0**	**$12,435,888**	**$0**	**$1,313,303,134**	**$52,532,125**	**($4,251,309)**	**$48,280,816**	**11.640923**	**$20,888,637**	**$88,695**	**$20,977,332**	**$0**	**12.029769**	**($524,061)**	**$20,453,271**	**11.3391**	**$47,028,877**	**District 7 Totals**
Chippewa	$50,948,014		$50,948,014	$4,582,120	($127,048)			($4,275,591)			$721,249	$92,358		$28,964		$51,970,066	$2,078,803	($191,915)	$1,886,888	0.454945	$816,360		$816,360		0.468154	($20,395)	$795,965	0.4413	$1,830,188	Chippewa
Kandiyohi	118,209,408		118,209,408	15,476,687	2,856,480	248,338	2,010,000	0	19,828		3,567,019	656,475		5,542,121		148,586,356	5,943,454	(588,176)	5,355,278	1.291204	2,316,955		2,316,955		1.328693	(57,883)	2,259,072	1.2524	5,194,358	Kandiyohi
Lac Qui Parle	62,821,497		62,821,497	4,785,563	1,185,156			(4,361,493)			674,173	0				65,104,896	2,604,196	(139,955)	2,464,241	0.594150	1,066,151		1,066,151		0.611400	(26,635)	1,039,516	0.5763	2,390,193	Lac Qui Parle
Lincoln	44,394,310	792,848	45,187,158	6,147,000	593,479			(1,566,829)			968,939	0				51,329,747	2,053,190	(94,796)	1,958,394	0.472186	847,297		847,297		0.485895	(21,167)	826,130	0.4580	1,899,548	Lincoln
Lyon	78,408,050		78,408,050	5,186,518	(773,816)			(4,580,614)			1,420,834	81,673		49,545		79,792,190	3,191,688	(340,285)	2,851,403	0.687498	1,233,656		1,233,656		0.707459	(30,820)	1,202,836	0.6668	2,765,720	Lyon
Mc Leod	92,673,544		92,673,544	6,832,413	1,612,680	274,480		(1,654,208)			2,487,550	56,694		676,504		102,959,657	4,118,386	(456,684)	3,661,702	0.882868	1,584,231	10,398	1,594,629		0.914464	(39,838)	1,554,791	0.8620	3,574,982	Mc Leod
Meeker	59,955,449		59,955,449	8,625,242	1,695,502			(2,090,887)			685,952	32,201		$206,466		69,109,925	2,764,397	(350,803)	2,413,594	0.581938	1,044,238		1,044,238		0.598834	(26,087)	1,018,151	0.5645	2,341,068	Meeker
Murray	65,014,075		65,014,075	8,203,157	616,202	120,438		(4,653,368)			937,394	261,685				70,499,583	2,819,983	(196,663)	2,623,320	0.632505	1,134,976		1,134,976		0.650869	(28,354)	1,106,622	0.6135	2,544,492	Murray
Pipestone	51,614,842		51,614,842	2,561,238	167,378	