

# 2016 COUNTY SCREENING BOARD DATA



Benton County  
CSAH 3  
Golden Spike Road

Spring 2016



Benton County and the City of Sauk Rapids have redesigned & reconstructed CSAH 3 (Golden Spike Road) from the west exit ramp of Trunk Highway 10, to the intersection of CSAH 1 (Mayhew Lake Road). Improvements are needed to serve existing and future traffic demands anticipated to be generated by private development in the corridor.

Previously completed feasibility studies concluded that long term needs can be most cost effectively accommodated by providing modern roundabouts at major intersections. The "multiple roundabout" solution was found to have distinct safety and capacity benefits compared to conventional intersection designs at an overall project cost savings.







# The State Aid Program Mission Study

## Mission Statement:

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

## Program Goals:

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

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

## Key Program Concepts:

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

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

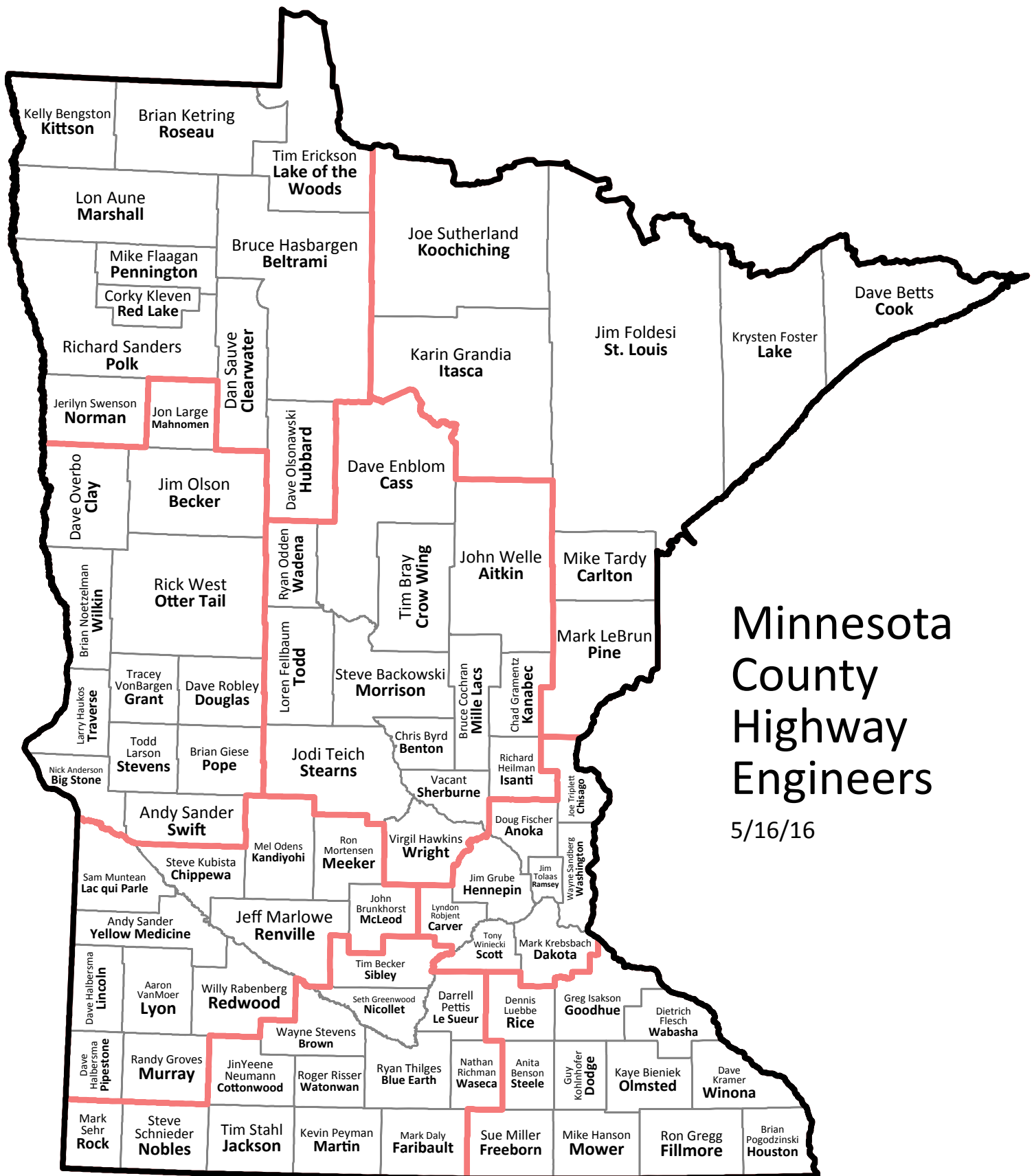
- A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial
- B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.
- C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

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

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

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



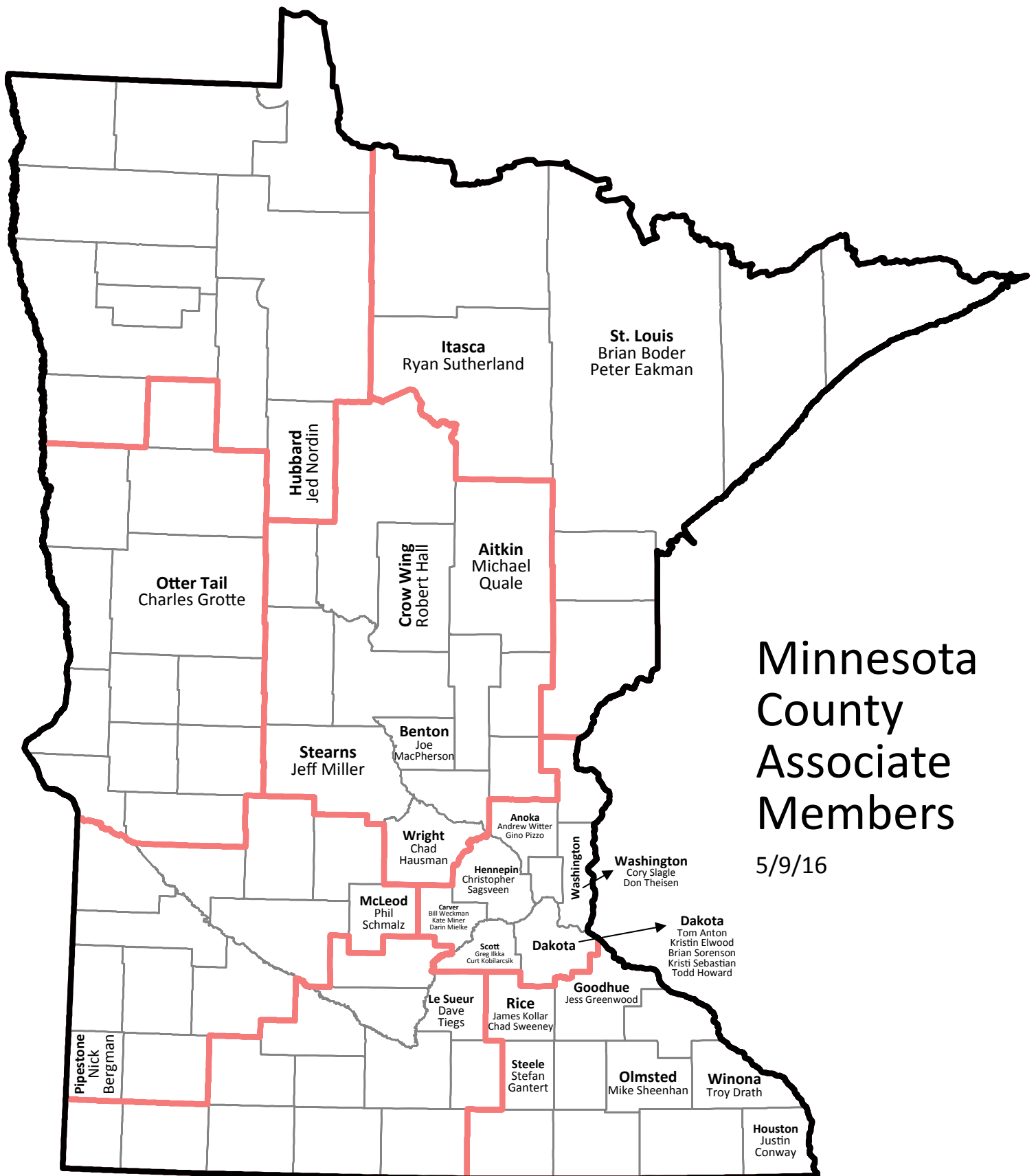


# Minnesota County Highway Engineers

5/16/16









## 2016 COUNTY SCREENING BOARD

Krysten Foster	(16-17)	Lake County	District 1
Rich Sanders	(16-17)	Polk County	District 2
Bruce Cochran	(15-16)	Mille Lacs County	District 3
Tracey Von Bargaen	(16-17)	Grant County	District 4
Joe Triplett	(14-17)	Chisago County	Metro
Lyndon Robjent	(16-19)	Carver County	Metro
Kaye Bieniek	(16-17)	Olmsted County	District 6
Seth Greenwood	(15-16)	Nicollet County	District 7
Willy Rabenberg	(15-16)	Redwood County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Jim Tolaas	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
Nick Anderson, Secretary		Big Stone County	

## 2016 SCREENING BOARD ALTERNATES

Karin Grandia	Itasca County	District 1
Tim Erickson	Lake of the Woods County	District 2
Tim Bray	Crow Wing County	District 3
Jim Olson	Becker County	District 4
Tony Winiecki	Scott County	Metro
Brian Pogodzinski	Houston County	District 6
Darrell Pettis	Le Sueur County	District 7
Aaron VanMoer	Lyon County	District 8

## 2016 CSAH MILEAGE SUBCOMMITTEE

Mark Krebsbach	October 2016	Dakota County
Jon Large	October 2017	Mahnomen County
Andy Sander	October 2018	Yellow Medicine County

## 2016 CSAH GENERAL SUBCOMMITTEE

Jim Tolaas	June 2016	Ramsey County
Lon Aune	June 2017	Marshall County
Anita Benson	June 2018	Steele County
Brain Giese		NTF Member - Oustate Rep
Mark Krebsbach		NTF Member - Metro Rep



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# **Introduction**

**Spring 2016**

The primary task of the Screening Board at this meeting is to establish new unit prices to be used for the 2016 County State Aid Highway Needs Study.

As in other years, in order to keep the five-year average unit price study current, we have removed the 2010 construction projects and added the 2015 construction projects. The awarded bid on all State Aid and Federal Aid projects, let from 2011 through 2015, are the basic source of information for compiling the data used for computing the recommended 2016 unit prices. The needs application calculates the construction, ROW and preservation costs for each county. It also calculates the statewide cost for culverts and gravel base.

Minutes of the General Subcommittee meeting held May 4, 2016 are included in this report. Costs may vary slightly between now and next January because we do not have 100% of all the counties updates in the system.

# Minutes of the CSAH General Subcommittee Meeting

May 4, 2016

The WebX meeting was started at 9:30 a.m.

Attendees: Lon Aune, Marshall County - North  
Jim Tolaas, Ramsey County - Metro  
Anita Benson, Steele County – South  
Brian Giese, Pope County – NTF GM  
Mark Krebsbach, Dakota County – NTF Metro  
Kim DeLaRosa, State Aid  
John Pantelis, State Aid  
Patti Loken, State Aid

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

## Unit Prices

The Subcommittee recommends the following unit prices:

### Rail Protection Costs

	2015	2016
Signs	\$1,400	\$1,500
Signals Only	\$175,000	\$250,000
Signals & Gates	\$250,000	\$300,000
x-ing surfacing	\$1,000	\$1,200

Railroad costs are supplied by the Office of Freight and Commercial Vehicle Operations.

Costs from the rail office are dependent on the rail authority. Each rail company has their own schedule of costs.

### Traffic Signals

The NTF proposed a needs cost of \$56,250 per leg based on a \$225,000 system replacement cost for the 2015 needs study. The NTF thought at the time that the CSAH needs could possibly use what the MSAS needs used for signals costs going forward in time. The MSAS needs unit does not do a needs study every year. They apply the Construction Cost Index (2.0%) on the off years to the previous year's unit cost. The MSAS unit used a signal system cost of \$185,000 in 2015 and approved a cost of \$188,700 (\$47,175/leg) for 2016. The General Subcommittee asked for more information on county signal projects in the last 5 years to determine the 2016 cost.

Based on information provided by Dakota and Ramsey Counties and a statewide sample of county projects assembled by the needs, we have an average unit cost of \$199,000 per system. The recommendation from the subcommittee is to keep the cost the same as last year, \$225,000/system, until actual costs exceed that unit cost.

### Structures

The average bridge costs from 2011-2015 projects were compiled based on project information received from the State Aid Bridge Office on county owned bridges. In addition to the normal bridge materials and construction costs; prorated mobilization, bridge removal and riprap costs are included if these items are part of the contract. Traffic control, field office, and field lab costs **are not included**. The average unit costs for 2011-2015 bridge construction were:

\$141/sq. ft. for 0 – 149 ft. long bridges  
\$144/sq. ft. for 150 ft. and over bridges

To simplify culvert costs the NTF agreed to a new way of computing needs on existing culverts. A state wide cost per cubic foot is multiplied by the volume of the culvert to calculate the needs for each existing culvert. The costs for the pipe and end sections are divided by the length of the structure to come up with the unit cost. The application calculates a 5 year average and the current cost in the application is \$14.83 per ft<sup>3</sup>.

### Gravel Surface

The 2011-2015 statewide average gravel surfacing unit cost is \$9.90 per ton, used for the preservation cost of gravel roads with a projected AADT of less than 150.

### **Other Statewide Items**

Kim brought up the re-segmenting process and asked how the counties would recommend implementing the process. For consistency and accuracy the Committee recommends using the SA administrative account to hire the help needed to work under the direction of the State Aid Office.

The subcommittee also discussed the larger than usual deposit in the municipal construction and municipal maintenance accounts this year.

Because all roads are drawing all needs all the time, the percentage of needs in the small municipalities increased. MN Statute 162.08 dictates how the regular and municipal accounts are determined. There are options and tools for the counties to manage their account balances. It did not seem to be a burden to more than a few counties, but if it becomes more difficult the Screening Board will have to have further discussion.

Meeting adjourned at 11:30 a.m.

# 2016 Proposed Unit Prices

## Spring 2016

		2011	2012	2013	2104	2015	2016
<b>RR x-ing Protection items:</b>							
<b>Signs</b>	Each	--	F			\$1,400	\$1,500
<b>Signals</b>	Each	--	R			\$175,000	\$250,000
<b>Signals &amp; gates</b>	Each	--	O			\$250,000	\$300,000
			Z	F			
<b>Surfacing</b>	Lin. Ft.	--	E	R		\$1,000	\$1,200
			N	O			
<b>Traffic signals</b>	Leg			Z	F	\$56,250	\$56,250**
				E	R		
<b>Bridge &lt;150</b>	Lin. Ft.	\$114		N	O	\$114	\$141
<b>Bridge &gt;150</b>	Lin. Ft.	\$155			Z	\$147	\$144
					E		
<b>Culverts</b>	Cu. ft.	varied			N	\$14.86	\$14.83*
<b>Gravel</b>	Ton	\$7.93				\$9.90	\$9.90*

\*Generate by the application.

\*\* Based on a \$225,000 system.

# Memo

## Office of Freight and Commercial Vehicle Operations

Railroad Administration Section

Mail Stop 470

395 John Ireland Blvd.

St. Paul, Minnesota 55155-1899

Office Tel: 651/366-3644

Fax: 651/366-3720

March 24, 2016

To: Kimberlie Delarosa  
CSAH Needs Manager

From: Timothy J. Spencer  
Manager, Rail Administration Section

Subject: Projected Railroad Grade Crossing  
Improvements – Costs for 2016

We have projected 2016 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals & Gates (single track, low speed, average price)*	\$250,000 - \$275,000
Signals & Gates (multiple track, high/low speed, average price)*	\$250,000 - \$375,000
Signs (advance warning signs)	\$1,500 per crossing
Pavement Markings (tape)	\$4,500 per crossing
Pavement Markings (paint)	\$600 per crossing
Crossing Surface (concrete, complete reconstruction)	\$1,200 per track ft.

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

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

# County Signal Cost

Spring 2016

				Total of Misc 2565.xxx items	2565.511 New or Replace Signal Cost	# of Replaced Systems	Total Cost
Project #	Award Year	Project Tracking Specification Type					
SP	002-596-015	7/20/2012	Traffic Signal Installation	\$ 4,700	\$ 203,000	1	\$ 207,700
SP	002-596-020	7/1/2014	Traffic Signal Revision	67,000	140,000	1	207,000
SP	002-601-046	8/13/2013	Traffic Signal Revision	18,000	139,000	1	157,000
SP	002-605-018	7/29/2014	Traffic Signal Installation	24,106	155,520	1	179,625
SP	002-617-018	5/11/2012	Traffic Signal Installation	330,000	250,000	2	580,000
SAP	010-610-044	6/30/2011	Traffic Signal Installation	9,920	153,969	1	163,889
SAP	010-611-008	6/6/2011	Traffic Signal Installation	-	202,490	1	202,490
SAP	010-611-013	12/19/2013	Traffic Signal Installation	4,560	195,800	1	200,360
SAP	010-614-006	3/19/2013	Traffic Signal Installation	none provide	187,300	1	187,300
SP	010-618-013	2/10/2014	Traffic Signal Installation	8,889	209,930	1	218,819
SAP	013-630-013	5/16/2012	Traffic Signal Revision	13,110	135,000	1	148,110
SAP	021-646-006	6/19/2013	Traffic Signal Installation	10,350	147,650	1	158,000
SAP	027-648-007	1/27/2015	Traffic Signal Installation	73,768	849,084	7	922,852
SAP	031-685-001	3/21/2013	Traffic Signal Installation	2,785	195,550	1	198,335
SAP	053-633-012	4/3/2012	Traffic Signal Installation	31,500	196,100	1	227,600
SAP	055-625-025	9/9/2015	Traffic Signal Revision	193,180	252,570	2	445,750
SAP	066-648-005	3/22/2013	Traffic Signal Revision	5,210	143,187	1	148,397
SAP	069-604-065	2/22/2011	Traffic Signal Revision	49,826	330,124	2	379,950
SP	069-606-018	5/19/2011	Traffic Signal Installation	7,600	180,000	1	187,600
SP	070-617-022	7/3/2013	Traffic Signal Revision	12,300	381,838	2	394,138
	070-644-005	4/12/2011	Traffic Signal Installation	500	125,000	1	125,500
SAP	070-701-007	3/29/2011	Traffic Signal Installation	5,785	180,215	1	186,000
SAP	070-701-010	6/28/2011	Traffic Signal Installation	9,470	163,215	1	172,685
SAP	073-672-004	5/3/2011	Traffic Signal Installation	3,800	206,000	1	209,800
SAP	073-675-035	12/6/2013	Traffic Signal Installation	-	161,716	1	161,716
SP	073-675-036	6/2/2014	Traffic Signal Revision	6,375	177,150	1	183,525
SP	082-602-015	4/5/2011	Traffic Signal Installation		667,700	5	667,700
SAP	082-615-029	10/14/2014	Traffic Signal Installation	42,131	106,913	1	149,044
SAP	082-617-008	4/28/2015	Traffic Signal Installation	28,000	247,000	2	275,000
SAP	082-622-011	8/14/2014	Traffic Signal Installation	26,286	121,330	1	147,616
SAP	086-619-033	8/30/2012	Traffic Signal Installation	9,170	149,270	1	158,440
SP	086-675-019	12/15/2015	Traffic Signal Revision	18,370	241,000	1	259,370
Dakota	23	2011		36,621	320,175	1	356,796
Dakota	23	2011		35,728	241,240	1	276,968
Dakota	23	2011		35,728	241,370	1	277,098
Dakota	23	2011		35,728	144,300	1	180,028
Dakota	23	2011		35,728	136,780	1	172,508
Dakota	23	2011		35,728	144,350	1	180,078
Dakota	31	2011		32,978	152,633	1	185,611
Dakota	11	2012		29,758	215,000	1	244,758
Dakota	23	2012		39,528	207,720	1	247,248
Dakota	23	2012		35,728	239,325	1	275,053
Dakota	23	2012		36,621	306,450	1	343,071
Dakota	23	2012		36,621	318,275	1	354,896
Dakota	42	2012		33,911	230,000	1	263,911
Dakota	5	2013			205,000	1	205,000
Dakota	31	2013		29,557	130,900	1	160,457
Dakota	38	2013		29,557	217,000	1	246,557
Dakota	32	2014		29,633	164,979	1	194,612
Dakota	32	2014		29,633	157,084	1	186,717



# County Signal Cost

Spring 2016

Project #	Award Year	Project Tracking Specification Type	Total of Misc 2565.xxx items	2565.511 New or Replace Signal Cost	# of Replaced Systems	Total Cost
Ramsey	15	2016	-	215,495	1	215,495
Ramsey	15	2016	-	219,658	1	219,658
Ramsey	15	2015	83,260	225,500	1	308,760
Ramsey	15	2015	83,260	209,060	1	292,320
Ramsey	15	2016	-	238,575	1	238,575
Ramsey	3	2016	-	303,575	1	303,575
Ramsey	42	2015	-	279,000	1	279,000
Ramsey	42	2015	-	230,000	1	230,000
Ramsey	30	2015	14,500	246,100	1	260,600
Ramsey	30		8,418	183,852	1	192,270
Ramsey	30	2015	-	189,780	1	189,780
Ramsey	30	2015	-	152,180	1	152,180
Ramsey	51	2016	23,270	350,000	1	373,270
Ramsey	31	2013	-	124,000	1	124,000
Ramsey	31	2014	-	140,000	1	140,000
Ramsey	31	2011	-	165,000	1	165,000
Ramsey	31	2012	-	120,000	1	120,000
Ramsey	38	2015	22,100	105,000	1	127,100
Ramsey	38	2016	27,975	134,200	1	162,175
Ramsey	38	2015	22,100	105,000	1	127,100
Ramsey	38	2016	28,750	153,600	1	182,350
Ramsey	46	2015	-	216,998	1	216,998
Ramsey	49	2011	-	196,870	1	196,870
Ramsey	52	2011	-	188,400	1	188,400
Ramsey	51	2011	-	180,230	1	180,230
Ramsey	50	2011	-	180,145	1	180,145
Ramsey	44		6,000	226,000	1	232,000
Ramsey	52	2013	830	374,000	1	374,830
<b>TOTAL</b>			<b>\$1,915,941</b>	<b>16,755,510</b>	<b>94</b>	<b>\$18,671,451</b>
						<b>\$198,632</b>

2565.602	APS Pedestrian Push Button Station
2565.602	Rigid PVC Loop Detector 6' x 6'
2565.601	EMERGENCY VEHICLE PREEMPTION
2565.601	TRAFFIC CONTROL INTERCONNECTION
2565.601	EMERGENCY VEHICLE PREMPTION (EVP) SYSTEM
2565.601	TRAFFIC CONTROL INTERCONNECTION
2565.602	REVISE SIGNAL SERVICE CABINET
2565.602	SIGNAL SERVICE CABINET
2565.602	NMC LOOP DETECTOR 6'X6'

# County Bridge Projects 2011-2015

Spring 2016

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

## BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2011	02582	SAP 002-598-006	44.67	PCB	1,757	238,600	136
2011	13523	SAP 013-630-011	60.67	PCB	3,205	350,892	109
2011	27B81	SP 027-622-003	65.67	PCB	5,031	3,176,902	631
2011	07547	SAP 007-599-053	66.00	PCB	1,898	350,264	185
2011	66552	SAP 066-615-009	67.50	C-SLAB	3,004	341,717	114
2011	07593	SAP 007-598-027	70.00	PCB	2,301	411,708	179
2011	38532	SAP 038-606-010	70.42	PCB	2,770	428,412	155
2011	67561	SP 067-616-003	74.50	C-SLAB	2,633	299,737	114
2011	85562	SAP 085-612-026	74.50	C-SLAB	2,632	285,823	109
2011	32570	SP 032-598-012	80.92	PCB	2,697	287,680	107
2011	85564	SAP 085-615-019	82.85	PCB	3,535	435,431	123
2011	65563	SAP 065-599-060	83.42	PCB	2,614	255,753	98
2011	07557	SAP 007-598-026	86.56	PCB	2,725	302,364	111
2011	64579	SAP 064-599-085	88.42	PCB	3,124	220,839	71
2011	22611	SAP 022-602-026	88.67	C-SLAB	3,133	318,813	102
2011	65564	SAP 065-598-011	89.00	C-SLAB	3,145	287,091	91
2011	69683	SAP 069-598-033	89.67	PCB	3,168	356,662	113
2011	80537	SAP 080-607-012	90.50	C-SLAB	3,198	407,397	127
2011	86531	SP 086-640-002	90.50	C-SLAB	3,560	447,484	126
2011	64582	SAP 064-610-028	93.90	PCB	3,318	254,298	77
2011	23583	SP 023-599-180	98.31	PCB	3,080	382,308	124
2011	73574	SAP 073-619-009	99.19	C-SLAB	3,328	422,441	127
2011	69686	SAP 069-598-035	100.42	PCB	3,147	422,314	134
2011	69694	SP 069-598-030	102.92	PCB	3,225	438,678	136
2011	69685	SAP 069-598-034	113.01	C-SLAB	3,497	513,390	147
2011	24549	SAP 024-598-016	113.25	PCB	4,002	404,916	101
2011	20559	SP 020-624-017	114.67	PCB	4,511	415,130	92
2011	66555	SAP 066-599-043	119.04	C-SLAB	3,730	350,545	94
2011	09529	SAP 009-599-021	121.67	PCB	3,812	523,378	137
2011	79548	SAP 079-604-047	121.67	PCB	5,272	668,158	127
2011	10543	SAP 010-610-037	125.63	PCB	5,420	967,237	178
2011	22605	SAP 022-598-007	128.44	PCB	4,025	571,538	142
2011	71527	SAP 071-605-032	133.67	PCB	5,792	562,725	97
2011	70552	SP 070-617-023	136.67	PCB	4,829	928,550	192
2011	71526	SAP 071-598-007	140.60	PCB	5,530	735,208	133
2011	28541	SAP 028-609-012	141.06	PCB	5,549	904,448	163
2011	58552	SAP 058-599-039	144.98	PCB	4,543	425,117	94
2011	54551	SP 054-598-036	146.75	PCB	4,598	633,142	138
2012	28551	SAP 028-996-017	32.00	C-SLAB	1,142	159,307	139
2012	70548	SAP 070-606-010	36.67	INV-T	1,742	404,091	232
2012	13521	SAP 013-598-008	47.17	INV-T	1,667	320,997	193
2012	78532	SAP 078-598-035	47.50	C-SLAB	1,488	231,073	155
2012	66550	SAP 066-598-016	50.94	PCB	2,208	300,707	136
2012	22612	SAP 022-601-022	51.00	C-SLAB	2,006	277,865	139
2012	67563	SAP 067-609-020	56.92	PCB	2,011	282,486	140
2012	24550	SAP 024-634-019	59.92	PCB	2,117	346,078	163
2012	13J13	SAP 013-599-008	60.00	C-ARCH	2,160	792,628	367
2012	43558	SAP 043-599-036	63.92	PCB	2,003	216,403	108

# County Bridge Projects 2011-2015

Spring 2016

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

## BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2012	67562	SP 067-608-009	66.67	C-SLAB	2,356	345,547	147
2012	73575	SAP 073-634-006	72.00	PCB	2,544	1,120,792	441
2012	24551	SAP 024-605-006	72.06	PCB	2,547	339,679	133
2012	78530	SP 078-606-024	75.00	C-SLAB	2,950	334,889	114
2012	01532	SAP 001-604-010	76.38	PCB	2,940	368,251	125
2012	83549	SAP 083-604-007	78.42	PCB	3,085	347,425	113
2012	32569	SAP 032-628-014	80.25	PCB	3,157	367,431	116
2012	32571	SAP 032-620-022	80.50	C-SLAB	3,166	304,968	96
2012	67564	SP 067-598-010	82.50	PCB	2,721	625,358	230
2012	45574	SAP 045-607-009	86.00	C-SLAB	3,039	310,795	102
2012	12552	SAP 012-599-087	87.00	C-SLAB	2,726	293,645	108
2012	24553	SAP 024-601-016	89.92	PCB	3,177	353,108	111
2012	11528	SAP 011-599-014	90.92	PCB	2,849	367,162	129
2012	24546	SAP 024-601-014	90.92	PCB	3,212	409,546	128
2012	69A03	SAP 069-675-005	97.70	PCB	3,452	397,643	115
2012	24552	SAP 024-634-020	99.50	PCB	3,516	500,114	142
2012	29531	SAP 029-639-012	101.00	C-SLAB	3,974	502,020	126
2012	28554	SP 028-599-075	105.67	C-SLAB	3,311	352,104	106
2012	58553	SAP 058-640-011	105.83	PCB	3,740	380,761	102
2012	74554	SAP 074-609-016	107.67	PCB	3,804	412,950	109
2012	79553	SAP 079-605-013	108.50	PCB	4,268	473,355	111
2012	25608	SAP 025-598-020	112.67	C-SLAB	4,920	501,667	102
2012	64583	SAP 064-598-017	113.00	C-SLAB	3,993	350,560	88
2012	69A06	SP 069-637-022	113.92	PCB	4,936	695,204	141
2012	27B80	SP 027-619-019	118.54	C-SLAB	5,244	982,343	187
2012	50592	SAP 050-601-029	124.67	C-SLAB	4,405	508,158	115
2012	56538	SP 056-672-004	127.67	C-SLAB	6,149	712,204	116
2012	50591	SAP 050-623-002	142.66	C-SLAB	6,919	748,717	108
2012	60560	SP 060-670-003	144.75	PCB	5,283	576,238	109
2012	59541	SAP 059-601-028	148.67	C-SLAB	5,848	627,840	107
2012	36531	SAP 036-599-010	149.50	PCB	4,385	731,578	167
2013	70J52	SAP 070-608-021	30.00	C-ARCH	1,490	724,015	486
2013	69A13	*SAP* 069-598-042	41.67	C-SLAB	1,305	285,377	219
2013	23587	SAP 023-599-173	48.00	C-SLAB	1,408	221,455	157
2013	43559	SAP 043-715-004	51.67	C-SLAB	2,756	361,355	131
2013	22617	SAP 022-600-002	51.67	PCB	1,206	276,024	229
2013	13527	SAP 013-608-009	52.00	C-SLAB	1,838	466,460	254
2013	09531	*SAP* 009-598-013	52.75	C-SLAB	1,758	272,957	155
2013	82534	SAP 082-621-027	59.67	C-SLAB	2,138	409,316	191
2013	69A09	*SAP* 069-656-017	63.67	C-SLAB	2,504	513,853	205
2013	24554	SAP 024-609-008	64.67	C-SLAB	2,285	274,776	120
2013	24557	SAP 024-598-020	66.00	PCB	2,332	274,782	118
2013	25615	SAP 025-599-108	66.92	PCB	1,963	238,886	122
2013	29532	SAP 029-618-016	67.50	C-SLAB	2,391	475,245	199
2013	07592	SAP 007-646-007	69.33	PCB	2,565	440,468	172
2013	22616	SP 022-604-013	75.00	PCB	2,950	294,100	100
2013	51535	SAP 051-628-017	76.17	PCB	2,996	259,754	87
2013	72545	SAP 072-599-057	76.67	C-SLAB	2,403	272,592	113

# County Bridge Projects 2011-2015

Spring 2016

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

## BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2013	66554	SAP 066-626-013	76.85	PCB	3,023	271,486	90
2013	23586	SAP 023-599-191	77.50	C-SLAB	2,429	265,461	109
2013	71528	SAP 071-603-019	77.67	C-SLAB	3,366	381,015	113
2013	32572	SAP 032-599-096	78.50	PCB	2,460	264,081	107
2013	73577	SAP 073-607-028	78.92	PCB	3,420	463,979	136
2013	09530	*SAP* 009-598-015	79.50	PCB	2,650	356,390	134
2013	50595	SP 050-597-007	79.67	C-SLAB	2,496	275,278	110
2013	42567	SAP 042-607-026	80.50	C-SLAB	3,166	348,392	110
2013	83550	SAP 083-632-002	81.00	C-SLAB	3,188	293,551	92
2013	30519	SAP 030-598-002	81.15	PCB	2,868	351,606	123
2013	12553	SAP 012-599-085	82.73	C-SLAB	2,592	269,290	104
2013	69A14	*SAP* 069-631-008	82.73	C-SLAB	2,965	761,225	257
2013	10547	SAP 010-641-005	83.50	C-SLAB	3,284	324,977	99
2013	67566	SAP 067-599-157	84.00	C-SLAB	2,632	296,156	113
2013	09532	*SAP* 009-598-014	84.27	PCB	2,809	396,859	141
2013	59546	SAP 059-608-022	84.67	C-SLAB	2,655	280,846	106
2013	69A12	SAP 069-697-005	86.92	PCB	3,071	394,813	129
2013	13525	SAP 013-598-009	87.00	PCB	3,074	327,728	107
2013	14554	SAP 014-599-094	91.04	PCB	2,853	699,812	245
2013	51534	SAP 051-599-093	92.44	PCB	2,897	302,748	105
2013	79554	SAP 079-605-014	93.06	PCB	3,660	463,104	127
2013	32573	SAP 032-604-045	97.00	C-SLAB	3,815	357,289	94
2013	69A11	*SAP* 069-598-046	99.04	C-SLAB	3,104	503,818	162
2013	11529	SP 011-608-015	102.50	C-SLAB	5,279	761,421	144
2013	85574	SAP 085-600-004	103.00	C-SLAB	3,021	272,275	90
2013	13524	SAP 013-619-017	103.50	C-SLAB	4,071	521,414	128
2013	69A15	*SAP* 069-598-043	104.94	PCB	3,288	670,227	204
2013	59545	SAP 059-599-080	105.00	C-SLAB	3,290	290,444	88
2013	25609	SP 025-599-104	106.67	C-SLAB	3,343	267,058	80
2013	18531	SAP 018-599-031	107.00	C-SLAB	4,071	437,613	107
2013	65565	SAP 065-637-003	112.17	PCB	4,861	461,207	95
2013	59544	SAP 059-617-016	116.50	C-SLAB	4,582	390,155	85
2013	59543	SAP 059-599-081	118.67	C-SLAB	3,719	325,774	88
2013	69A02	SAP 069-598-039	118.92	C-SLAB	4,202	605,164	144
2013	69A10	*SAP* 069-598-047	119.92	PCB	4,237	699,840	165
2013	23584	SAP 023-615-013	121.92	C-SLAB	4,308	392,056	91
2013	68541	SP 068-599-094	126.00	C-SLAB	3,948	453,073	115
2013	31557	SAP 031-614-013	127.67	C-SLAB	4,511	401,294	89
2014	27B87	SAP 027-701-026	41.73	C-SLAB	1,809	414,111	229
2014	31566	SAP 031-668-007	49.42	PCB	1,763	309,779	176
2014	69A21	SAP 069-598-054	52.74	PCB	1,864	453,197	243
2014	32574	SAP 032-599-099	61.00	C-SLAB	1,911	248,928	130
2014	40526	SAP 040-599-022	63.92	PCB	2,003	263,432	132
2014	27B91	SAP 027-701-017	65.67	PCB	4,531	2,212,853	488
2014	28553	SP 028-599-077	67.02	C-SLAB	1,966	212,044	108
2014	31564	SAP 031-614-015	68.94	PCB	2,436	346,286	142
2014	04528	SAP 004-598-019	70.92	PCB	2,234	319,077	143
2014	64585	SAP 064-598-019	72.92	PCB	2,577	249,410	97

# County Bridge Projects 2011-2015

Spring 2016

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

## BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2014	23588	SAP 023-599-171	73.91	PCB	2,008	346,027	172
2014	78531	SP 078-606-025	75.00	C-SLAB	2,950	353,087	120
2014	67568	SAP 067-608-014	77.92	PCB	2,753	358,189	130
2014	24558	SAP 024-625-024	79.67	C-SLAB	2,815	320,875	114
2014	72543	SP 072-613-014	82.42	PCB	3,242	359,037	111
2014	07594	SAP 007-614-009	83.00	PCB	3,085	761,235	247
2014	07597	SAP 007-599-056	83.50	PCB	2,505	300,217	120
2014	22615	SAP 022-606-018	85.25	C-SLAB	3,012	407,873	135
2014	74555	SAP 074-599-030	86.25	PCB	2,703	349,211	129
2014	02585	SP 002-651-007	86.67	PCB	9,736	1,267,341	130
2014	10545	SAP 010-640-010	89.67	C-SLAB	3,886	660,493	170
2014	25613	SAP 025-599-102	98.35	PCB	3,476	404,416	116
2014	25616	SAP 025-599-105	99.92	C-SLAB	2,968	312,413	105
2014	50594	SAP 050-601-031	105.67	C-SLAB	3,734	399,407	107
2014	31567	SAP 031-612-011	106.67	C-SLAB	4,195	461,835	110
2014	28555	SAP 028-603-022	136.35	PCB	4,818	577,343	120
2014	13522	SAP 013-611-003	144.17	PCB	5,094	655,374	129
2014	69A19	SAP 069-622-021	149.67	PCB	5,288	1,136,984	215
2015	85575	SAP 085-599-070	32.51	C-SLAB	758	222,610	294
2015	L1230	SAP 009-598-016	49.92	REHAB	1,177	233,880	199
2015	22613	SAP 022-599-108	51.50	C-SLAB	1,614	250,297	155
2015	31569	SAP 031-619-009	55.50	PCB	1,961	363,337	185
2015	69A28	SAP 069-716-010	59.85	PCB	2,115	553,086	262
2015	85576	SAP 085-599-073	71.67	C-SLAB	1,661	411,031	247
2015	69A29	SAP 069-604-076	74.80	PCB	3,530	630,102	178
2015	23566	SP 028-625-009	77.08	PCB	3,032	384,874	127
2015	67567	SP 067-611-007	78.46	C-SLAB	2,707	349,599	129
2015	64587	SAP 064-598-021	79.92	PCB	2,824	252,839	90
2015	10548	SAP 010-630-030	82.08	PCB	3,539	420,470	119
2015	42568	SAP 042-598-043	82.67	C-SLAB	2,591	273,317	105
2015	22620	SAP 022-619-019	91.00	C-SLAB	3,579	452,242	126
2015	66557	SAP 066-612-008	93.50	C-SLAB	3,678	442,081	120
2015	73578	SAP 073-617-037	93.92	PCB	3,694	479,353	130
2015	28556	SAP 028-598-009	102.42	PCB	3,619	342,353	95
2015	23591	SAP 023-599-196	103.13	C-SLAB	3,231	287,391	89
2015	78526	SAP 078-598-030	107.00	C-SLAB	3,763	367,485	98
2015	49555	SAP 049-643-015	117.90	PCB	4,637	615,309	133
2015	51536	SAP 051-599-096	124.77	C-SLAB	3,910	381,905	98
2015	71529	SP 071-624-001	134.08	PCB	7,554	1,257,984	167
2015	48535	SAP 048-598-013	139.75	C-SLAB	4,938	736,581	149
2015	72551	SAP 072-599-062	143.50	PCB	4,496	700,501	156
2015	31568	SAP 031-622-004	146.69	PCB	5,159	1,121,576	217
TOTAL							
					611,123	\$86,051,788	\$141

## County Bridge Projects 2011-2015

### Spring 2016

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

#### BRIDGE LENGTH 150 FEET & OVER

Award Year	New Bridge Number		Project	Bridge Length	Beam Type	Desk Area	Bridge Cost	Cost per Sq. Ft.
2011	18530	SAP	018-597-006	154.09	C-SLAB	4,520	419,930	93
2011	69680	SP	069-597-005	159.46	PCB	8,079	993,880	123
2011	85573	SAP	085-623-010	181.67	PCB	7,873	1,115,920	142
2011	01530	SAP	001-603-011	184.56	PCB	7,259	771,473	106
2011	14550	SAP	014-619-014	200.00	C-SLAB	7,867	867,747	110
2011	58551	SAP	058-641-014	203.13	PCB	7,177	802,279	112
2011	73571	SP	073-596-006	310.39	PCB	35,156	3,410,540	97
2011	79550	SAP	079-607-021	397.67	PCB	15,642	1,475,187	94
2011	27B60**	SP	027-753-013	694.00	P-SPEC	63,040	12,414,747	197
2012	43550	SAP	043-615-012	153.00	C-SLAB	6,630	619,547	93
2012	35537	SAP	035-601-033	184.42	PCB	6,516	802,406	123
2012	55590	SAP	055-619-009	184.55	PCB	7,260	759,513	105
2012	69A04	SAP	069-607-047	214.67	C-SLAB	8,479	1,204,763	142
2012	31558	SAP	031-631-005	231.69	C-SLAB	8,186	769,556	94
2012	77535	SP	077-596-002	395.17	PCB	23,282	3,199,190	137
2013	14553	SAP	014-598-009	151.00	C-SLAB	5,335	589,182	110
2013	48531	SAP	048-612-019	157.67	PCB	6,202	589,462	95
2013	31556	SAP	031-614-012	173.67	C-SLAB	6,136	631,001	103
2013	45576	SAP	045-598-022	184.75	PCB	5,789	734,174	127
2013	37536	SAP	037-620-010	190.92	PCB	7,350	843,519	115
2013	64580	SAP	064-615-013	234.90	PCB	8,299	756,177	91
2013	76542	SP	076-617-011	279.33	PCB	10,986	1,348,386	123
2013	62634	SP	062-636-005	842.24	PCB	33,779	6,446,302	191
2014	10550	SAP	010-610-047	167.46	PCB	10,921	2,265,483	207
2014	69A18	SAP	069-689-010	185.94	PCB	9,244	2,493,417	270
2014	35538	SAP	035-604-025	198.20	PCB	7,003	1,047,236	150
2014	74556	SAP	074-612-039	227.14	PCB	11,887	1,498,147	126
2015	84536	SAP	084-601-007	154.67	PCB	5,439	774,283	142
2015	69A20	SAP	069-710-025	159.11	PCB	7,515	1,362,125	181
2015	58554	SAP	058-607-023	275.92	PCB	11,957	1,529,991	128
TOTAL						364,808	\$52,535,563	\$144



# MILEAGE REQUESTS



# Criteria Necessary For County State Aid Highway Designation

Spring 2016

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

Spring 2016

## Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1998	2001	2002	2003	2004	2005	2006	2009	2012	2014	2015	Total Miles To Date	County
Carlton	3.62																3.62	Carlton
Cook	3.60																3.60	Cook
Itasca																	0.00	Itasca
Koochiching	9.27 <sup>1</sup>			0.12													9.39	Koochiching
Lake	4.82 <sup>1</sup>	0.56				10.31	7.30										22.99	Lake
Pine	9.25																9.25	Pine
St. Louis	19.14 <sup>1</sup>						7.60										26.74	St. Louis
<b>District 1 Totals</b>	<b>49.70</b>	<b>0.56</b>	<b>0.00</b>	<b>0.12</b>	<b>0.00</b>	<b>10.31</b>	<b>14.90</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>75.59</b>	<b>District 1 Totals</b>

Beltrami	7.53 <sup>1</sup>	0.16				2.10											9.79	Beltrami
Clearwater	0.30 <sup>1</sup>	1.00															1.30	Clearwater
Hubbard	1.85	0.26	0.06														2.17	Hubbard
Kittson	6.60 <sup>1</sup>																6.60	Kittson
Lake of Woods	0.89					7.65											8.54	Lake of Woods
Marshall	15.00 <sup>1</sup>	1.00															16.00	Marshall
Norman	1.31																1.31	Norman
Pennington	0.84																0.84	Pennington
Polk	4.00	1.55	0.67														6.22	Polk
Red Lake		0.50															0.50	Red Lake
Roseau	6.80																6.80	Roseau
<b>District 2 Totals</b>	<b>45.12</b>	<b>4.47</b>	<b>0.73</b>	<b>0.00</b>	<b>0.00</b>	<b>2.10</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>60.07</b>	<b>District 2 Totals</b>

Aitkin	6.10		0.60			7.12											13.82	Aitkin
Benton	3.18 <sup>1</sup>																3.18	Benton
Cass	7.90					2.80											10.70	Cass
Crow Wing	13.00 <sup>1</sup>																13.00	Crow Wing
Isanti	1.80																1.80	Isanti
Kanabec																	0.00	Kanabec
Mille Lacs		0.74															0.74	Mille Lacs
Morrison						9.70											9.70	Morrison
Sherburne	5.42									26.68							32.10	Sherburne
Stearns	0.78		3.90		0.25			29.24									34.17	Stearns
Todd	1.90 <sup>1</sup>																1.90	Todd
Wadena																	0.00	Wadena
Wright	0.45		1.38									7.77					9.60	Wright
<b>District 3 Totals</b>	<b>40.53</b>	<b>0.74</b>	<b>5.88</b>	<b>0.00</b>	<b>0.25</b>	<b>19.62</b>	<b>0.00</b>	<b>29.24</b>	<b>0.00</b>	<b>26.68</b>	<b>0.00</b>	<b>7.77</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>130.71</b>	<b>District 3 Totals</b>

# History of CSAH Additional Mileage Requests

Spring 2016

## Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1998	2001	2002	2003	2004	2005	2006	2009	2012	2014	2015	Total Miles To Date	County
Becker	10.07																10.07	Becker
Big Stone	1.40	0.16															1.56	Big Stone
Clay	2.00	0.10															2.10	Clay
Douglas	10.65 <sup>1</sup>																10.65	Douglas
Grant	5.42																5.42	Grant
Mahnomen	1.42																1.42	Mahnomen
Otter Tail			0.36														0.36	Otter Tail
Pope	3.63	1.20															4.83	Pope
Stevens	1.00																1.00	Stevens
Swift	0.78		0.24														1.02	Swift
Traverse	0.20	0.56		1.60													2.36	Traverse
Wilkin						0.11											0.11	Wilkin
<b>District 4 Totals</b>	<b>36.57</b>	<b>2.02</b>	<b>0.60</b>	<b>1.60</b>	<b>0.00</b>	<b>0.11</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>40.90</b>	<b>District 4 Totals</b>

Anoka	2.04				10.42	24.99					22.13						59.58	Anoka
Carver	2.49	0.48		0.08			11.70								5.80		20.55	Carver
Hennepin	4.50	0.24	0.85														5.59	Hennepin
Scott	12.09 <sup>1</sup>	5.15	0.12		3.50	38.12											58.98	Scott
<b>District 5 Totals</b>	<b>21.12</b>	<b>5.87</b>	<b>0.97</b>	<b>0.08</b>	<b>13.92</b>	<b>63.11</b>	<b>11.70</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>22.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>5.80</b>	<b>0.00</b>	<b>144.70</b>	<b>District 5 Totals</b>

Dodge				0.11													0.11	Dodge
Fillmore	1.12		1.10														2.22	Fillmore
Freeborn	0.95	0.65															1.60	Freeborn
Goodhue		0.08															0.08	Goodhue
Houston		0.12															0.12	Houston
Mower	13.11 <sup>1</sup>		0.09														13.20	Mower
Olmsted	15.32 <sup>1</sup>											5.35				0.31	20.98	Olmsted
Rice	1.70																1.70	Rice
Steele	1.55																1.55	Steele
Wabasha	0.43 <sup>1</sup>	0.30															0.73	Wabasha
Winona	7.40 <sup>1</sup>																7.40	Winona
<b>District 6 Totals</b>	<b>41.58</b>	<b>1.15</b>	<b>1.19</b>	<b>0.11</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>5.35</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.31</b>	<b>49.69</b>	<b>District 6 Totals</b>

# History of CSAH Additional Mileage Requests

Spring 2016

## Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1998	2001	2002	2003	2004	2005	2006	2009	2012	2014	2015	Total Miles To Date	County
Blue Earth	15.29 <sup>1</sup>	0.13	0.25			3.46											19.00	Blue Earth
Brown	7.44	0.13															7.57	Brown
Cottonwood	5.17	1.30															6.47	Cottonwood
Faribault	0.37	1.20	0.09														1.66	Faribault
Jackson	0.10																0.10	Jackson
Le Sueur	2.70	0.83		0.02													3.55	Le Sueur
Martin	1.52																1.52	Martin
Nicollet				0.60				0.54									1.14	Nicollet
Nobles	13.71	0.23			0.12												14.06	Nobles
Rock	0.50		0.54														1.04	Rock
Sibley	1.50																1.50	Sibley
Waseca	4.53	0.14		0.05													4.72	Waseca
Watonwan		0.04	0.68	0.19													0.91	Watonwan
<b>District 7 Totals</b>	<b>52.83</b>	<b>3.87</b>	<b>1.56</b>	<b>0.86</b>	<b>0.12</b>	<b>3.46</b>	<b>0.00</b>	<b>0.00</b>	<b>0.54</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>63.24</b>	<b>District 7 Totals</b>

Chippewa	15.00				0.05												15.05	Chippewa
Kandiyohi	0.44																0.44	Kandiyohi
Lac qui Parle	1.93																1.93	Lac Qui Parle
Lincoln	6.55 <sup>1</sup>																6.55	Lincoln
Lyon	2.00				1.50												3.50	Lyon
Mc Leod	0.09	0.50			0.32												0.91	Mc Leod
Meeker	0.80	0.50															1.30	Meeker
Murray	3.52	1.10															4.62	Murray
Pipestone	0.50																0.50	Pipestone
Redwood	3.41		0.13														3.54	Redwood
Renville																	0.00	Renville
Yellow Medicine		1.39															1.39	Yellow Medicine
<b>District 8 Totals</b>	<b>34.24</b>	<b>3.49</b>	<b>0.13</b>	<b>0.00</b>	<b>1.87</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>39.73</b>	<b>District 8 Totals</b>

Chisago	3.24				2.20												5.44	Chisago
Dakota	1.65 <sup>1</sup>	2.47		2.26		35.63								39.60			81.61	Dakota
Ramsey	10.12 <sup>1</sup>	0.61		1.13													11.86	Ramsey
Washington	2.33 <sup>1</sup>	0.40	0.33	1.33	8.05	18.52							-7.41	39.60	0.00	0.00	23.55	Washington
<b>District 9 Totals</b>	<b>17.34</b>	<b>3.48</b>	<b>0.33</b>	<b>4.72</b>	<b>10.25</b>	<b>54.15</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>-7.41</b>	<b>39.60</b>	<b>0.00</b>	<b>0.00</b>	<b>122.46</b>	<b>District 9 Totals</b>

<b>Totals</b>	<b>339.03</b>	<b>25.65</b>	<b>11.39</b>	<b>7.49</b>	<b>26.41</b>	<b>156.69</b>	<b>26.60</b>	<b>29.24</b>	<b>0.54</b>	<b>26.68</b>	<b>22.13</b>	<b>13.12</b>	<b>-7.41</b>	<b>39.60</b>	<b>5.80</b>	<b>0.31</b>	<b>727.09</b>	<b>Totals</b>
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<sup>1</sup> Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

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

## Historical Documentation for the Anoka County CSAH Mileage Request

Spring 2016

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

<b>Date</b>	<b>Type of Transaction</b>	<b>Mileage Change</b>	<b>Starting Mileage</b>	<b>Ending Mileage</b>
1/1/2006	Beginning Balance	0.00	287.21	287.21
12/5/2006	Banked Mileage	(0.54)	287.21	286.67
12/5/2006	Revoke Portion CSAH 19	(3.30)	286.67	283.37
12/5/2006	Designate CSAH 62	3.47	283.37	286.84
12/5/2006	Designate CSAH 76	2.80	286.84	289.64
12/5/2006	Designate CSAH 85	1.90	289.64	291.54
3/5/2007	CR 116 - CSAH 83 To CSAH 57	2.39	291.54	293.93
3/5/2007	CR 56 - HWY 10 To CSAH 5	3.00	293.93	296.93
3/5/2007	CR 54 - I-35E To CSAH 14	2.89	296.93	299.82
3/5/2007	CR 154 - CSAH 21 To CR 54	0.75	299.82	300.57
5/15/2007	CR 102 - CSAH 1 to TH 47	2.08	300.57	302.65
4/24/2012	CR 58 - CSAH 9 to CSAH 18	5.12	302.65	307.77

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

	<u>Miles</u>
K. CR 3 - CSAH 1 To TH 47	1.58
Total Remaining to Designate	1.58

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



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

**Spring 2016**

Carver County CSAH mileage (7/15)	226.35
Banked miles	(1.32)
Approved Revocations (10/06)	(1.47)
Approved Designations (10/06)	8.59
TOTAL	232.15

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
7/30/2014	Beginning Balance	0.00	226.35	226.35
4/10/2015	Banked Mileage	(1.32)	226.35	225.03
4/10/15	CSAH 57 - TH 5 to CSAH 59	(0.50)	225.03	224.53
4/10/15	CSAH 59 - TH 5 to CSAH 57	(0.97)	224.53	223.56
4/10/15	CSAH 140 - CSAH 43 to CSAH 61	3.86	223.56	227.42
4/10/15	CSAH 51 - TH 5 to CSAH 32	2.06	227.42	229.48

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

	<u>Miles</u>
Marsh Lake Road from CSAH 43 to CSAH 11	1.67
CR 151 from Sibley co line to CSAH 52	1.00
	<b>2.67</b>

\* See October 2014 County Screening Board Data Booklet, pp. 42-44, for detailed recommendations.

# Historical Documentation for the Dakota County CSAH Mileage Request

Spring 2016

Dakota County CSAH mileage (09/12)	321.82
Approved Revocations	(11.62)
Requested Additions (10/12)	53.04
Banked Mileage	(1.82)
<b>TOTAL</b>	<b>361.42</b>

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
11/1/2012	Beginning Balance		321.82	321.82
9/23/2013	Banked mileage	(1.82)	321.82	320.00
9/23/2013	K - CR 79 - CSAH 47 to TH 50	5.93	320.00	325.93
9/23/2013	L - revoked portion CSAH 80	(2.00)	325.93	323.93
9/23/2013	L - CR 78 - from CSAH 23 to CSAH 80	7.00	323.93	330.93
9/23/2013	M - CR 80 from CSAH 80 to CSAH 47	3.50	330.93	334.43
12/10/2014	I - CR 64 Pilot Knob Rd to TH3	2.18	334.43	336.61
3/11/2016	A-CSAH 28 from CSAH 73 to TH3	1.01	336.61	337.62

**These revocations need to be completed:**

	Miles
P - CSAH 5 from TH 13 to CR 80S	(1.35)
D - CSAH 71 From TH 149 to TH 3	(0.90)
B - CSAH 9 from Dodd Blvd to CSAH 31	(2.87)
N - CSAH 23 from CR 96 to county line	(2.00)
F - CSAH 31 from CSAH 74 to CSAH 50	(0.75)
J - CSAH 50 from CSAH 23 to TH 3 (THTB) 4.25	
O - CSAH 47	(1.75)
	<b>(9.62)</b>

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

	Miles
A - CoRd 28 from TH 149 to TH3	1.60
E - Co Rd 73 from TH 50 to CSAH 32	3.50
G - Co Rd 33 from new Co Rd 9 to CSAH 42	1.01
K - Co Rd 79 from TH 50 to CSAH 66	2.00
B - Co Rd 9 from Highview Ave to CR 73	4.00
C - 117th St. from CSAH 71 to TH 52	1.50
N - new CSAH 23 from CSAH 23 to TH 19	1.10
K - Co Rd 79 from CSAH 47 to CSAH 42	4.60
F - Pilot Knob Rd from 220th St to CSAH 50	0.75
G - Co Rd 33 from CR 9 to CSAH 46	1.80
H - Co Rd 60 from CSAH 9 to CR 64	1.75
I - Co Rd 64 from CSAH 23 to Flagstaff	1.64
J - Co Rd 70 from CSAH 23 to CR 31	3.50
M - CR 80s from CSAH 80 to CSAH 47	1.25
O - new road from CSAH 47 to TH 55	3.00
	<b>33.00</b>

\* See October 2012 County Screening Board Data Book, pp. 59-68 for details

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

**Spring 2016**

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

<b>Date</b>	<b>Type of Transaction</b>	<b>Mileage Change</b>	<b>Starting Mileage</b>	<b>Ending Mileage</b>
10/1/2006	Beginning Balance	0.00	315.67	315.67
3/2008	Revoke CSAH 31 - CSAH 3 to TH 52	3.34	315.67	319.01
3/2008	Revoke CSAH 18 - TH 52 to 0.13 mi. East	0.13	319.01	319.14
3/2008	Revoke CSAH 12 - TH 52 to 0.24 mi. East	0.24	319.14	319.38
3/2008	CSAH 18 connection to TH 52 on CR 112	(1.39)	319.38	317.99
3/2008	CSAH 12 to TH 52	(1.30)	317.99	316.69
3/1/2016	Revoke CSAH 34 - CSAH 22 to TH 52	1.47	316.69	318.16

**These revocations need to be completed:**

	<u>Miles</u>
CSAH 2 - CSAH 22 to MSAS 110	(1.34)
CSAH 9 - CSAH 22 to MSAS 105	(0.50)
CSAH 4 - CSAH 22 to MSAS 104	(2.58)
CSAH 25 - CSAH 22 to TH 63	(1.23)
CSAH 7 - CSAH 22 to MN 42	(0.89)
CSAH 3 between CSAH 4 and TH 14	(2.70)
CSAH 22 (37th St NW) - TH 63 to TH 52	(2.24)
	<b>(11.48)</b>

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

	<u>Miles</u>
CR 104/60th Ave from TH 14 to CSAH 14	5.18
CR 112 from CSAH 18 to CSAH 14	4.10
55th St as a new CSAH 22	3.24
CR 112 from CSAH 14 to CSAH 22 (55th St.)	1.98
CR 104 - TH 14 to CR 117	4.10
Willow Creek- CR 104 to TH52 @CSAH 36	1.70
	<b>20.30</b>

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

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

**Spring 2016**

Wright County CSAH mileage (1/06)	403.00
Banked miles	(0.27)
Approved Revocations	(14.35)
Approved Additions	22.89
TOTAL	411.27

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 (Kadler/Jaber int to CSAH 19)	(1.50)
	<b>(14.35)</b>

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

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

## **Banked CSAH Mileage**

### **Spring 2016**

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.

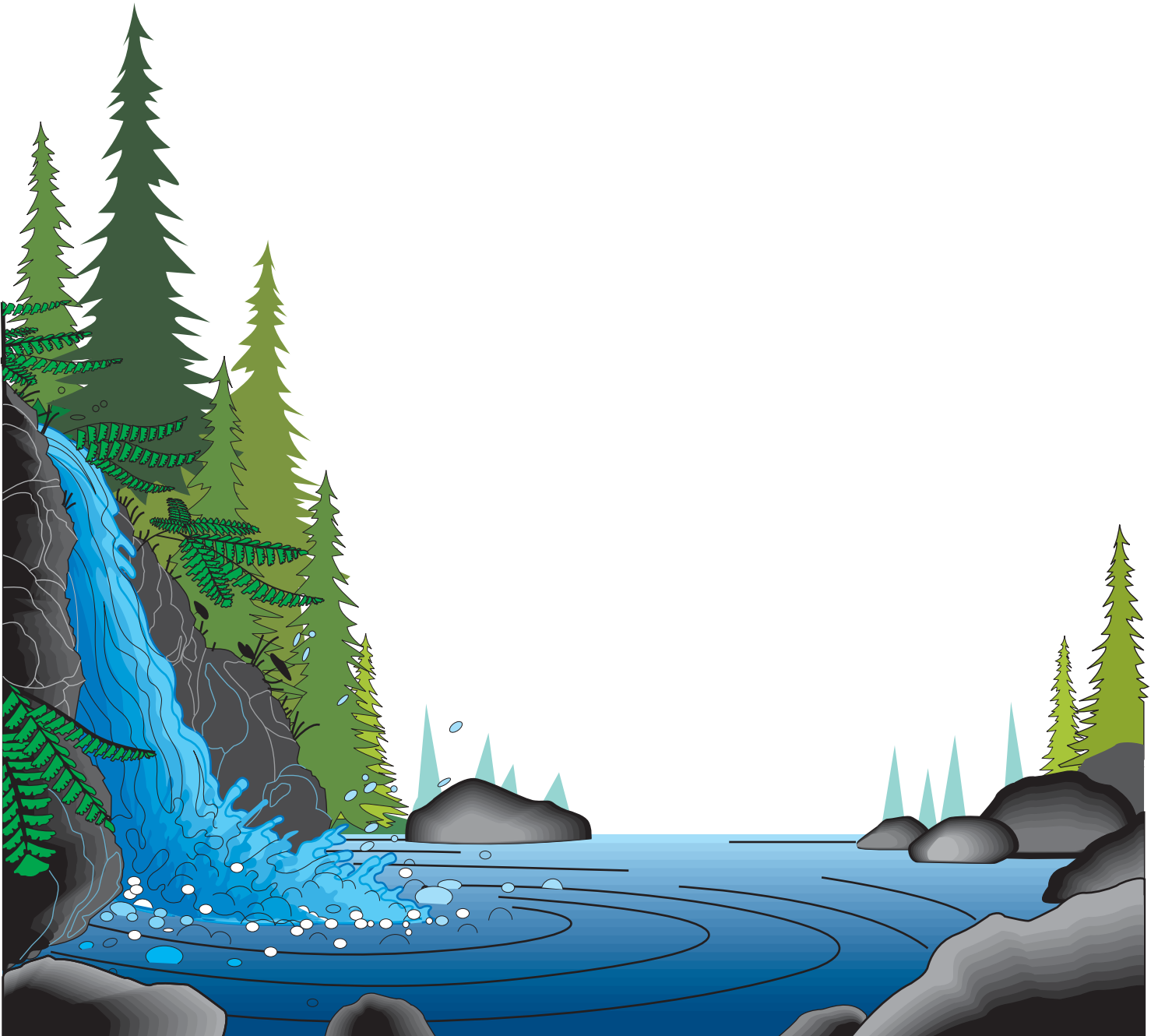
<b>Banked Mileage Available</b>		<b>Banked Mileage Available</b>	
<b>County</b>		<b>County</b>	
Aitkin	0.00	Marshall	0.03
Anoka	0.68	Martin	0.00
Becker	0.11	Meeker	0.02
Beltrami	2.20	Mille Lacs	0.00
Benton	0.28	Morrison	0.25
Big Stone	0.05	Mower	0.00
Blue Earth	0.60	Murray	0.00
Brown	0.61	Nicollet	0.22
Carlton	0.88	Nobles	0.29
Carver	4.45	Norman	2.26
Cass	0.85	Olmsted	0.65
Chippewa	0.32	Otter Tail	0.06
Chisago	0.01	Pennington	0.35
Clay	0.87	Pine	0.66
Clearwater	0.01	Pipestone	0.14
Cook	0.01	Polk	1.50
Cottonwood	1.00	Pope	0.03
Crow Wing	0.23	Ramsey	0.46
Dakota	0.00	Red Lake	0.00
Dodge	0.76	Redwood	0.01
Douglas	2.11	Renville	2.47
Faribault	0.49	Rice	0.20
Fillmore	0.00	Rock	1.30
Freeborn	0.00	Roseau	0.30
Goodhue	4.17	St. Louis	1.49
Grant	0.00	Scott	0.75
Hennepin	5.83	Sherburne	0.00
Houston	0.00	Sibley	0.50
Hubbard	0.20	Stearns	1.29
Isanti	0.88	Steele	0.45
Itasca	1.00	Stevens	0.68
Jackson	0.21	Swift	0.30
Kanabec	0.60	Todd	0.24
Kandiyohi	2.26	Traverse	0.03
Kittson	0.00	Wabasha	0.81
Koochiching	5.26	Wadena	2.81
Lac Qui Parle	0.00	Waseca	0.32
Lake	0.00	Washington	1.96
Lake of the Woods	0.20	Watsonwan	0.68
Le Sueur	0.45	Wilkin	0.00
Lincoln	0.20	Winona	0.00
Lyon	0.00	Wright	1.27
McLeod	1.51	Yellow Medicine	0.24
Mahnomen	0.44		
		<b>Total Banked Mileage</b>	<b>64.75</b>

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



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# STATE PARK ROAD ACCOUNT



# **State Park Road Account**

Spring 2016

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

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

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

DNR website for more information:

<http://www.dnr.state.mn.us/grants/recreation/parkroads.html>

**State Aid Contact:** Paul Stine (651) 366-3830

**DNR Contact:** Dave Sobania (218) 828-2620



# State Park Road Account

Spring 2016

## Allocation Year: 2016

Annual Master Acct Allocation: 4,182,771

Balance Available to Allocate: (1,515,099)

Current Year Transfers : 2,667,672

Project Number	County	Trans Date	Type Work	Location	Rec Area	Orig. Encumb	Original Date
067-600-002	ROCK	2/2/2016	CONST	(7,075) 150th St	Blue Mounds State Park	\$72,500	5/12/2014
042-600-003	LYON	2/3/2016	CONST	313,870 CR 83	Camden State Park	\$850,000	12/16/2013
059-600-002	PIPESTONE	2/19/2016	CONST	7,933 TH 267	Pipestone Wildlife Management Area	\$500,000	6/4/2013
070-600-002	SCOTT	3/15/2016	CONST	(10,000) Spring Lake Cir	unallocated funds	10,000	12/12/2008
003-600-011	BECKER	3/15/2016	CONST	18,505 Hubbble Pond Rd	Hubble Pond Rd	30,504	5/14/2014
081-600-005	WASECA	3/17/2016	CONST	(26,000) unallocated funds			
003-600-011	BECKER	3/24/2016	CONST	(30,504) Unallocated funds	Hubble Pond Rd	30,504	5/14/2014
069-600-041	ST. LOUIS	4/19/2016	CONST	(226,039) Old TH 169 - bike path	under run	2,394,114	12/21/2010
013-600-012	CHISAGO	4/21/2016	CONST	58,700 Cedarcrest Court	Big Horseshoe Lake PWA	\$58,700.00	4/7/2016
013-600-013	CHISAGO	4/21/2016	CONST	350,800 Skogman Lake Road	Skogman Lake PWA	\$350,800.00	4/7/2016
013-600-014	CHISAGO	4/21/2016	CONST	217,800 Bending Avenue	Rabour Lake PWA	\$217,800.00	4/7/2016
016-600-002	COOK	4/21/2016	CONST	11,800 Schroeder Tote Road	Temperance State Park	\$11,800.00	4/7/2016
016-600-003	COOK	4/21/2016	CONST	32,100 Father Baragas Cross Road	Lake Superior State Water Trail PWA	\$32,100.00	4/7/2016
004-600-017	BELTRAMI	4/21/2016	CONST	181,500 Lake Beltrami Road NE	Lake Beltrami PWA Access	\$181,500.00	4/7/2016
004-600-018	BELTRAMI	4/21/2016	CONST	190,000 Beach Lane NE	Lake Beltrami PWA Access	\$190,000.00	4/7/2016
035-600-002	KITSON	4/21/2016	CONST	224,409 Gilbert Olson Park Road	Two Rivers PWA Gilbert Olson Park	\$224,409.00	4/7/2016
007-600-002	BLUE EARTH	4/21/2016	CONST	160,000 Lake View Rd. & 622nd Lane	Madison Lake PWA	\$160,000.00	4/7/2016
040-600-004	LESUEUR	4/21/2016	CONST	200,000 Clear Lake Lane	Clear Lake PWA	\$200,000.00	4/7/2016
056-600-027	OTTER TAIL	4/29/2016	CONST	102,449 Bankers Drive	Ten Mile Lake PWA	\$102,449.00	4/7/2016
009-600-004	CARLTON	5/3/2016	CONST	86,256 Commonwealth Ave.	Boy Scout Landing	86,256.00	4/8/2015
069-600-045	ST. LOUIS	5/4/2016	CONST	57,095 Commonwealth Ave.	Boy Scout Landing	57,095.00	4/8/2015
018-600-031	CROW WING	5/11/2016	CONST	106,000 North Drive	Pelican Lake PWA	\$106,000.00	4/7/2016
023-600-005	FILLMORE	5/11/2016	CONST	(504,500) Mystery Cave State Park	180th St / Old Cave Road	Declined Project	4/8/2014

1,515,099

# State Park Road Account

Spring 2016

## Allocation Year: 2015

Annual Master Acct Allocation: 3,991,000

Balance Available to Allocate: (3,991,000)

Current Year Transfers : 0

Project Number	County	Trans Date	Type Work	Location	Rec Area	Orig. Encumb	Original Date
027-600-009	HENNEPIN	2/9/2015	CONST	(3,480) County Roads 204 & 205	Fort Snelling State Park	\$625,000	7/18/2014
019-600-019	DAKOTA	3/31/2015	CONST	(49,000) 280th and Oliver Trail	Park Rd		
066-600-005	RICE	4/17/2015	CONST	525,000 County Road 99	Sakatah Lake State Park	\$525,000.00	4/8/2015
021-600-020	DOUGLAS	4/22/2015	CONST	117,358 Geneva Road	Lake Geneva Public Access	\$117,358.00	4/14/2015
029-600-012	HUBBARD	4/24/2015	CONST	174,000 Second Street NE	Garfield Lake	\$174,000.00	4/8/2015
038-600-016	LAKE	4/28/2015	CONST	398,600 Pine Road	White Iron Lake	\$398,600.00	4/8/2015
023-600-005	FILLMORE	5/1/2015	CONST	504,500 180th St / Old Cave Road	Mystery Cave State Park	<b>Declined Project</b>	4/8/2014
067-600-002	ROCK	5/1/2015	CONST	53,632 150th St	Blue Mounds State Park	\$72,500	5/12/2014
061-641-007	POPE	5/1/2015	CONST	550,000 CSAH 41	Glacial Lakes State Park	\$550,000.00	4/8/2015
086-600-006	WRIGHT	5/1/2015	CONST	195,750 Rhoads Ave. SW	Collinwood Park, Lake Access	\$195,750.00	4/8/2015
001-600-017	AITKIN	6/9/2015	CONST	90,124 Lake Beltrami	Lake Beltrami Road NE	\$49,000	4/29/2014
004-600-015	BELTRAMI	6/10/2015	CONST	(10,000) Lake Beltrami	Lake Beltrami Road NE	\$49,000	4/29/2014
004-600-016	BELTRAMI	6/10/2015	CONST	(10,000) Hines TWP Rd (Creek Court NE)	Black Duck Lake	\$69,000	4/29/2014
059-600-002	PIPESTONE	7/14/2015	CONST	(105,224) TH 267	Pipestone Wildlife Management Area	\$500,000	6/4/2013
059-600-003	PIPESTONE	7/14/2015	CONST	105,224			
019-600-022	DAKOTA	7/16/2015	CONST	232,000 170th Street / Station Trail	Vermillion Highlands WMA and the Vermillion River WAMA	\$232,000.00	4/8/2015
027-600-010	HENNEPIN	7/16/2015	CONST	357,000 Old Cedar Avenue	Minnesota Valley State Trail	\$357,000.00	4/8/2015
002-600-012	ANOKA	7/16/2015	CONST	(212,997) Jordrell Ave	Carlos Avery	215000	8/28/2008
069-600-040	ST. LOUIS	8/13/2015	CONST	(3,256) Stuntz Bay Rd - Twp	Lake Vermillion	250000	8/2/2010
069-600-042	ST. LOUIS	8/13/2015	CONST	(125) McKinley Acres Rd	Lake Vermillion	100000	12/21/2012
018-600-030	CROW WING	8/26/2015	CONST	(6,792)		238800	1/30/2013
079-600-012	WABASHA	9/9/2015	CONST	(664) Lake Zumbro Water Access Site	CR 90	\$270,000	6/4/2013
082-600-015	WASHINGTON	10/2/2015	CONST	(200,000) Log House Landing - Ramp	205th Street N, Scandia	\$200,000	4/29/2014
069-600-045	ST. LOUIS	10/5/2015	CONST	375,260 Commonwealth Ave.	Boy Scout Landing	\$375,260.00	4/8/2015
027-804-001	HENNEPIN	11/9/2015	CONST	872,000 County Roads 204 & 205	Fort Snelling State Park	\$625,000	7/18/2014
027-600-009	HENNEPIN	11/9/2015	CONST	(809,066) unallocated project	Fort Snelling State Park		
027-804-001	HENNEPIN	11/24/2015	CONST	809,066 County Roads 204 & 205	Fort Snelling State Park	\$625,000	7/18/2014
042-600-003	LYON	12/10/2015	CONST	42,090 CR 83	Camden State Park	\$850,000	12/16/2013
				<b>3,991,000</b>			

# State Park Road Account

Spring 2016

## Allocation Year: 2014

Annual Master Acct Allocation: 3,777,205

Balance Available to Allocate: (3,777,205)

Current Year Transfers : 0

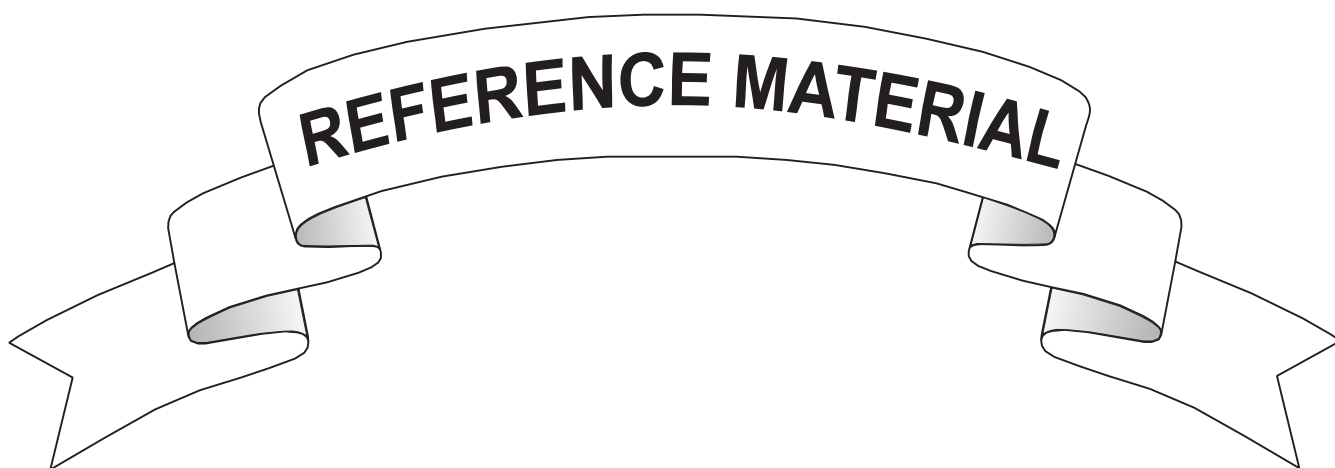
Project Number	County	Trans Date	Type Work	Location	Rec Area	Orig. Encumb	Original Date
021-600-019	DOUGLAS	2/11/2014	CONST	(387) Site	North Lake Miltona Drive	\$65,000	6/4/2013
079-598-024	WABASHA	3/3/2014	CONST	(11,665)			
018-600-029	CROW WING	3/26/2014	CONST	(8,965) Camp Lake	White Pine Rd	\$235,000	12/17/2012
018-600-029	CROW WING	3/26/2014	ROW	8,965 Camp Lake	White Pine Rd	\$235,000	12/17/2012
018-600-029	CROW WING	3/26/2014	CONST	(2,528) Camp Lake	White Pine Rd	\$235,000	12/17/2012
069-644-026	ST. LOUIS	4/1/2014	CONST	(12,789)			
069-644-026	ST. LOUIS	4/1/2014	FORCE	12,789			
069-644-026	ST. LOUIS	4/1/2014	CONST	(11,211)			
018-600-030	CROW WING	4/7/2014	CONST	17,379			
030-600-006	ISANTI	4/7/2014	CONST	21,277			
033-600-003	KANABEC	4/7/2014	CONST	75,000			
042-600-003	LYON	4/9/2014	CONST	496,692 Camden State Park	CR 83	\$850,000	12/16/2013
079-600-012	WABASHA	4/9/2014	CONST	88,701 Lake Zumbro Water Access Site	CR 90	\$270,000	6/4/2013
004-600-015	BELTRAMI	4/29/2014	CONST	49,000 Lake Beltrami	Lake Beltrami Road NE	\$49,000	4/29/2014
004-600-016	BELTRAMI	4/29/2014	CONST	69,000 Black Duck Lake	Hines TWP Rd (Creek Court NE)	\$69,000	4/29/2014
076-600-003	SWIFT	4/29/2014	CONST	700,000 Lac Qui Parle Wildlife Management Area	County Road 51	\$700,000	4/29/2014
082-600-015	WASHINGTON	4/29/2014	CONST	200,000 Log House Landing - Ramp	205th Street N, Scandia	\$200,000	4/29/2014
069-600-044	ST. LOUIS	4/30/2014	CONST	600,000 Wild Rice Lake	Rice Lake Dam Road	\$600,000	4/30/2014
029-600-011	HUBBARD	5/2/2014	CONST	30,000 Potato Lake Public Water Access	Haakon Drive	\$130,000	5/14/2013
067-600-002	ROCK	5/12/2014	CONST	72,500 Blue Mounds State Park	150th St	\$72,500	5/12/2014
003-600-011	BECKER	5/13/2014	CONST	30,504			
058-600-012	PINE	5/13/2014	CONST	(150,000)			
003-600-011	BECKER	5/14/2014	CONST	30,504 Hubble Pond Rd	Hubble Pond Rd		
056-600-025	OTTER TAIL	5/15/2014	CONST	(191,000)			
021-600-017	DOUGLAS	5/17/2014	CONST	(20,000)			
049-600-029	MORRISON	6/2/2014	CONST	436			
027-600-009	HENNEPIN	7/18/2014	CONST	625,000 Fort Snelling State Park	County Roads 204 & 205	\$625,000	7/18/2014
027-804-001	HENNEPIN	7/18/2014	CONST	625,000 Fort Snelling State Park	County Roads 204 & 205	\$625,000	7/18/2014
019-600-019	DAKOTA	7/18/2014	CONST	(49,000)			
059-601-037	PIPESTONE	9/4/2014	CONST	40,000			
059-602-027	PIPESTONE	9/4/2014	CONST	12,000			
059-603-005	PIPESTONE	9/4/2014	CONST	2,000			
059-604-006	PIPESTONE	9/4/2014	CONST	8,000			
059-609-008	PIPESTONE	9/4/2014	CONST	5,000			
059-615-039	PIPESTONE	9/4/2014	CONST	5,000			
059-616-033	PIPESTONE	9/4/2014	CONST	2,000			
059-617-017	PIPESTONE	9/4/2014	CONST	26,000			
059-618-035	PIPESTONE	9/4/2014	CONST	11,000			
059-600-002	PIPESTONE	9/4/2014	CONST	87,500 Pipestone Wildlife Management Area	TH 267	\$500,000	6/4/2013
022-600-002	FARIBAULT	9/5/2014	CONST	2,000	Walnut Lake Bridge	\$300,000	
059-601-037	PIPESTONE	9/18/2014	CONST	(40,000)			
059-602-027	PIPESTONE	9/18/2014	CONST	(12,000)			
059-603-005	PIPESTONE	9/18/2014	CONST	(2,000)			
059-604-006	PIPESTONE	9/18/2014	CONST	(8,000)			
059-609-008	PIPESTONE	9/18/2014	CONST	(5,000)			
059-615-039	PIPESTONE	9/18/2014	CONST	(5,000)			
059-616-033	PIPESTONE	9/18/2014	CONST	(2,000)			
059-617-017	PIPESTONE	9/18/2014	CONST	(26,000)			
059-618-035	PIPESTONE	9/18/2014	CONST	(11,000)			

## State Park Road Account

**Spring 2016**

Whitewater Wildlife								
085-600-004	WINONA	9/18/2014	CONST	(103,694)	Management Area	Fairwater Rd	\$415,000	6/4/2013
001-600-017	AITKIN	9/18/2014	CONST	103,876	Mallard Lake Public Water Access	420th Ave and 265th Lane	\$286,000	6/4/2013
019-600-019	DAKOTA	9/23/2014	CONST	49,000				
030-600-006	ISANTI	11/5/2014	CONST	(6,687)				
022-600-002	FARIBAULT	11/25/2014	CONST	347,000		Walnut Lake Bridge	\$300,000	
022-600-002	FARIBAULT	12/4/2014	CONST	(346,653)		Walnut Lake Bridge	\$300,000	
002-600-016	ANOKA	12/9/2014	CONST	(32,125)				
027-600-009	HENNEPIN	12/9/2014	CONST	174,831	Fort Snelling State Park	County Roads 204 & 205	\$625,000	7/18/2014
027-804-001	HENNEPIN	12/9/2014	CONST	174,831	Fort Snelling State Park	County Roads 204 & 205	\$625,000	7/18/2014
Tamarack River Public Water								
004-600-014	BELTRAMI	12/10/2014	CONST	(2,698)	Access Site	Waskish Township Rd	\$63,000	6/4/2013
004-600-013	BELTRAMI	12/15/2014	CONST	16,535	Lake Bemidji State Park	CR 414	\$150,000	6/4/2013
004-600-013	BELTRAMI	12/15/2014	CONST	(182)	Lake Bemidji State Park	CR 414	\$150,000	6/4/2013
027-600-009	HENNEPIN	12/26/2014	CONST	9,235	Fort Snelling State Park	County Roads 204 & 205	\$625,000	7/18/2014
027-804-001	HENNEPIN	12/26/2014	CONST	9,235	Fort Snelling State Park	County Roads 204 & 205	\$625,000	7/18/2014
018-600-029	CROW WING	12/29/2014	ROW	(3,480)	Camp Lake	White Pine Rd	\$235,000	12/17/2012
027-600-009	HENNEPIN	12/29/2014	CONST	3,480	Fort Snelling State Park	County Roads 204 & 205	\$625,000	7/18/2014

**3,777,205**



# Maintenance Facilities

**Spring 2016**

## **CY 1997**

Cook	665,000.00	* Original Bond \$650,000-added 15,000 when refinanced Computerized Fuel System
Rice	<u>108,004.47</u>	
	773,004.47	

## **CY 1998**

Koochiching	118,543.41	International Falls Storage Shed Maintenance Facility Fueling System & Remodeling
Lake of the Woods	300,872.29	
Pipestone	<u>31,131.16</u>	
	450,546.86	

## **CY 1999**

Morrison	33,590.98	2 salt storage buildings * Maintenance Facility
Waseca	<u>1,800,000.00</u>	
	1,833,590.98	

## **CY 2000**

Carver	343,632.04	Public Work Bldg Maintenance Facility Sandstone Bldg Addition
Mahnomen	422,867.00	
Pine	<u>363,848.03</u>	
	1,130,347.07	

## **CY 2001**

Carver	500,000.00	Public Work Bldg Maintenance Facility
Nobles	<u>500,000.00</u>	
	1,000,000.00	

## **CY 2002**

Carver	168,398.26	Public Work Bldg Access to maintenance facility Salt/Sand storage facility-Orono
Dodge	109,816.45	
Hennepin	<u>260,000.00</u>	
	538,214.71	

## **CY 2003**

Cottonwood	90,458.55	Salt shed St James Shop	Pymts in 2003 & 2004
Watonwan	<u>56,808.83</u>		
	56,808.83		

## **CY 2004**

Carlton	550,000.00	Maintenance Facility Windom Addition	Pymts in 2003 & 2004
Cottonwood	<u>147,429.02</u>		
	697,429.02		

# Maintenance Facilities

**Spring 2016**

<b>CY 2005</b>			
Dodge	160,000.00	Maintenance Facility	
Morrison	1,134,368.89	Public Works Bldg	
Swift	<u>417,102.00</u>	Admin office & outshops	
	1,711,470.89		
<b>CY 2006</b>			
Hubbard	280,000.00	Maintenance Facility	Paid 2/15/2006
Kandiyohi	1,164,576.40	Maintenance Facility	Paid 95% 2006 - 5% 2007
Meeker	1,000,000.00	Maintenance Facility	Paid 95% 3/20/07 - 5% 2008
Pennington	66,811.40	Hwy Fac Upgrade	Paid 2/2007
Renville	<u>313,500.00</u>	Franklin Facility	No pay request yet
	2,824,887.80		
<b>CY 2007</b>			
Lake of the Woods	<u>95,943.50</u>	Salt/Sand Storage	Paid 95% 2007 - 5% 2009
	95,943.50		
<b>CY 2008</b>			
Pope Co.	<u>900,000.00</u>	Glenwood Maint. Bldg.	
	900,000.00		
<b>CY 2009</b>			
Martin Co.	<u>85,410.08</u>	Maint. Bldg.	
	85,410.08		
<b>CY 2015</b>			
Washington Co.	<u>2,315,789.47</u>	Public Works Maintenance Bldg	Paid 95% 2015
	2,315,789.47		
Total to date	<u><u>14,413,443.68</u></u>		

## **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.



# Hardship Transfers

Spring 2016

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

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

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

## CSAH Variances Approved

Spring 2016

Salt Request No.	Local Agency Requesting Variance	Hearing Date Or Admin. Process	Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required	Approval Date And Status (Full Approval or Pend HH)	Project Number, Route Name, Number, Location, Termini, Tied Project Numbers
2015-01	Ramsey County	19-Mar-15	<u>8820.9936 Urban: New or Reconstruction Projects</u> to allow a lane width of 10.5' in lieu of min. 11' on White Bear Ave (CSAH 65) from N. Ramps of I-94 to Beech St.	24-Mar-15	SP 062-665-052 ; White Bear Avenue (CSAH 65) from I-94 to Beech St.
2015-03	Becker County	19-Mar-15	<u>8820.9936 Urban: New or Reconstruction Projects</u> to allow a design speed; vertical sag curves of 165' (22 mph) and 100' (19.5 mph) in lieu of minimum 200' (30 mph)	24-Mar-15	SAP 003-607-022; Replace Bridge 7175 with Bridge 03513 on CSAH 7 over BNSF Railroad in the City of Lake Park
2015-04	Carlton County	19-Mar-15	<u>8820.9922 Min. Design Standards: New Br. Br Replace. or Br Rehab Proj's and Appr Rdwys on Rural or Suburban Und. Rdwys not on the SA System:</u> - Horiz radius of 90' at -0.02 super in lieu of min. 500' at +0.051 super; and, - 360' radius -0.02 super in lieu of min. 360' radius +0.058 super.	24-Mar-15	SAP 009-598-016; Rehabilitation of Bridge L1230 on County Road 131 over the Kettle River
2015-11	Douglas County	24-Sep-15	<u>8820.9936 Urban: New or Reconstruction Projects (Central Ave):</u> <u>8820.9961 Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking (Central Ave and Main St):</u> 1. Request 15.5' parking stall depth in lieu of minimum 20' on Central Ave. 2. Request 14.5' parking stall depth in lieu of minimum 20' on Main Street. 1. Request one-lane one-way street in lieu of minimum 2 lanes.	13-Oct-15	Reconstruct Central Ave (CSAH 164) from Nokomis St E to 1st Ave W; SAP 021-764-005, and Main St (CSAH 163) from 1st Ave W to 1st Ave E.
2015-18	Washington County and the City of Marine on St. Croix	17-Dec-15	<u>8820.9936 Urban: New or Reconstruction Projects: Request:</u> One Horizontal Curve near 5th street of 25 mph in lieu of min. 30 mph.	18-Dec-15	Broadway Street (CSAH 4)-SAP 82-604-012 ; Reconstruction from Ostrum Trail to TH 95
2015-19	Washington County	17-Dec-15	<u>8820.9936 Urban: New or Reconstruction Projects (Central Ave): Request:</u> Two Horizontal Curves near the TH 36 / CSAH 24 intersection of 20 mph in lieu of min. 30 mph.	18-Dec-15	South Frontage Road of TH 36 (CSAH 26)
2015-22	Cass County	17-Dec-15	<u>8820.9936 Min. Design Standards, Urban: New or Reconstruction Projects:</u> Request from Cobbanwood Way to Balsam Lane (0.66 miles): Vertical curve design speed of 20 mph in lieu of 30 mph	18-Dec-15	CSAH 77 in the City of Lake Shore
2016-04	Todd County		<u>8820.9961. Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking.</u> Requested: 45 degree diagonal parking stall width of 18' in lieu of 20' from 1st Ave SW to 2nd Ave SE	April 11th, 2016	SAP 77-622-013 ; CSAH 22 (Main Street in the City of Eagle Bend) ; Reconstruction from US Hwy 71 to 3rd Ave SE
2016-05	Redwood County		<u>8820.9936 Min. Design Standards, Urban: New or Reconstruction Projects:</u> Requested: Horizontal curve radius of 182' (25 mph) in lieu of 300' (30 mph) on Carlton Ave. btwn 4th St and St. John's St	April 11th, 2016	SAP 64-602-024; CSAH 2 (Carlton Ave. in Morgan, MN) Reconstruction from TH 67 to Reetz St in the City of Morgan, MN

## CSAH Variances Approved

Spring 2016

Salt Request No.	Local Agency Requesting Variance	Hearing Date Or Admin. Process	Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required	Approval Date And Status (Full Approval or Pend HH)	Project Number, Route Name, Number, Location, Termini, Tied Project Numbers
2016-06	Wabasha County		<u>8820.9936 Min. Design Standards, Urban: New or Reconstruction Projects:</u> Requested: 10' traffic lane widths in lieu of 11' lane traffic widths.	Admin Approval April 11 <sup>th</sup> , 2016	SAP 079-663-001 ; CSAH 63 in the City of Minneiska; Bennett Ave btwn Wellington St and Taylor Hill Dr. (station 14+00 to 18+00).
2014-06	Clay County	20-Mar-14	<u>8820.9920 Minimum Design Standards: Rural and Suburban Undivided: New or Reconstruction Projects</u> 26.5' clear zone distance in lieu of 30' required minimum clear zone distance.	20-Mar-14	SP 14-618-013 CSAH 18 from TH 75 to approximately 1 mile east of CSAH 11
2014-07	Rock County	20-Mar-14	<u>8820.9920 Minimum Design Standards: Rural and Suburban Undivided: New or Reconstruction Projects</u> 18' clear zone with 1:6 slopes in lieu of 25' minimum in area of bridge replacements.	20-Mar-14	SP 067-613-004 & SP 067-613-005; CSAH 13 ; Replace Bridge L2135 with Bridge 67K23; Replace Bridge L2136 with 67K24
2014-09	Le Sueur County	19-Jun-14	<u>8820.9922 Minimum Design Standards: New Bridge, Bridge Replacement, or Bridge Rehabilitation Projects and Approach Roadways on Rural or Suburban Undivided Roadways that are Not on the State-Aid System.</u> 20 mph in lieu of 30 mph vertical curve design speed	24-Jun-14	Tyrone Twp. (Twp Rd 194) – SP 40-599-023 ; Replace Bridge L5907 with Bridge (culvert)
2014-10	Faribault County	19-Jun-14	<u>8820.9961 Minimum Design Standards For 45-Degree And 60-Degree Pull-In Diagonal Parking</u> Angle parking backing distance of 2' in lieu of 14' Angle parking stall depth of 18' in lieu of 20'.	24-Jun-14	SP 022-606-020 ; Main Street in City of Blue Earth (CSAH 6)
2014-11	Fillmore County	19-Jun-14	<u>8820.9922 Minimum Design Standards: New Bridge, Bridge Replacement, Or Bridge Rehabilitation Projects And Approach Roadways On Rural Or Suburban Undivided Roadways That Are Not On The State-Aid System.</u> o Lane width of 10' in lieu of 11' o -Clear zone of 0' in lieu of 7'	24-Jun-14	Preble Twp (441st Ave) Bridge Replacement – SP 023-599-186 ; Replace Bridge L4665 with Bridge 23K31 (culvert)
2014-12	Carver County	Administrative	<u>8820.9981, Subp. 2 8820.9981 Min Design Standards: Natural Preservation Routes, Designated Nat'l Forest Hwys Within Nat'l Forests, And State Park Access Rds W/in State Parks; New or Reconstruction Projects.</u> 7-ton pavement strength in lieu of 9-ton	22-Jul-14	SAP 010-600-004 State Park Road Acct funded project on Scenic Drive Road in Lake Minnewashta Regional Park From CSHA 41 (Hazeltine Blvd) to the beach access parking lot.
2013-18 Tied to 2012-6	Hennepin County	Admin	<u>Chapter 8820.9941 Minimum Design Standards: On-Road Bicycle Facility For Urban: New Or Reconstruction Projects:</u> · Standard Bicycle Lane Width: 6 feet · Variance Bicycle Lane Width: 5 feet	Jan 2, 2014 Admin Approval	
2010-6	Ramsey County	6/24/2010	8820.9936 – to allow a 20 mph horizontal curve in lieu of the 30 mph horizontal curve	7/2/2010	Central Corridor Light Rail Transit: Robert Street and University Avenue intersection
2010-19	Chisago County	12/16/2010	8820.9936 – to allow a 25 mph horizontal design curve in lieu of the 30 mph horizontal curve	12/29/2010	SAP 13-609-30 CSAH 9 Summit Avenue in Center City

## CSAH Variances Approved

Spring 2016

Salt Request No.	Local Agency Requesting Variance	Hearing Date Or Admin. Process	Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required	Approval Date And Status (Full Approval or Pend HH)	Project Number, Route Name, Number, Location, Termini, Tied Project Numbers
2010-20	Mower County	12/16/2010	8820.9936 – to allow a 23 mph vertical curve design curve in lieu of the 30 mph vertical curve	12/29/2010	S.P. 050-623-001, 4th street (CSAH 29) over Cedar River, Rehab of Bridge No. 5368
2010-21	Winona County	12/16/2010	8820.9936 – to allow 11 foot lanes in lieu of 12 foot lanes	12/29/2010	SP 85-617-22, CSAH 17 & CSAH 15, Roadway improvements
2011-06	Fillmore County	5/31/2011	8820.9920 – to allow a 30 mph vertical curve in lieu of a 40 mph vertical curve	5/31/2011	SAP 023-612-035, CSAH 12, approximately 0.6 miles W of CSAH 14
2011-09	Washington County	9/22/2011	8820.9936 – to allow 11 ft lanes in lieu of 12 ft lanes	9/28/2011	CSAH 19 between CSAH 18 and Lake Rd
2012-6 - Tied to 2013-18	Hennepin County	6/28/2012	8820.9936 – requesting the following: A lane with of 10 feet in lieu of 11 feet as required by law between Lake Road North and the south approach of Indiana Avenue North. A parking lane width of 8.67 feet in lieu of 10 feet as required by law between Lake Road North and the south approach of Indiana Avenue North.	6/28/2012	Reconstruction of CSAH 9 from approximately 200 feet west of Lake Road North to Xerxes Avenue North
2012-10	Washington County	6/28/2012	8820.9946 – to allow a total street width (face-to-face of curbs) of 40 feet with parking on both sides in lieu of 42 feet as required by law.	6/28/2012	Reconditioning of CSAH 23 (Third Street) from Orleans Street to 423 feet north of Willard Street
2012-13	Redwood County	Admin.	8820.9946 – to allow the following: Bridge railing height of 0.67 feet in lieu of the 2.67 feet as required by law, a street width of 20 feet in lieu of the 26 feet as required by law	11/8/2012	Historic Bridge No. 89859 deck rehabilitation over the Redwood River
2013-02	Hennepin County	1/9/2013	8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects - 25 mph horizontal in lieu of required 30 mph design speed	1/29/2013	In Minnetonka, Wayzata, and Woodland SAP 027-701-017, 027-701-018 & 027-701-024 – CSAH 101 (Bushaway Road) North of CSAH 5 (Minnetonka Boulevard) to south of Trunk Highway 12 CSAH 16 (McGinity Road)
2013-04	Watsonwan County	1/9/2013	8820.9920, Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects - 30 mph in lieu of a 40 mph horizontal curve. Approval advised conditioned on: Advisory signs according to MN MUTCD and 768th intersect at 90 degrees	1/29/2013	CSAH 16 from the junction with Trunk Highway 30 and Truck Highway 60 to the south limits of Grogan
2013-05	Hennepin County	1/9/2013	8820.9995, Minimum Bicycle Path Standards - no clearance zone adjacent to the road in lieu of 2 foot clearance on both sides of the proposed bicycle path.	4/4/2013	In the City of Minnetonka, the City of Wayzata, and the City of Woodland
2013-06	McLeod County	1/9/2013	8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects - centerline radius of 80' (20mph) in lieu of a 30 mph horizontal curve	4/4/2013	City of Silver Lake - at CSAH 2 (Grove Avenue) and Gehlin Drive.
2013-08	Washington County	3/28/2013	8820.9946 Minimum Design Standards, Urban; Reconditioning Projects of curb-to-curb street width of 40' in lieu of 42'	4/4/2013	CSAH 23 (Orleans St.) from S 3rd St to 4th Ave S and CSAH 24 (Orleans St.) from S 4th St to S 3rd St in Stillwater ;

## CSAH Variances Approved

Spring 2016

Salt Request No.	Local Agency Requesting Variance	Hearing Date Or Admin. Process	Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required	Approval Date And Status (Full Approval or Pend HH)	Project Number, Route Name, Number, Location, Termini, Tied Project Numbers
2013-09	Chisago County	3/28/2013	8820.9926 Minimum Design Standards: Rural And Suburban Undivided; Reconditioning Projects ; 35 mph horizontal curvature in lieu of 40 mph.	4/4/2013	Replace bridge 7214 over Goose Creek on CSAH 8 (Cedarcrest Trail)
2013-10	Carlton County	3/28/2013	8820.9920 Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects ; 23.4 mph design speed (vertical curvature) in lieu 30 mph.	4/4/2013	SAP 009-606-031 ; Replacement of bridge 09J25 over Deer Creek Crossing ; CSAH 6
2013-11	Carlton County	3/28/2013	Minnesota Rule 8820.9995 Minimum Bicycle Path Standards as to allow bridge structure clear width of 8' in lieu of 12'.	4/4/2013	SAP 009-591-003 ; Construction of a trail along CSAH 61 in City of Esko from Maple Drive to Thompson Road
2013-12	Blue Earth County	Admin	Bridge Width 13'-6" in lieu of 32' per 8820.9922, Bridge Vert. Clearance 15'-6" in lieu of 16'-4" per 8820.9956, Approach Lanes / Shoulders Width 26' in lieu of 32' per 8820.9922, Approach in-slope 1:3 in lieu of 1:4 per 8820.9922, Approach Clear Zone 12' in lieu of 15' per 8820.9922	4/4/2013	An historic bridge on CR 147 near Amboy, MN
2013-15	Olmstead County	6/27/2013	8820.9926 Minimum Design Standards: Rural And Suburban Undivided; Reconditioning Projects 20 mph design speed (horizontal and vertical curves) in lieu of the minimum 40 mph; and to allow 4' clear zone in lieu of the minimum 10'	7/8/2013	S.P. 55-598-042, CR 125 (Mayowood Rd SW) in conjunction with the repair of Bridge 89182 over the South Fork of the Zumbro River.
2013-18 Tied to 2012-6	Hennepin County	Admin	Chapter 8820.9941 Minimum Design Standards: On-Road Bicycle Facility For Urban; New Or Reconstruction Projects:	1/2/2014	CSAH 9 from Josephine Lane North to York Avenue North
2013-20	Ramsey County	12/19/2013	8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects so as to allow 9' Parking Lane Width in lieu of 10' required from Brimhall Street to I-35.	1/2/2014	SP 62-638-004 Reconstruction of Randolph Ave. from Brimhall Street to I-35.
2013-21	Rice County	12/19/2013	8820.2800 Construction Requirements; Subp. 2A to allow plan approval after bid opening.	1/2/2014	SAP 066-686-084 ; CSAH 86 from CSAH 46 to CSAH 3 - Reconditioning
2013-27 Tied to 2012-6 & 2013-18	Hennepin County, PENDING RESOLUTION	Admin	Chapter 8820.9941 Minimum Design Standards: On-Road Bicycle Facility For Urban; New Or Reconstruction Projects.; Standard Bicycle Lane Width: 6 feet, Variance Bicycle Lane Width: shared lane of 12.33' width	1/2/2014	CSAH 9 from Josephine Lane North to Indiana Avenue North for shared Lane Width

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

**ADVANCE STATUS IS CURRENTLY CODE GREEN**

**State Aid Advances**

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

The formula used to determine if advances will be available is based on the current construction cash balance, expenditure trends, repayments and a \$50,000,000 recommended threshold in CSAH Regular and Municipal construction. The threshold can be administratively adjusted by the Chief Financial Officer and reported to the Screening Board at the next Screening Board meeting.

The process used for advancing is dependent on the code levels which are listed below. Code levels for the current year can be obtained from the SAF website - <http://www.dot.state.mn.us/safinance/advances/advances.html>.

**State Aid Advance Code Levels**

Guidelines for advances are determined by the following codes.

**SEVERE**

**Code RED - SEVERE** – Construction cash balance too low. NO MORE ADVANCES - NO EXCEPTIONS

**GUARDED**

**Code YELLOW - GUARDED** – Construction cash balance low; balances reviewed monthly. Advancing money may not meet the anticipated needs. Priority system will be used. Resolution required. Reserve option is available only prior to bid advertisement.

**LOW**

**Code GREEN - LOW** – Construction cash balance at acceptable level to approve anticipated advances. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects are reserved; others optional.

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

If a County requests an advance on future allotments they need to submit an Advance Resolution authorizing the advance by the board. This will “ earmark” the funding for that County, but it will NOT hold the funds. Advanced funds will be paid out on a first come first serve basis as the regular construction accounts are spent down to zero. The correct resolution must be used for each advance type and there is a sample resolution for each on the State Aid Finance webpage.

**Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

Advances are not limited to the projects listed on the resolution. Project payments are processed in the order received by SAF until the maximum advance amount is reached. Advances are repaid from next year's allocation until fully repaid.

Advance funding is not guaranteed. If the County finds they need a guarantee that the funds will be held specifically for them they can submit a "Request to Reserve Funds" to ensure funds will be available for their project. Once approved, a signed copy will be returned to the County.

**Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

Sample Advance Resolutions and a Request to Reserve Funds can be obtained from SAF website - <http://www.dot.state.mn.us/safinance/formsandresolutions.html>.

E-mail completed forms to Sandra Martinez in State Aid Finance and your DSAE for review.

**Priority System**

A Priority System will be required if the construction cash balance drops below an acceptable level which is Code Yellow. This process starts in early October proceeding the advance year. Each county will be required to submit projects to their DSAE for prioritization within the district. The DSAE will submit the prioritized list to SALT for final prioritization.

Requests should include a negative impact statement if project had to be delayed or advance funding was not available. In addition, include the significance of the project.

Priority projects include, but are not limited to projects where agreements have mandated the county's participation, or projects with advanced federal aid. Small over-runs and funding shortfalls may be funded, but require State Aid approval.

**Advance Limitations**

**Statutory - None**

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

**State Aid Rules - None**

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

**State Aid Guidelines**

Advance is limited to counties last "construction" allotment. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the Chief Financial Officer.

Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted. Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the County.



# Local Road Research Board

## Program Overview

Established in 1959 through state legislation, the Local Road Research Board has brought important developments to transportation engineers throughout Minnesota. Those developments range from new ways to determine pavement strength to innovative methods for engaging the public. Today, LRRB remains true to its mission of supporting and sharing the latest transportation research applications with the state's city and county engineers. These engineers, who best understand the problems and challenges in providing safe and efficient roadways, are responsible for city streets and county highways. The LRRB makes it easy for them to participate in setting the research agenda.



Transportation practitioners from across Minnesota submit research ideas to the LRRB through MnDOT Research Services. The LRRB Board then selects and approves research proposals. MnDOT Research Services provides administrative support and technical assistance. Researchers from MnDOT, universities, and consulting firms conduct the research and the LRRB monitors the progress.

## Board Members

The Board consists of 10 members, including:

- Four County Engineers
- Two City Engineers
- Three MnDOT representatives
  - State Aid Engineer
  - A representative from a MnDOT specialty office
  - Director of Research Services
- One University of Minnesota Center for Transportation Studies representative

## Committees

### Research Implementation Committee

The LRRB works through its Research Implementation Committee to make research information available and to transfer research results into practical applications. The RIC uses a variety of methods to reach engineers and others with new developments, including presentations, videos, written reports, pamphlets, seminars, workshops, field demonstrations, web-based technology, and on-site visits. RIC members include:

- Four County Engineers
- Two City Engineers
- MnDOT Deputy State Aid Engineer
- A MnDOT District State Aid Engineer
- A representative from MnDOT's Research Services
- A representative from a MnDOT's specialty office





- A representative from University of Minnesota, Center for Transportation Studies.

MnDOT Research Services provides support services, and at least one voting RIC member serves on the LRRB to ensure a strong link between the RIC and the LRRB.

### Outreach Subcommittee

The Outreach Subcommittee was established by the LRRB to increase the awareness of LRRB functions and products within the transportation community. It meets as needed to review current LRRB marketing practices and public relations strategies.

## Funding

LRRB is funded from the County State Aid Highway and the Municipal State Aid Street accounts. Each year, the County and City Screening Boards recommend to the Commissioner a sum of money to be set aside from the CSAH and the MSAS funds. The table below shows the amount of funds allocated to the LRRB and number of research projects funded over the past five years.

	2011	2012	2013	2014	2015
<b>Amount Allocated</b>	\$2.7 M	\$2.9 M	\$3.1 M	\$3.2 M	\$3.3 M
<b>Number of Projects</b>	22	21	24	25	25

## For More Information

The LRRB publishes an annual **LRRB At-a-Glance Report**. This is a summary of completed reports and active projects and describes its goals and resources.

Website: [www.lrrb.org](http://www.lrrb.org)

LRRB Board Chair: Lyndon Robjent  
[lrobjent@co.carver.mn.us](mailto:lrobjent@co.carver.mn.us)  
 Carver County Engineer  
 (952) 466-5200

Linda Taylor: MnDOT Research Services and Library Director  
[linda.taylor@state.mn.us](mailto:linda.taylor@state.mn.us)  
 (651) 366-3765

Revised: 2/2016





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

MINUTES OF THE COUNTY ENGINEER'S  
SCREENING BOARD MEETING  
OCT. 28 & 29  
GRAND VIEW LODGE  
NISSWA, MN

The fall meeting of the County Engineer's Screening Board was called to order by Chairman Joe Triplett, Chisago County Engineer, at 1:04 p.m., October 28, 2015. Chairman Triplett called for any additions to the agenda and hearing none he declared the agenda complete.

**Attendance**

A roll call of the Screening Board members by Secretary Nick Anderson, Big Stone County, showed the following board members in attendance:

Mike Tardy, Carlton County	District 1
Lon Aune, Marshall County	District 2
Bruce Cochran, Mille Lacs County	District 3
David Overbo, Clay County	District 4
Joe Triplett, Chisago County - Chair	Metro
Tony Winiecki, Scott County	Metro
Dave Kramer, Winona County	District 6
Seth Greenwood, Nicollet County	District 7
Will Rabenberg, Redwood County	District 8
Andrew Witter, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Jim Grube, Hennepin County	Urban
Jim Tolaas, Ramsey County	Urban
Jim Foldesi, St. Louis County	Urban
Wayne Sandberg, Washington County	Urban - Absent

**Alternates in Attendance**

A roll call of the alternate Screening Board members by Secretary Nick Anderson recognized the following alternates in attendance:

Krysten Foster, Lake County	District 1
Rich Sanders, Polk County	District 2 - Absent
Tim Bray, Crow Wing County	District 3
Tracey Von Bargaen, Grant County	District 4
Lyndon Robjant, Carver County	Metro
Kaye Bieniek, Olmsted County	District 6
Darrell Pettis, Le Sueur County	District 7 - Absent
Aaron VanMoer, Lyon County	District 8 - Absent

Upon completion of roll call, Chairman Triplett gave special recognition to Merle Earley, D4 DSAE who will be retiring next month and to Mitch Rasmussen, State Aid Engineer, Ted Schoenecker, Assistant State Aid Engineer, and Kim DeLaRosa State Aid Needs Manager for being in attendance at today's meeting.

Chairman Triplett welcomed all District State Aid Engineers and other Department of Transportation personnel in attendance. The attached roster shows complete attendance including county engineers and MnDOT personnel.

### **Approval of Screening Board Minutes**

Chairman Triplett requested a motion to approve the minutes of the June 2015 Screening Board meeting. Motion to approve the June 2015 minutes was made by Jim Foldesi, St. Louis County and seconded by Lon Aune, Marshall County. With no discussion being presented, the vote was called and the motion passed unanimously.

### **Review of the Screening Board Book**

Kim DeLaRosa, County State Aid Needs Manager started the review by reminding us that the reason the Screening Board is meeting this week is to recommend approval of the miles and needs shown in the book, to the Commissioner of Transportation, to be used in the 2016 distribution or to recommend that the new system of calculating county needs as presented by the Needs Task Force be used for the 2016 Distribution.

Kim discussed the following information from the fall 2015 Screening Board Data book.

#### **A. General Information, Basic Needs Data, Adjustments and Deductions– Pages 1-18**

Page 2 shows the history of miles and the distribution amount since 1958.

Pages 10-13 covers the County State Aid Construction Fund Balance Needs Deductions. Beginning on page 11 are the construction fund balances. Most counties will have a balance closer to zero at year-end than depicted because the balances shown are as of Sept. 1, 2015. Counties still have time to transfer money from their municipal account to their construction account or make further construction contract payments and avoid a fund balance deduction in 2016.

Pages 14-16 show the Mill Levy Deduction for each county. This is a statutory deduction and will not go away if the new needs system is implemented. This deduction is applied to the annual needs each year and is based on your county's property market value. The property values for each county are supplied by the MN Department of Revenue.

Pages 17-18 show the minimum county adjustments. The minimum county adjustment was set by statute and ensures that the five counties shown receive a minimum percentage of the apportionment sum as stated in M.S. 162.07, subdivision 1b (e). The five statutory minimum counties adjustments are shown on page 18.

#### **B. Tentative Apportionment Data – Pages 19-33**

Figure A (fold out sheet inside pocket after page 20) shows the 2016 Tentative Money Needs and with a 2.5% increase in available funds. The book uses last year's funds with the current adjustments. There is a handout showing a tentative 2016 distribution with a 2.5% increase in available funds.

### **C. State Park Road Account**

No action is needed on the state park road account. The Minnesota Statute governing the state park road account fund is shown on page 56. Under the statute, the screening board must approve a project on the CSAH System requesting state park funds before the DNR will grant the project funds. We currently have a couple of CSAH projects that were approved by Screening Board, however, the DNR has not yet granted those projects any State Park Road funds to date. The projects approved for funding in 2013, 2014 and 2015 to date are listed on pages 57-59.

### **D. Traffic Projection Factors**

Updated traffic projection factors are shown on page 62. State Aid has recently recalculated each county's traffic projection factor. Three counties went up 1/10<sup>th</sup> of one percent (+0.1%), 51 counties factor remained the same, and 33 counties projection factor dropped. Twenty-four counties have a traffic projection factor of 1.0, and several of them actually dropped below 1.0 but are held by Screening Board resolution to 1.0.

The DSAE's met and are looking for guidance on what they should be approving or not approving when they get requests to change traffic projection factors. Kim said that the screening board is being asked to provide that guidance along with feedback to the DSAEs.

Dave Kramer, Winona County said that they discussed this at a recent District 6 meeting and they decided that there should be no adjustments to the state calculated projection factors, ever. Seth Greenwood, Nicollet County said that District 7 also discussed this issue recently and they concurred with District 6, stating that each county should use the projection factor that the state issues without changes being allowed but District 7 was open to sending the issue to the General Sub-committee for further discussion.

### **E. Mileage Requests and Banked Mileage**

Banked mileage is shown on Page 34. These miles need to meet the criteria shown on page 35 before they can be designated, as a CSAH, within a County. The Mileage Subcommittee uses this criteria when they are reviewing mileage requests on behalf of the Minnesota County Screening Board.

Kaye Bieniek, Olmsted County Engineer presented their mileage request to the screening board and others in attendance. Kaye explained that the county is requesting an additional 0.31 miles to complete the 2006 phase 5 Elk Run project. By revoking 6.42 miles and using 0.65 mile from the bank the county is still short 0.31 mile to complete the new alignment of CSAH 12, 18 and 5. The Majority of the project was built in 2011 by MnDOT's design build process. The western half is programmed for construction in 2017 and 2018. Complete details of Olmsted County's mileage request are in the book on pages 36-44. The Mileage Subcommittee's meeting minutes and their recommendation to approve Olmsted's request is shown on page 45.

## **F. Research Account**

Tomorrow morning the board will need to vote on whether to fund the Local Road Research Account from the 2016 county state aid distribution amount. If funded, the amount given to the research account is one half of one percent (0.5%) of last year's (2015) total distribution amount. If approved, for 2016, an amount of \$2,640,711 is to be set-aside for the LRRB.

## **G. Recommendation of the Needs Task Force (NTF) to Implement New System for Calculating County Highway Needs and for Calculating Fund Distribution**

Kim began the discussion on the NTF recommendation by thanking the NTF members for their hard work. Special thanks were directed to Brian Giese, Pope County Engineer and NTF co-chair and to Mark Krebsbach, Dakota County Engineer and NTF co-chair for their countless hours of hard work on the recommendation. Kim recognized the many previous members of the NTF that included many County Engineers and State Aid leaders.

Brian Giese put together a packet of information in an attempt to explain how the new system will work. The packet was reviewed by every district at pre-screening board meetings and the County Engineer's Board of Directors reviewed the packet at this morning's BOD meeting. The packet is included at the end of these minutes. It explains what the system components are and how the computations work in regard to each Needs component. It also explains the NTF recommended changes in regard to all previous County Screening Board resolutions and includes some new resolutions that will be needed to keep the new system working properly going forward. The NTF is recommending that all previous screening board resolutions be DELETED. Brian's packet contains the new resolutions that are being recommended. Many of the old resolutions will not be needed and a few are being reworded to fit the new needs system or reworded to eliminate problems such as gender references or problems that the NTF found in the current resolution wording.

The NTF is also recommending the County Screening Board approve a change to the make-up of the General Sub-committee. The NTF recommends that the General Sub-committee change from a three-member committee to a five-member committee and that initially it contain at least two members of the current NTF.

Jim Foldesi, St. Louis County Engineer asked if the Screening board was being asked to vote on the NTF recommendations as one item and the new resolutions as separate item. Kim answered that the two items are a package deal. The screening board needs to vote on both items as a package because the distribution cannot stay on track as intended by the NTF without the resolutions being approved along with the new system of Needs calculation. Kim explained that the vote tomorrow will be to use this new system as recommended by the NTF with the new resolutions OR to use the book and the old system of needs calculation for the 2016 distribution.

Chairman Triplett informed the group that at this morning's Board of Directors meeting it was reported that 85 counties support the NTF recommendations, 1-county does not support the NTF recommendations and one county was absent and did not enter a vote.

With no other items presented for discussion Chairman Triplett asked for a motion to recess until Thursday, October 29. Motion by Mark Krebsbach, Dakota County, second by Jim Grube, Hennepin County to recess until 8:30 tomorrow morning. The motion passed unanimously.

## **OCTOBER 29, 2015 - Screening Board Minutes**

The meeting reconvened on October 29, 2015 with all representation present. Chairman Joe Triplett, Chisago County called the meeting to order at 8:43 am.

Chairman Triplett asked if there was a motion to adopt the new system of Needs Calculation as recommended by the Needs Task Force or if the group wanted to have any further discussion on the topic. A motion to adopt the new systems of needs calculation as proposed by the Needs Task Force along with all the recommendations of the Needs Task Force and including adoption of the new resolutions was offered by Dave Kramer, Winona County and seconded by Lon Aune, Marshall County. After calling for further discussion and hearing none, Chairman Triplett called for the vote. The motion passed unanimously.

Chairman Triplett called for discussion or a motion on the Olmsted County Mileage request. A motion to accept the mileage sub-committee's recommendation in it's entirety and to approve the Olmsted County mileage request was offered by Jim Grube, Hennepin County and seconded by Jim Foldesi, St. Louis County. The motion passed unanimously.

Chairman Triplett asked if the Board wished to offer a motion to fund the Research Account in 2016. Seth Greenwood, Nicollet County offered the following motion, seconded by Mike Tardy, Carlton County. The motion passed unanimously.

*Be it resolved that an amount of \$2,640,711, an amount that is not to exceed ½ of 1% of the 2015 CSAH Distribution Sum of \$528,142,334 and an amount not to exceed the total distribution to any minimum county, shall be set aside from the 2016 Distribution Fund and be credited to the Research Account.*

Chairman Triplett thanked the outgoing district members of the screening board for their service. The outgoing representatives being thanked were: Representative Mike Tardy, Carlton County-District 1; Representative Lon Aune Marshall County-District 2; Representative Dave Overbo, Clay County-District 4; and Representative David Kramer, Winona County –District 6.

Chairman Triplett then brought attention to outgoing District 4 State Aid Engineer Merle Earley thanking him for his work with MN Counties and State Aid. Mitch Rasmussen, State Aid Engineer also thanked Merle and told him what a huge asset he has been to everyone within State Aid. He told Merle that he has contributed a great deal to State Aid Division and that he will be missed. When Mitch finished speaking, the room erupted in applause for Merle and his service to MN Counties.

The 2015 Spring Screening Board meeting will be held during the summer conference at Arrowwood in Alexandria in June 2016.

At 9:09 am, a motion to adjourn the fall 2015 Screening Board meeting was offered by Jim Foldesi, St. Louis County and Seconded by Dave Overbo, Clay County. The motion passed unanimously.

Respectively Submitted,

A handwritten signature in dark ink that reads "Nicholas A. Anderson". The signature is written in a cursive, slightly slanted style.

Nicholas A. Anderson  
Screening Board Secretary  
Big Stone County Engineer



# **Current Resolutions of the County State Aid Screening Board**

Spring 2016

BE IT RESOLVED:

## **ADMINISTRATIVE**

### **Improper Needs Report**

That the Office of State Aid be requested to recommend an adjustment in the needs reporting whenever there is reason to believe that said reports 1) have deviated from accepted standards or 2) have not been submitted on schedule. The Office of State Aid will submit their recommendations to the Screening Board with a copy to the county engineer involved.

### **Type of Needs Study**

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**

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**

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

### **Screening Board Vice-chair**

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

### **Screening Board Meeting Dates and Locations**

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

### **Screening Board Secretary**

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

### **Research Account**

That the Screening Board will 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**

That the District State Aid Engineer will 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**

That the Screening Board Chair appoints a Subcommittee to:

- Annually study all unit prices and variations.
- Annually study all money needs adjustments and restrictions.
- Propose changes to the Needs system.
- Propose Resolutions.

The Subcommittee will make recommendations to the Screening Board.

The Subcommittee will consist of five members. 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. Two additional at-large members shall be appointed by the Screening Board Chair. An effort shall be made to appoint members that balances representation across the state geographically as well as the various sizes and population densities of the counties. Initially, the two at-large members of the subcommittee will consist of past members of the Needs Task Force for a full 3 year term. All subsequent terms will be for three years.

### **Mileage Subcommittee**

That the Screening Board Chair will appoint 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.

## **NEEDS ADJUSTMENTS**

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

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 10 percentage points greater than or 10 percentage points less than the statewide average percent change from the previous year's restricted CSAH needs to the current year's 25-year CSAH construction needs.

### **County State Aid Construction Fund Balances**

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as of December 31 of the current year; not including the last two years regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$500,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Except, that when a County Board Resolution justifying said construction fund balance in excess of said limits is provided to and approved by the State Aid Office by December 15; no deduction shall be made.

### **Minimum County Adjustment**

That an adjustment be made to the money needs within the Apportionment Sum in order to ensure a minimum apportionment sum allocation percentage be provided to Koochiching, Lake of the Woods, Red Lake, Mahnomen, and Big Stone Counties as defined by Minnesota Statute.

Further, that an adjustment be made to the money needs such that no county receives a total distribution less than 0.55% of the statewide total distribution, notwithstanding the minimum apportionment percentages established for specific counties by MN Statute.

Said adjustments shall be made to both the apportionment sum and excess sum money needs distribution, based on a prorated share of each sum as well as a prorated share of each county's money needs distribution of the apportionment sum and excess sum, respectfully.

### **Money Needs Adjustment**

That an adjustment be made to the money needs such that no county receives a percentage increase in money needs allotment less than 25% of any *percentage increase* in the statewide money needs distribution from the prior year; and

Further, that no county receives a percentage decrease in money needs allotment greater than 125% of any *percentage decrease* in the statewide money needs distribution from the prior year; and

Said adjustments shall be made to both the apportionment sum and excess sum money needs distribution, based on a prorated share of each sum as well as a prorated share of each county's money needs distribution of the apportionment sum and excess sum, respectfully.

The money needs adjustments shall be applied after all other restrictions and adjustments. Those county's whose distribution percentage is at the minimum distribution percentage shall not be further reduced by this adjustment.

## **MILEAGE**

### **CSAH Mileage Limitations**

That the existing mileage on the CSAH system shall be determined as the actual horizontal length of each CSAH segment. Non-existing and banked CSAH mileage shall not draw needs in the needs calculation system.

Initially, the mileage used for each segment shall be carried over from the mileage on record for the segments in the Legacy System.

Actual horizontal mileage for an entire CSAH system in a County may be verified. This shall replace any errors in mileage previously reported in the Legacy System.

Incidental changes (increases or decreases) in mileage due to construction that do not require a Commissioner's Order, such as realignment of curves or existing intersections, shall be updated within the Needs Calculation System and shall not impact banked mileage.

Any revocation of CSAH mileage resulting in the reduction of existing CSAH mileage shall be reflected by the reduction of the same mileage within the appropriate traffic category in the Needs Calculation System. These revoked miles shall be deposited into a mileage bank and may be designated elsewhere.

Any revisions to the CSAH system that result in an increase in mileage, shall require Screening Board approval. Mileage approved by the Screening Board through a mileage request shall not be transferable or revoked and added to a county's banked mileage, without approval of the Screening Board.

Revocation of Trunk Highway Turnback mileage shall not be transferable or revoked and added to a county's banked mileage, without approval of the Screening Board.

Former Municipal State Aid Street mileage located within municipalities that fall below the 5000 population requirements for being a State Aid City shall be eligible for CSAH mileage within that municipality, but shall not be transferable or revoked and added to a county's banked mileage, without approval of the Screening Board.

CSAH Mileage requests for the Spring Screening Board meeting must be received by the State Aid Office by April 1 of each year and requests for the Fall Screening Board meeting must be received by August 1. Requests after that date shall carry over to the next meeting.

## **TRAFFIC**

### **Traffic Projection Factors**

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

change, with the approval of the District State Aid Engineer.  
Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

## **ROAD NEEDS**

### **Method of Study**

That, except as otherwise specifically provided, the “Instructions for Annual CSAH Needs Update” shall provide the format for estimating needs on the County State Aid Highway System.

### **Storm Sewer**

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.

### **Construction Accomplishments**

That the final project costs for eligible items of a construction project shall be used in the reporting of construction accomplishments for the specified reporting year. Needs reporting shall be based on the awarded bid prices for projects that are not been completed prior to the time of the Needs reporting.

For projects that are “phased” over a series of years (Example: grading and aggregate in one project and paving in a second project in a later year), the needs reporting shall take place based on the award year of the last phase for a multiple year “phased” construction project.

Subsequent accomplishments in any projects, if any, will be updated in the following years of Needs reporting.

### **Additional Interchange Needs**

That additional needs be calculated and added to those CSAH segments that contain an Interchange when the construction or reconstruction of an Interchange results in an annual county cost (calculated by taking the actual county share of total project costs divided by 60) in excess of the sum total of the calculated annual construction, right-of-way, structure, RR crossing, and signal needs (if applicable) for that same segment length of CSAH involved in the Interchange project.

The additional Annual Interchange/TH/RR/City/Twp Bridge Needs as calculated above shall be multiplied by 25 to obtain the 25 year Needs, consistent with the other Needs components.

The additional Interchange Needs shall be added for a period of 60 years from the date of construction or until reconstruction of said infrastructure, whichever is sooner.

### **Additional RR bridge over highway, MNDOT bridge, and Municipal bridge Needs**

That additional needs be calculated and added to those CSAH segments that contain a TH Bridge, RR Bridge, City or Township Bridge when:

- 1) The construction or reconstruction of a TH Bridge that carries a CSAH route results in an annual county cost (calculated by taking the county share of the total project costs divided by 85) in excess of the sum total of the calculated annual construction, right-of-way, structure, RR crossing, and signal needs (if applicable) for that same segment length of CSAH involved in the TH Bridge project.
- 2) The construction or reconstruction of a Bridge that spans a CSAH route results in an annual county cost (calculated by taking the county share of the total project costs divided by 85). In this case, the segment length shall be treated as a node and no reduction in the actual county costs shall be made by the calculated segment needs.

The additional Annual Interchange/TH/RR/City/Twp Bridge Needs as calculated above shall be multiplied by 25 to obtain the 25 year Needs, consistent with the other Needs components.

The additional Interchange/TH/RR/City/Twp Bridge Needs shall be added for a period of 85 years from the date of construction or until reconstruction of said infrastructure, whichever is sooner.

*Note: The Additional Bridge Needs shall be calculated the same as Additional Interchange Needs with respect to life cycle until such time the needs calculation system is capable of separating the calculations.*

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**Key:**  
— = direct reports  
- - - - = report to others

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