

2017 COUNTY SCREENING BOARD DATA



St. Louis County

CSAH 3

Rice Lake-Airport junction

Spring 2017

2016 SAP 069-604-075 CP 0004-226569 / CP 004-252401

The Rice Lake-Airport junction is the first time this configuration has been used in Minnesota, county officials told the News Tribune earlier this year. The often-busy intersection now has a stoplight for the first time, and also this new type of bypass — the concept is called a "Continuous Green T Intersection" — that allows northbound traffic on Rice Lake Road to avoid stopping.

"With the new traffic signal, vehicles traveling north on Rice Lake Road always have a green light. Vehicles traveling south on Rice Lake Road, or turning in either direction to or from Airport Road, are controlled by a standard traffic light signal," St. Louis County officials reported in a news release Wednesday. "Vehicles turning left onto Rice Lake Road from Airport Road turn onto a new lane and have 1,000 feet to accelerate before merging with northbound traffic."

Ulland Brothers served as contractor on the project, which cost about \$790,000. Some minor finishing details will be completed over the next few weeks.

According to the Federal Highway Administration, a similar continuous green T intersection installed in Grand Junction, Colo., saw injury crashes decrease from 12 to two over a period of four years — an 83.3 percent reduction — and total crashes decrease from 16 to 7, a 56.3 percent reduction.

- Duluth News Tribune

www.duluthnewstribune.com



Photo Credit to Victor Lund—St. Louis County
and Google Earth Images

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.

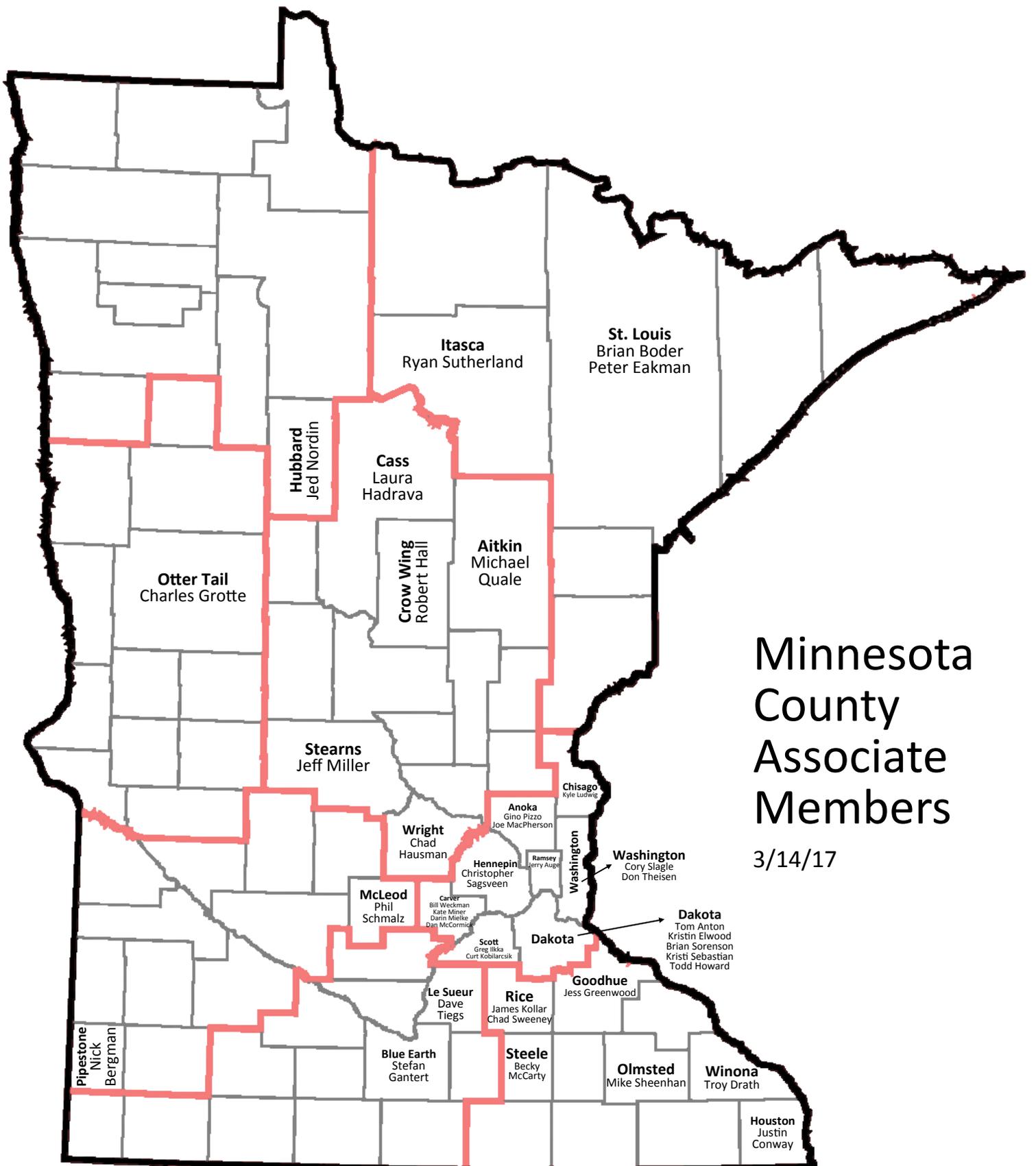
State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid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

5/1/17



Minnesota County Associate Members

3/14/17

2017 COUNTY SCREENING BOARD

Krysten Foster	(16-17)	Lake County	District 1
Rich Sanders	(16-17)	Polk County	District 2
Tim Bray	(17-18)	Crow Wing 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, Chair	District 6
Darrell Pettis	(17-18)	LeSueur County	District 7
Aaron VanMoer	(17-18)	Lyon 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
Jerilyn Swenson, Secretary	(17-20)	Norman County	

2017 SCREENING BOARD ALTERNATES

Karin Grandia		Itasca County	District 1
Tim Erickson		Lake of the Woods County	District 2
Ryan Odden		Wadena County	District 3
Jim Olson		Becker County	District 4
Tony Winiecki		Scott County	Metro
Brian Pogodzinski		Houston County	District 6
Tim Becker		Sibley County	District 7
Jeff Marlowe		Renville County	District 8

2017 CSAH MILEAGE SUBCOMMITTEE

Jon Large	October 2017	Mahnomen County
Andy Sander	October 2018	Yellow Medicine County
Lyndon Robjent	October 2019	Carver County

2017 CSAH GENERAL SUBCOMMITTEE

Lon Aune	June 2017	Marshall County
Anita Benson	June 2018	Steele County
Wayne Sandberg	June 2019	Washington County
Brain Giese		NTF Member - Outstate Rep
Mark Krebsbach		NTF Member - Metro Rep

TABLE OF CONTENTS

General Information, Unit Prices

Pages 1-22

Introduction	1
CSAH General Subcommittee Meeting Minutes	2-4
Proposed 2017 Proposed Unit Prices.....	5
Rail Pricing Memo.....	6
County Bridge Project Cost Support Documentation.....	7-12
County Culvert Project Cost Support Documentation.....	13-22

Mileage Requests

Pages 23-33

Criteria Necessary for County State Aid Highway Designation	24
History of CSAH Additional Mileage Requests	25-32
(Includes Balances for: Anoka, Carver, Dakota, Olmsted and Wright County)	
Banked Mileage	33

State Park Account

Pages 35-43

State Park Road Account Statute	36
Cottonwood CSAH 15 SPRA Request.....	37-40
State Park Road Account Allocation 2015-2017.....	41-43

Reference Materials

Pages 45-92

Maintenance Facilities and Current Process	46-48
Hardship Transfers.....	49
CSAH Variance Requests (By County, By Year).....	50-54
Advance Guidelines	55-57
Local Road Research Board Program Overview	58-59
Need Calculation Summary Document.....	60-69
Current Resolutions of the County Screening Board.....	70-75
Minutes of the October 26 th and 27 th , 2016 County Engineers Screening Board Meeting.....	76-81
County Engineer's Phone/E-Mail listing.....	83-91
State Aid Organization Chart	92

If you wish to obtain more copies of this report you can do so from our website:

<http://www.dot.state.mn.us/stateaid/csaH-springbooks.html>

Introduction

Spring 2017

The primary task of the Screening Board spring meeting is to establish new unit prices to be used for the 2017 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 2011 construction projects and added the 2016 construction projects. The awarded bids on all state aid and federal aid projects, let from 2012 through 2016, are the basic source of information for compiling the data used for computing the recommended 2017 unit prices. The needs application calculates the construction, ROW and preservation costs for each county.

Minutes of the General Subcommittee meeting held April 19, 2017 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

April 19, 2017

The meeting started at 12:30 pm at the MnDOT Office in St. Paul

Attendees: Lon Aune, Marshall County - North
Wayne Sandberg, Washington County - Metro
Greg Isakson, Goodhue County – South
Brian Giese, Pope County – NTF GM – by phone
Mark Krebsbach, Dakota County – NTF Metro
Patti Loken, State Aid
Ted Schoenecker, State Aid
Paul Stine, State Aid
Joel Ullring, State Aid
Kim DeLaRosa, State Aid
John Pantelis, State Aid

The General Subcommittee met to recommend unit prices for the Spring Screening Board meeting, discuss the State Park Road Account and make a recommendation on the traffic projection factor resolution.

State Park Road

Paul Stine provided excellent background information on the State Park Account and how the language has changed over the years. Paul stated that it was a pretty smooth process until retirements and staffing changes occurred in the program.

The county engineers would like to know more about the criteria and selection process. They would also like to have input on all projects within their county. Paul clarified that State Aid assigns numbers, encumbers the funds and is asked to sign the plans after the projects have been approved by the DNR. That puts State Aid in an awkward position to approve projects that are not meeting the standards.

The counties would like to see all projects submitted to the DNR and the criteria used for selection before offering a solution to the problem. They would also like to see those projects not approved to further understand what an acceptable project includes. The DNR should be transparent with their process and share the data, as these submittals are recorded and scored electronically.

State Aid will work with the DNR to obtain the information requested and schedule time at the annual conference for discussion with the DNR.

We should encourage counties to look ahead sooner and program a year earlier.

Unit Prices

The Subcommittee recommends the following unit prices:

Rail Protection Costs

	2016	2017
Signs	\$1,500	\$1,500
Signals Only	\$250,000	\$275,000
Signals & Gates	\$300,000	\$325,000
X-ing surfacing	\$1,200	\$1,350

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 2016 GSC looked at costs from county projects and decided last year to wait until the data justifies a price increase. The MSAS needs unit does a needs study every three years. They apply the Construction Cost Index (3.9% 2016) on the off years to the previous year's unit cost. The MSAS unit used a signal system cost of \$188,700 in 2016 and approved a cost of \$195,000 (\$48,750/leg) for 2017. The General Subcommittee recommends waiting to see how the cost study by Mark Vizecky in 2018 turns out.

Bridges

The average bridge costs from 2012-2016 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 2012-2016 bridge construction were:

\$152/sq. ft. for 0 – 149 ft. long bridges
\$144/sq. ft. for 150 ft. + bridges

Culverts

A statewide 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 volume of the structure to come up with the unit cost. Based on three years of needs collected costs and two years of Steve Brown's data, the new statewide average cost is \$15.47 per ft³.

Gravel Surface

The 2012-2016 statewide average gravel surfacing unit cost is \$10.30 per ton, used for the preservation cost of gravel roads with a projected AADT of less than 150. There were only 10 projects available with a total of 112,895 tons of gravel surface

Traffic Projection Factor Resolution

The fall screening board put it back to the subcommittee to discuss the resolution for changes to the 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.

The GSC is recommending no change to the resolution but asking the DSAEs to discuss and determine what would warrant a change to the process and that these changes would be consistent statewide.

State Aid will try to improve communication with the traffic forecasting office, district counting staff and the counties.

Meeting adjourned at 3:00 p.m.

Proposed Unit Prices

Spring 2017

		2011	2012-2014	2015	2016	2017
RR x-ing Protection items:						
Signs	Each	--		\$1,400	\$1,500	\$1,500
Signals	Each	--		\$175,000	\$250,000	\$275,000
Signals & gates	Each	--		\$250,000	\$300,000	\$325,000
			F			
Surfacing	Lin. Ft.	--	R	\$1,000	\$1,200	\$1,350
			O			
Traffic signals	Leg	--	Z	\$56,250	\$56,250	\$56,250
			E			
Bridge <150	Sq. Ft.	\$114	N	\$114	\$141	\$152
Bridge >150	Sq Ft.	\$155		\$147	\$144	\$138
Culverts	Cu. ft.	varied		\$14.86	\$14.83*	\$15.47
Gravel	Ton	\$7.93		\$9.90	\$9.90*	\$10.30*

*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

April 10, 2017

To: Kimberlie Delarosa
 CSAH Needs Manager

From: Ted Gregory
 Manager, Rail Safety and Coordination Unit

Subject: Projected Railroad Grade Crossing
 Improvements – Costs for 2017

We have projected 2017 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)*	\$275,000 - \$300,000
Signals & Gates (multiple track, high/low speed, average price)*	\$300,000 - \$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 - \$1,500 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.

Bridge Projects 2012-2016

Spring 2017

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	Deck Area	Bridge Cost	Cost per Sq. Ft.
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
2012 Average Cost per Square Foot								\$116
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
2013 Average Cost per Square Foot								\$119
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
2014 Average Cost per Square Foot								\$188
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
2015 Average Cost per Square Foot								\$150
2016	87581	SAP	087-599-132	170.17	PCB	6,013	\$495,531	\$82
2016	80539	SAP	080-626-021	176.00	PCB	6,076	839,461	136
2016	69A41	SP	069-605-044	302.17	PCB	10,677	1,447,655	136
2016 Average Cost per Square Foot								\$118
2012-2016 Average Cost per Square Foot								\$138

Bridge Projects 2012-2016

Spring 2017

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	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
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
2012 Average Cost per Square Foot							\$144

Bridge Projects 2012-2016

Spring 2017

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	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
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

Bridge Projects 2012-2016

Spring 2017

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	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
2013 Average Cost per Square Foot							\$140
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
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
2014 Average Cost per Square Foot							\$156

Bridge Projects 2012-2016

Spring 2017

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.
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
2015 Average Cost per Square Foot							\$153
2016	09J32	SAP 009-608-017	32.00	C-ARCH	6,720	\$1,227,210	\$183
2016	27B86	SP 027-746-005	38.17	PCB	1,635	435,865	267
2016	32578	SAP 032-599-095	40.00	C-SLAB	1,254	224,176	179
2016	35539	SAP 035-599-116	43.67	C-SLAB	1,369	276,436	202
2016	77537	SAP 077-599-060	45.17	PCB	1,378	270,262	196
2016	27B85	SP 027-735-003	51.68	PCB	1,826	797,055	437
2016	32577	SAP 032-599-098	54.00	TTS	1,620	335,747	207
2016	31570	SAP 031-598-022	63.17	PCB	2,232	321,888	144
2016	20561	SAP 020-599-113	65.00	C-SLAB	2,297	315,136	137
2016	83551	SAP 083-599-075	65.00	C-SLAB	2,297	344,810	150
2016	25617	SAP 025-599-112	66.67	PCB	2,102	277,093	132
2016	11532	SAP 011-599-015	68.00	TTS	2,176	393,492	181
2016	17534	SAP 017-601-021	76.00	PCB	3,294	410,669	125
2016	69A53	SAP 069-621-034	80.93	PCB	3,508	716,205	204
2016	49556	SAP 049-599-068	87.00	PCB	3,074	388,203	126
2016	69A43	SAP 069-599-040	88.09	C-SLAB	3,176	762,330	240
2016	78527	SAP 078-598-031	92.00	C-SLAB	3,235	324,854	100
2016	58556	SAP 058-653-010	92.92	PCB	4,027	529,041	131
2016	64588	SP 064-598-022	101.04	C-SLAB	3,490	331,525	95

Bridge Projects 2012-2016

Spring 2017

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.
2016	27B84	SAP 027-646-007	103.67	PCB	7,447	\$2,370,452	\$318
2016	71530	SP 071-598-008	112.17	PCB	4,412	531,750	121
2016	67571	SP 067-615-009	112.50	C-SLAB	3,975	462,261	116
2016	12554	SAP 012-599-094	113.31	C-SLAB	3,551	397,793	112
2016	23593	SAP 023-601-028	115.67	PCB	5,012	608,294	121
2016	42579	SAP 042-610-038	117.00	C-SLAB	4,602	473,926	103
2016	64590	SAP 064-599-108	117.46	C-SLAB	4,150	377,813	91
2016	22621	SP 022-606-017	118.67	C-SLAB	5,756	954,305	166
2016	50587	SAP 050-597-006	124.96	PCB	8,789	2,088,989	238
2016	23592	SAP 023-601-027	138.67	PCB	6,009	670,694	112
2016	69A35	SAP 069-659-002	149.29	PCB	5,313	784,107	148
2016 Average Cost per Square Foot							\$169
TOTAL							\$152

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway Opening	Volume	Unit Cost
45J45	045-653-004	1/17/2012	\$212,040	54	360	19,440	\$10.91
78J16	078-611-008	2/7/2012	61,319	54	60	3,240	18.93
77J76	077-623-008	2/7/2012	42,650	41	40	1,640	26.01
66J48	066-630-004	2/14/2012	131,805	110	112	12,320	10.70
83J21	083-598-021	2/16/2012	107,800	78	144	11,232	9.60
14K22	014-652-012	3/5/2012	83,130	84	70	5,880	14.14
14k21	014-652-012	3/5/2012	65,456	86	40	3,440	19.03
83J23	083-598-022	3/8/2012	59,470	39	112	4,368	13.61
65J49	065-617-014	3/13/2012	254,400	72	292	21,024	12.10
65J48	065-598-012	3/13/2012	211,700	52	308	16,016	13.22
65J51	065-598-013	3/13/2012	50,000	60	60	3,600	13.89
65J50	065-598-014	3/13/2012	64,000	40	140	5,600	11.43
78J22	078-616-006	3/20/2012	103,200	66	100	6,600	15.64
78j24	078-598-028	3/20/2012	49,000	50	50	2,500	19.60
78j25	078-598-029	3/20/2012	61,600	44	56	2,464	25.00
59J12	059-610-030	4/3/2012	246,021	69	294	20,286	12.13
59J64	059-615-036	4/3/2012	297,570	53	472	25,016	11.90
49J63	049-632-005	4/5/2012	88,000	54	168	9,072	9.70
49J68	049-648-014	4/5/2012	218,200	52	400	20,800	10.49
49J73	049-599-066	4/5/2012	33,950	34	56	1,904	17.83
14K25	014-619-015	4/10/2012	63,142	42	60	2,520	25.06
23J59	023-612-035	4/10/2012	71,600	62	84	5,208	13.75
32J53	032-607-014	4/13/2012	80,000	52	112	5,824	13.74
87J52	087-599-122	4/17/2012	41,788	42	70	2,940	14.21
75J14	075-613-020	4/17/2012	39,390	56	50	2,800	14.07
83J22	083-605-037	4/17/2012	79,912	106	60	6,360	12.56
87J51	087-599-129	4/24/2012	77,734	32	168	5,376	14.46
32J55	032-604-044	4/24/2012	163,000	84	180	15,120	10.78
17J34	017-606-024	4/24/2012	72,560	80	80	6,400	11.34
17J35	017-606-025	4/24/2012	68,536	76	80	6,080	11.27
17J36	017-611-014	4/24/2012	170,112	176	192	33,792	5.03
17J37	017-611-015	4/24/2012	71,600	56	120	6,720	10.65
57J36	057-598-048	4/25/2012	35,600	36	60	2,160	16.48
57J37	057-598-047	4/25/2012	37,570	42	60	2,520	14.91
57J33	057-598-046	4/25/2012	35,200	42	60	2,520	13.97
57J34	057-598-049	4/25/2012	32,600	36	50	1,800	18.11
57J35	057-598-050	4/25/2012	39,800	48	50	2,400	16.58
42J34	042-610-035	5/1/2012	97,420	84	108	9,072	10.74
	051-612-013	5/1/2012	31,312	54	32	1,728	18.12
01J35	001-603-012	5/7/2012	50,766	56	50	2,800	18.13

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway Opening	Volume	Unit Cost
67K04	067-599-156	5/8/2012	\$34,400	40	40	1,600	\$21.50
67K12	067-599-158	5/8/2012	32,220	36	40	1,440	22.38
67K07	067-599-160	5/8/2012	58,700	37	80	2,960	19.83
67K06	067-599-161	5/8/2012	67,215	37	110	4,070	16.51
67K08	067-609-019	5/8/2012	49,180	54	60	3,240	15.18
67K10	067-616-006	5/8/2012	62,500	42	80	3,360	18.60
50K25	050-613-010	5/8/2012	97,200	56	128	7,168	13.56
20J33	020-598-018	5/8/2012	140,280	54	236	12,744	11.01
20J31	020-599-100	5/8/2012	129,340	44	198	8,712	14.85
37J70	037-620-017	5/15/2012	455,900	112	470	52,640	8.66
37J74	037-609-016	5/15/2012	103,190	54	132	7,128	14.48
37J73	037-609-015	5/15/2012	103,190	54	132	7,128	14.48
37J72	037-609-014	5/15/2012	181,400	66	288	19,008	9.54
37J71	037-599-102	5/15/2012	278,760	66	420	27,720	10.06
37J75	037-599-103	5/15/2012	60,000	36	84	3,024	19.84
48J27	048-611-019	5/15/2012	107,031	80	80	6,400	16.72
48J28	048-625-016	5/15/2012	50,926	64	50	3,200	15.91
66J63	066-598-018	5/22/2012	72,200	54	100	5,400	13.37
50K22	050-604-021	5/22/2012	99,840	56	140	7,840	12.73
14K26	014-607-008	5/22/2012	48,124	46	72	3,312	14.53
14k20	014-611-051	5/22/2012	52,068	53	72	3,816	13.64
83J24	083-599-063	5/30/2012	92,900	40	144	5,760	16.13
79J61	079-625-016	5/30/2012	77,124	85	60	5,100	15.12
50K27	050-621-003	6/7/2012	147,149	64	192	12,288	11.98
65J54	065-605-033	6/12/2012	66,580	48	112	5,376	12.38
65J53	065-598-015	6/12/2012	216,752	52	400	20,800	10.42
87J49	087-607-010	6/12/2012	291,046	88	280	24,640	11.81
50K26	050-622-004	6/12/2012	135,500	76	96	7,296	18.57
23K15	023-625-011	6/12/2012	76,900	80	100	8,000	9.61
69J85	069-666-006	6/14/2012	124,500	60	160	9,600	12.97
72J65	072-608-046	6/19/2012	253,062	104	288	29,952	8.45
28j42	028-604-029	6/19/2012	142,050	54	180	9,720	14.61
43J14	043-599-034	6/19/2012	86,000	60	112	6,720	12.80
43J15	043-599-035	6/19/2012	105,000	70	112	7,840	13.39
72J66	072-608-047	6/26/2012	217,997	128	288	36,864	5.91
68J46	068-599-099	6/26/2012	153,560	44	280	12,320	12.46
69J86	069-661-016	6/26/2012	80,000	60	84	5,040	15.87
41J43	041-607-039	7/3/2012	122,000	80	100	8,000	15.25
41J44	041-607-039	7/3/2012	392,000	56	504	28,224	13.89
58J28	058-598-025	7/3/2012	155,000	40	172	6,880	22.53

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway Opening	Volume	Unit Cost
65J52	065-599-065	7/10/2012	\$199,600	58	320	18,560	\$10.75
74J22	074-599-029	7/10/2012	251,000	40	496	19,840	12.65
73J27	073-602-044	7/10/2012	262,636	88	266	23,408	11.22
40J29	040-623-012	7/10/2012	170,600	176	108	19,008	8.98
59J55	059-599-072	7/12/2012	117,090	43	210	9,030	12.97
03J45	003-622-015	7/17/2012	105,145	47	84	3,948	26.63
51J45	051-599-091	7/17/2012	85,852	42	108	4,536	18.93
84J95	084-599-154	7/17/2012	116,740	38	216	8,208	14.22
84J96	084-599-155	7/17/2012	107,032	36	160	5,760	18.58
45J47	045-594-001	7/17/2012	275,460	66	384	25,344	10.87
38J25	038-607-012	7/24/2012	136,000	66	104	6,864	19.81
10J25	010-611-006	7/24/2012	318,160	336	144	48,384	6.58
01J30	001-599-034	7/24/2012	97,900	34	162	5,508	17.77
	009-599-022	7/26/2012	65,400	36	80	2,880	22.71
53J79	053-610-009	7/31/2012	180,800	90	168	15,120	11.96
12J42	012-604-011	8/7/2012	72,518	76	80	6,080	11.93
12J47	012-604-012	8/7/2012	311,028	64	480	30,720	10.12
12J46	012-599-075	8/7/2012	122,908	44	240	10,560	11.64
12J45	012-599-076	8/7/2012	233,436	44	432	19,008	12.28
76J27	076-599-053	8/7/2012	146,516	46	252	11,592	12.64
76J20	076-599-047	8/7/2012	156,552	56	240	13,440	11.65
04J11	004-639-013	8/8/2012	141,160	68	192	13,056	10.81
04J10	004-598-018	8/12/2012	123,838	42	234	9,828	12.60
59J65	059-607-020	8/14/2012	150,800	58	180	10,440	14.44
59J66	059-608-023	8/14/2012	80,700	39	96	3,744	21.55
59J85	059-614-002	8/14/2012	111,360	72	84	6,048	18.41
11J09	011-598-006	8/16/2012	111,791	60	120	7,200	15.53
59J56	059-599-075	8/17/2012	110,200	39	144	5,616	19.62
24J47	024-599-046	8/21/2012	111,700	74	96	7,104	15.72
34J39	034-609-022	8/28/2012	87,325	97	80	7,760	11.25
41J38	041-608-029	9/4/2012	254,608	144	126	18,144	14.03
41J41	041-599-036	9/4/2012	142,012	36	168	6,048	23.48
41J45	041-599-042	9/4/2012	112,840	46	156	7,176	15.72
22J39	022-599-107	9/4/2012	125,700	48	180	8,640	14.55
22J38	022-599-109	9/4/2012	134,200	48	180	8,640	15.53
21J17	021-598-005	9/11/2012	107,672	44	120	5,280	20.39
21J15	021-599-018	9/11/2012	102,299	58	112	6,496	15.75
51J07	051-599-065	9/11/2012	245,080	35	384	13,440	18.24
66J64	066-598-019	9/11/2012	131,720	49	208	10,192	12.92
09J20	009-623-008	9/13/2012	143,800	112	130	14,560	9.88

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
04J12	004-599-049	9/14/2012	\$45,354	36	70	2,520	\$18.00
64J40	064-617-028	9/18/2012	255,600	100	240	24,000	10.65
53J77	053-599-185	9/18/2012	166,960	54	180	9,720	17.18
53J78	053-618-022	9/18/2012	140,240	96	128	12,288	11.41
	009-598-010	10/8/2012	135,760	50	180	9,000	15.08
64J37	064-599-094	10/16/2012	170,500	50	288	14,400	11.84
64J38	064-599-096	10/16/2012	168,000	50	288	14,400	11.67
09J23	009-604-033	10/22/2012	41,067	56	40	2,240	18.33
09J22	009-604-035	10/22/2012	64,094	56	70	3,920	16.35
25J73	025-599-111	10/26/2012	150,600	40	264	10,560	14.26
25J72	025-599-110	11/6/2012	238,450	46	336	15,456	15.43
69J94	069-691-020	11/29/2012	160,020	156	132	20,592	7.77
85J38	085-997-012	12/4/2012	121,736	50	224	11,200	10.87
32J57	032-599-097	12/11/2012	151,720	44	240	10,560	14.37
32J28	032-599-080	12/11/2012	82,500	36	110	3,960	20.83
					2012 Average Costs		\$14.52
					2012 Number of Projects		135
13J15	013-598-004	2/26/2013	\$152,399	102	160	16,320	\$9.34
59J63	059-599-079	3/5/2013	149,600	39	288	11,232	13.32
59J68	059-599-082	3/5/2013	237,500	36	500	18,000	13.19
53J76	053-614-026	3/11/2013	258,600	58	420	24,360	10.62
66J49	066-616-016	3/12/2013	135,700	140	100	14,000	9.69
34J38	034-604-024	3/18/2013	71,898	74	40	2,960	24.29
78J26	078-598-033	3/19/2013	44,900	40	60	2,400	18.71
78J27	078-598-034	3/19/2013	92,580	42	168	7,056	13.12
78J30	078-598-036	3/19/2013	44,000	40	48	1,920	22.92
78J29	078-599-057	3/19/2013	41,240	38	48	1,824	22.61
78J28	078-613-008	3/19/2013	46,324	46	56	2,576	17.98
69k05	069-598-053	3/20/2013	138,159	56	190	10,640	12.98
48J14	048-598-008	3/25/2013	119,291	48	196	9,408	12.68
23K20	023-607-003	3/26/2013	85,800	62	98	6,076	14.12
23K21	023-607-004	3/26/2013	70,600	54	112	6,048	11.67
69k06	069-616-052	4/9/2013	272,676	74	368	27,232	10.01
24J51	024-633-007	4/16/2013	59,650	68	90	6,120	9.75
24J52	024-633-008	4/16/2013	52,340	68	60	4,080	12.83
24J61	024-634-022	4/16/2013	64,940	88	66	5,808	11.18
60L32	060-597-001	4/16/2013	154,487	44	250	11,000	14.04
24J60	024-604-013	4/16/2013	236,965	112	240	26,880	8.82
66J58	066-623-010	4/23/2013	156,850	75	216	16,200	9.68

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway Opening	Volume	Unit Cost
14J88	014-598-038	4/23/2013	\$38,384	36	84	3,024	\$12.69
14K28	014-599-091	4/23/2013	51,334	38	98	3,724	13.78
14K31	014-599-095	4/23/2013	39,703	35	56	1,960	20.26
14K30	014-599-096	4/23/2013	51,002	36	96	3,456	14.76
14K34	014-617-007	4/23/2013	52,130	50	108	5,400	9.65
14K29	014-619-016	4/23/2013	39,619	43	60	2,580	15.36
85J37	085-599-066	4/23/2013	74,000	40	140	5,600	13.21
50K34	050-599-131	4/23/2013	71,400	36	144	5,184	13.77
50K36	050-607-035	4/23/2013	197,200	84	163.6	13,742	14.35
50K37	050-611-010	4/23/2013	217,200	56	378	21,168	10.26
69k01	069-621-033	5/7/2013	256,800	82	266	21,812	11.77
49J37	049-599-044	5/7/2013	81,400	36	120	4,320	18.84
49J72	049-599-063	5/7/2013	37,700	34	48	1,632	23.10
49J71	049-599-064	5/7/2013	52,064	32	80	2,560	20.34
49L74	049-647-016	5/7/2013	55,800	54	84	4,536	12.30
09j29	009-612-022	5/13/2013	183,080	72	182	13,104	13.97
09j26	009-598-009	5/14/2013	107,400	48	204	9,792	10.97
09j28	009-598-012	5/14/2013	131,960	48	210	10,080	13.09
09j30	009-602-019	5/14/2013	194,600	96	210	20,160	9.65
65j55	065-599-066	5/14/2013	137,600	70	240	16,800	8.19
20J39	020-624-018	5/14/2013	57,730	84	60	5,040	11.45
18J25	018-623-012	5/14/2013	166,818	74	196	14,504	11.50
81J13	081-604-022	5/20/2013	79,100	68	70	4,760	16.62
81j15	081-611-010	5/20/2013	67,500	54	70	3,780	17.86
25J63	025-599-103	5/21/2013	108,020	106	108	11,448	9.44
67K14	067-599-159	5/21/2013	90,340	38	180	6,840	13.21
67K05	067-599-162	5/21/2013	65,380	36	90	3,240	20.18
67K15	067-601-010	5/21/2013	74,080	54	112	6,048	12.25
67K11	067-603-027	5/21/2013	152,568	58	192	11,136	13.70
67K13	067-608-013	5/21/2013	44,800	58	40	2,320	19.31
22J13	022-613-021	5/21/2013	76,524	78	96	7,488	10.22
76J24	076-599-049	6/4/2013	123,020	40	288	11,520	10.68
76J22	076-599-051	6/4/2013	131,100	40	288	11,520	11.38
19J58	019-685-010	6/4/2013	165,300	74	236	17,464	9.47
08j14	008-599-046	6/5/2013	60,438	47	80	3,760	16.07
08J17	008-599-054	6/5/2013	71,023	48	90	4,320	16.44
66J66	066-627-004	6/11/2013	49,750	73	40	2,920	17.04
69j97	069-598-041	6/11/2013	92,730	54	102	5,508	16.84
65J56	065-598-016	6/11/2013	358,854	74	588	43,512	8.25
55J95	055-634-009	6/12/2013	23,707	84	40	3,360	7.06

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
28J32	028-599-063	6/18/2013	\$183,800	85	192	16,320	\$11.26
08j16	008-599-051	6/18/2013	103,140	67	112	7,504	13.74
83j26	083-598-023	6/18/2013	75,838	54	126	6,804	11.15
83J25	083-599-072	6/18/2013	76,272	56	112	6,272	12.16
43J16	043-598-013	6/19/2013	67,000	60	72	4,320	15.51
69k03	069-598-048	6/21/2013	193,520	34	368	12,512	15.47
69k09	069-599-038	6/25/2013	80,000	45	80	3,600	22.22
39J36	039-598-065	6/25/2013	49,060	36	84	3,024	16.22
39J35	039-604-007	6/25/2013	60,870	42	112	4,704	12.94
69j99	069-599-037	6/27/2013	64,662	48	72	3,456	18.71
12J48	012-642-001	7/1/2013	76,800	77	50	3,850	19.95
17J42	017-599-097	7/2/2013	57,164	48	84	4,032	14.18
17J40	017-603-018	7/2/2013	266,240	84	320	26,880	9.90
17J38	017-629-003	7/2/2013	180,400	52	280	14,560	12.39
17J39	017-598-004	7/2/2013	75,200	52	96	4,992	15.06
35J53	035-606-022	7/2/2013	110,400	54	140	7,560	14.60
81J14	081-626-004	7/2/2013	103,600	128	60	7,680	13.49
01J36	001-632-004	7/6/2013	48,300	60	50	3,000	16.10
28J44	028-608-013	7/9/2013	254,970	228	96	21,888	11.65
38j33	038-598-007	7/15/2013	257,800	90	280	25,200	10.23
37J77	037-599-104	7/16/2013	241,500	35	512	17,920	13.48
37J78	037-599-105	7/16/2013	163,600	56	232	12,992	12.59
37J79	037-599-106	7/16/2013	84,000	40	140	5,600	15.00
37J76	037-639-004	7/16/2013	124,200	54	160	8,640	14.38
34j40	034-607-022	7/16/2013	192,345	56	352	19,712	9.76
55J93	055-607-015	7/16/2013	131,062	82	128	10,496	12.49
21J16	021-601-031	7/23/2013	313,214	76	320	24,320	12.88
25J74	025-624-017	7/24/2013	465,468	206	240	49,440	9.41
42J36	042-610-037	7/30/2013	71,000	80	50	4,000	17.75
53J80	053-599-186	7/30/2013	222,160	40	428	17,120	12.98
61J22	061-599-039	8/6/2013	76,452	42	72	3,024	25.28
61J23	061-624-018	8/6/2013	80,108	56	108	6,048	13.25
36j13	036-599-011	8/8/2013	63,440	40	96	3,840	16.52
36j14	036-606-010	8/8/2013	174,756	54	245.4	13,252	13.19
10J28	010-643-012	8/8/2013	372,222	104	320	33,280	11.18
73J29	073-599-080	8/13/2013	63,200	54	60	3,240	19.51
58j31	058-599-040	8/18/2013	85,000	40	80	3,200	26.56
58j32	058-599-041	8/19/2013	73,200	48	72	3,456	21.18
58j30	058-617-018	8/19/2013	160,000	52	168	8,736	18.32
81J16	081-611-011	9/3/2013	102,820	72	80	5,760	17.85

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
81J11	081-629-003	9/3/2013	\$121,730	114	70	7,980	\$15.25
85J29	085-599-060	9/9/2013	116,080	42	180	7,560	15.35
85J30	085-599-062	9/9/2013	181,200	40	228	9,120	19.87
03J43	003-599-025	9/10/2013	154,228	44	224	9,856	15.65
41J47	041-599-039	9/17/2013	152,400	88	126	11,088	13.74
41J48	041-599-040	9/17/2013	157,600	72	140	10,080	15.63
66J67	066-678-001	9/24/2013	99,435	87	120	10,440	9.52
07J25	007-599-057	9/24/2013	100,616	64	96	6,144	16.38
64J41	064-598-020	9/25/2013	224,000	100	288	28,800	7.78
80J24	080-599-024	9/30/2013	109,973	36	192	6,912	15.91
64J43	064-599-097	10/1/2013	142,000	60	224	13,440	10.57
64J42	064-599-098	10/1/2013	90,000	60	140	8,400	10.71
50K24	050-599-127	10/1/2013	87,760	36	144	5,184	16.93
36j12	036-598-029	10/2/2013	81,440	32	140	4,480	18.18
23k02	023-599-184	10/8/2013	97,500	90	80	7,200	13.54
73J30	073-598-018	10/8/2013	118,700	54	140	7,560	15.70
33J23	033-598-017	10/9/2013	95,688	44	120	5,280	18.12
09j27	009-598-011	10/14/2013	126,080	48	204	9,792	12.88
66J69	066-599-045	10/22/2013	71,953	92	100	9,200	7.82
05J16	005-606-019	11/5/2013	186,301	76	192	14,592	12.77
69j74	069-598-044	11/14/2013	133,200	60	168	10,080	13.21
69j48	069-598-045	11/14/2013	147,420	42	280	11,760	12.54
69k00	069-599-036	11/14/2013	129,120	42	192	8,064	16.01
69k08	069-610-010	11/14/2013	129,000	84	128	10,752	12.00
79J62	079-610-013	12/17/2013	305,400	152	180	27,360	11.16
					2013 Average Costs		\$14.18
					2013 Number of Projects		127
01J29	010-618-013	2/10/2014	\$177,746	164	85	13,940	\$12.75
24J46	024-599-045	3/18/2014	101,920	48	192	9,216	11.06
24J48	024-599-047	3/18/2014	93,076	46	132	6,072	15.33
24J50	024-599-049	3/18/2014	190,290	52	300	15,600	12.20
24J69	024-599-059	3/18/2014	44,920	56	51.7	2,895	15.52
35J54	035-599-117	4/1/2014	33,020	36	50	1,800	18.34
35J55	035-599-118	4/1/2014	55,860	38	96	3,648	15.31
24J26	024-599-030	4/1/2014	117,756	72	144	10,368	11.36
24J32	024-599-035	4/1/2014	59,314	40	99.1	3,964	14.96
49J76	049-626-021	4/8/2014	45,500	52	50	2,600	17.50
77J77	077-597-004	4/12/2014	60,000	48	128	6,144	9.77
64J46	064-615-013	4/16/2014	67,232	60	48	2,880	23.34

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway Opening	Volume	Unit Cost
50K45	050-646-005	4/22/2014	\$303,276	76	324	24,624	\$12.32
50K38	050-599-132	4/28/2014	103,740	36	192	6,912	15.01
50K40	050-599-133	4/28/2014	90,300	36	132	4,752	19.00
50K39	050-599-134	4/28/2014	42,676	36	72	2,592	16.46
50K41	050-599-135	4/28/2014	162,209	36	245	8,820	18.39
50K42	050-599-136	4/28/2014	205,121	40	297.3	11,892	17.25
50K43	050-599-137	4/28/2014	76,248	42	103	4,326	17.63
50k44	050-599-138	4/28/2014	85,600	38	100	3,800	22.53
50K46	050-599-139	4/28/2014	94,608	36	168	6,048	15.64
43J20	043-599-037	5/8/2014	64,000	56	80	4,480	14.29
43J21	043-599-038	5/8/2014	86,920	88	70	6,160	14.11
43J19	043-599-039	5/8/2014	77,500	74	80	5,920	13.09
43J22	043-599-040	5/8/2014	71,500	66	80	5,280	13.54
28J31	028-599-073	5/13/2014	121,200	58	144	8,352	14.51
77J87	077-598-027	5/17/2014	50,000	40	50	2,000	25.00
59J79	059-599-083	6/3/2014	145,840	76	180	13,680	10.66
59J69	059-599-085	6/3/2014	128,800	40	224	8,960	14.38
59J90	059-606-018	6/3/2014	279,440	53	640	33,920	8.24
59J91	059-606-019	6/3/2014	318,675	53	540	28,620	11.13
59J92	059-606-020	6/3/2014	66,445	85	60	5,100	13.03
59J93	059-606-021	6/3/2014	325,830	53	594	31,482	10.35
67K16	067-599-163	6/3/2014	97,888	37	192	7,104	13.78
67K17	067-599-164	6/3/2014	47,748	36	70	2,520	18.95
67K18	067-599-165	6/3/2014	64,902	37	96	3,552	18.27
67K19	067-599-166	6/3/2014	76,400	36	144	5,184	14.74
67K21	067-599-167	6/3/2014	76,400	36	144	5,184	14.74
67K20	067-599-168	6/3/2014	64,336	36	80	2,880	22.34
67K25	067-599-170	6/3/2014	67,788	38	100	3,800	17.84
23K25	023-599-192	6/3/2014	82,750	45	84	3,780	21.89
59j88	059-616-030	6/4/2014	127,640	60	168	10,080	12.66
69K14	069-628-001	6/5/2014	78,400	42	126	5,292	14.81
11J14	011-601-022	6/17/2014	153,440	74	160	11,840	12.96
11J15	011-601-022	6/17/2014	89,680	78	72	5,616	15.97
66J62	066-621-003	6/24/2014	108,008	72	140	10,080	10.72
55J97	055-599-097	6/24/2014	107,600	60	80	4,800	22.42
23K13	023-599-189	6/24/2014	112,650	87	70	6,090	18.50
23K28	023-599-193	6/24/2014	136,400	76	168	12,768	10.68
23K30	023-599-194	6/24/2014	102,000	40	168	6,720	15.18
31J18	031-604-011	6/24/2014	152,667	52	132	6,864	22.24
67K22	067-601-011	7/1/2014	121,616	56	140	7,840	15.51

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway Opening	Volume	Unit Cost
67K23	067-613-004	7/1/2014	\$112,600	59	120	7,080	\$15.90
67K24	067-613-005	7/1/2014	125,700	63	144	9,072	13.86
87J56	087-599-128	7/8/2014	216,000	32	400	12,800	16.88
87J54	087-599-131	7/8/2014	204,000	32	352	11,264	18.11
87J55	087-599-133	7/8/2014	75,600	48	90	4,320	17.50
87J58	087-599-134	7/8/2014	73,500	38	96	3,648	20.15
65J29	065-603-010	7/8/2014	97,860	62	126	7,812	12.53
65J58	065-603-011	7/8/2014	114,120	108	80	8,640	13.21
65J64	065-616-027	7/8/2014	158,000	128	126	16,128	9.80
19J61	019-609-018	7/8/2014	219,304	112	200	22,400	9.79
25J75	025-606-018	7/15/2014	147,716	98	100	9,800	15.07
25J76	025-606-018	7/15/2014	178,912	146	80	11,680	15.32
25J77	025-606-018	7/15/2014	64,146	82	50	4,100	15.65
25J78	025-606-018	7/15/2014	344,892	197	264	52,008	6.63
25J79	025-606-018	7/15/2014	122,900	84	100	8,400	14.63
25J80	025-606-018	7/15/2014	70,834	96	40	3,840	18.45
58J35	058-605-007	7/15/2014	91,600	56	128	7,168	12.78
58J36	058-605-007	7/15/2014	48,400	56	40	2,240	21.61
17J44	017-599-095	7/22/2014	193,200	42	352	14,784	13.07
51J47	051-599-095	7/22/2014	49,350	38	48	1,824	27.06
65J60	065-599-067	7/31/2014	83,977	92	60	5,520	15.21
65J61	065-599-068	7/31/2014	188,172	92	176	16,192	11.62
01J28	001-628-013	8/1/2014	94,300	48	192	9,216	10.23
77J83	077-598-025	8/5/2014	105,600	46	160	7,360	14.35
77J84	077-598-026	8/5/2014	132,400	52	192	9,984	13.26
77J89	077-599-063	8/5/2014	45,600	42	50	2,100	21.71
55J94	055-598-056	8/5/2014	324,700	90	434	39,060	8.31
53J84	053-599-188	8/5/2014	185,960	36	304	10,944	16.99
53K03	053-601-020	8/5/2014	395,757	74	532	39,368	10.05
53K01	053-601-020	8/5/2014	415,887	78	532	41,496	10.02
53J82	053-617-005	8/5/2014	88,462	64	96	6,144	14.40
14K40	014-598-066	8/5/2014	96,860	40	168	6,720	14.41
14K39	014-598-067	8/5/2014	48,640	35	72	2,520	19.30
14K42	014-599-093	8/5/2014	42,551	35	56	1,960	21.71
14K41	014-599-098	8/5/2014	70,384	36	120	4,320	16.29
14K38	014-599-099	8/5/2014	228,820	70	320	22,400	10.22
14J37	014-599-100	8/5/2014	90,536	42	160	6,720	13.47
59J71	059-610-031	8/12/2014	221,910	57	294	16,758	13.24
59J73	059-610-033	8/12/2014	76,325	53	84	4,452	17.14
59J74	059-610-034	8/12/2014	63,090	54	50	2,700	23.37

Culvert Projects 2012-2016

Spring 2017

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calculate the statewide average volume culvert cost. The pipe and end section costs are divided by the volume of the structure to come up with an average cost per cubic foot.

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
59J75	059-610-035	8/12/2014	\$116,400	64	98	6,272	\$18.56
59j76	059-610-036	8/12/2014	66,000	46	70	3,220	20.50
59j77	059-610-037	8/12/2014	79,000	60	84	5,040	15.67
68J48	068-598-036	8/12/2014	120,500	100	163.6	16,360	7.37
42J38	042-611-031	8/18/2014	87,672	76	70	5,320	16.48
42J37	042-599-147	8/19/2014	215,300	46	332	15,272	14.10
66J68	066-623-011	8/26/2014	59,800	73	50	3,650	16.38
03J47	003-599-029	8/26/2014	53,250	38	56	2,128	25.02
54J27	054-640-009	8/29/2014	37,902	38	50	1,900	19.95
19J65	019-599-037	9/9/2014	108,160	56	96	5,376	20.12
07J26	007-598-030	9/9/2014	76,772	42	90	3,780	20.31
31J22	031-599-013	9/9/2014	50,500	80	73	5,840	8.65
68J47	068-617-007	9/12/2014	80,252	64	112	7,168	11.20
80J23	080-598-019	9/16/2014	94,060	40	108	4,320	21.77
33J24	033-604-019	9/24/2014	76,904	60	48	2,880	26.70
33J25	033-619-013	9/24/2014	153,557	72	144	10,368	14.81
70J63	070-616-028	9/24/2014	31,080	172	72	12,384	2.51
64J44	064-599-100	10/7/2014	146,750	85	72	6,120	23.98
64J47	064-599-103	10/7/2014	104,000	50	120	6,000	17.33
17J43	017-599-096	10/14/2014	87,000	60	80	4,800	18.13
40J30	040-599-023	10/21/2014	257,800	98	192	18,816	13.70
27B88	027-701-025	10/27/2014	232,674	111	196	21,756	10.69
26J22	026-599-020	11/7/2014	36,380	36	40	1,440	25.26
10J32	010-599-018	12/11/2014	220,700	52	280	14,560	15.16
2014 Average Unit Cost							\$15.65
2014 Number of Projects							116
2015 Unit Cost							\$16.37
2015 Number of Projects							88
2016 Average Unit Cost							\$16.61
2016 Number of Projects							75
5 Year Average Unit Cost							\$15.47

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

Spring 2017

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 2017

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 ¹			0.12													9.39	Koochiching
Lake	4.82 ¹	0.56				10.31	7.30										22.99	Lake
Pine	9.25																9.25	Pine
St. Louis	19.14 ¹						7.60										26.74	St. Louis
District 1 Totals	49.70	0.56	0.00	0.12	0.00	10.31	14.90	0.00	75.59	District 1 Totals								

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

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

History of CSAH Additional Mileage Requests

Spring 2017

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 ¹																10.65	Douglas
Grant	5.42																5.42	Grant
Mahnomen	1.42																1.42	Mahnomen
Otter Tail			0.36														0.36	Otter Tail
Pope	3.63	1.20															4.83	Pope
Stevens	1.00																1.00	Stevens
Swift	0.78		0.24														1.02	Swift
Traverse	0.20	0.56		1.60													2.36	Traverse
Wilkin						0.11											0.11	Wilkin
District 4 Totals	36.57	2.02	0.60	1.60	0.00	0.11	0.00	40.90	District 4 Totals									

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

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

History of CSAH Additional Mileage Requests

Spring 2017

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 ¹		0.25			3.46											19.00	Blue Earth
Brown	7.44	0.13															7.57	Brown
Cottonwood	5.17	1.30															6.47	Cottonwood
Faribault	0.37	1.20	0.09														1.66	Faribault
Jackson	0.10																0.10	Jackson
Le Sueur	2.70	0.83		0.02													3.55	Le Sueur
Martin	1.52																1.52	Martin
Nicollet				0.60					0.54								1.14	Nicollet
Nobles	13.71	0.23			0.12												14.06	Nobles
Rock	0.50		0.54														1.04	Rock
Sibley	1.50																1.50	Sibley
Waseca	4.53	0.14		0.05													4.72	Waseca
Watonwan		0.04	0.68	0.19													0.91	Watonwan
District 7 Totals	52.83	3.87	1.56	0.86	0.12	3.46	0.00	0.00	0.54	0.00	63.24	District 7 Totals						

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

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

Totals	339.03	25.65	11.39	7.49	26.41	156.69	26.60	29.24	0.54	26.68	22.13	13.12	-7.41	39.60	5.80	0.31	727.09	Totals
---------------	---------------	--------------	--------------	-------------	--------------	---------------	--------------	--------------	-------------	--------------	--------------	--------------	--------------	--------------	-------------	-------------	---------------	---------------

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

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

Historical Documentation for the Anoka County CSAH Mileage Request

Spring 2017

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
1/1/2006	Beginning Balance	0.00	287.21	287.21
12/5/2006	Banked Mileage	(0.54)	287.21	286.67
12/5/2006	Revoke Portion CSAH 19	(3.30)	286.67	283.37
12/5/2006	Designate CSAH 62	3.47	283.37	286.84
12/5/2006	Designate CSAH 76	2.80	286.84	289.64
12/5/2006	Designate CSAH 85	1.90	289.64	291.54
3/5/2007	CR 116 - CSAH 83 To CSAH 57	2.39	291.54	293.93
3/5/2007	CR 56 - HWY 10 To CSAH 5	3.00	293.93	296.93
3/5/2007	CR 54 - I-35E To CSAH 14	2.89	296.93	299.82
3/5/2007	CR 154 - CSAH 21 To CR 54	0.75	299.82	300.57
5/15/2007	CR 102 - CSAH 1 to TH 47	2.08	300.57	302.65
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 2017

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:

Marsh Lake Road from CSAH 43 to CSAH 11

CR 151 from Sibley co line to CSAH 52

Miles

1.67

1.00

2.67

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

Historical Documentation for the Dakota County CSAH Mileage Request

Spring 2017

Dakota County CSAH mileage (09/12)	321.82
Approved Revocations	(11.62)
Requested Additions (10/12)	54.59 ³
Banked Mileage	(1.82)
TOTAL	362.97

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 ¹	2.18	334.43	336.61
1/8/2016	A-CSAH 28 from TH 149 to TH 55	0.85	336.61	337.46
3/11/2016	A-CSAH 28 from TH3 to CR 73	1.01	337.46	338.47
10/6/2016	A-CSAH 28 from CSAH 63 to TH3	0.75	338.47	339.22

These revocations need to be completed:

	Miles
P - CSAH 5 from TH 13 to CSAH 32	(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)
	(9.62)

These designations are left to be completed:

	Miles
E - Co Rd 73 from CSHA 42 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
I - Co Rd 64 from Flagstaff to Pilot Knob	1.00
B - Co Rd 9 from Highview Ave to CR 33	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 66 to CSAH 42 ²	5.60
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 79 to CSAH 47	1.25
O - new road from CSAH 47 to TH 55	3.00
	33.40

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

¹Seg. I-7 is 0.55 mi longer than listed in the initial request

²Seg. K-5 is 1.0 mi. longer than listed in the initial request

³Adjusted to reflect the footnotes above

Historical Documentation for the Olmsted County CSAH Mileage Request

Spring 2017

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
10/1/2006	Beginning Balance	0.00	315.67	315.67
10/1/2006	Banked Miles	(0.92)	315.67	314.75
3/2008	Revoke CSAH 31 - CSAH 3 to TH 52	(3.34)	314.75	311.41
3/2008	Revoke CSAH 18 - TH 52 to 0.13 mi. East	(0.13)	311.41	311.28
3/2008	Revoke CSAH 12 - TH 52 to 0.24 mi. East	(0.24)	311.28	311.04
3/2008	CSAH 18 connection to TH 52 on CR 112	1.40	311.04	312.44
3/2008	CSAH 12 to TH 52	1.26	312.44	313.70
3/1/2016	Revoke CSAH 34 - CSAH 22 to TH 52	(1.49)	313.70	312.21
5/3/2017	Revoke CSAH 4 - CSAH 22 to MSAS 104	(2.55)	312.21	309.66
5/3/2017	Revoke CSAH 25 - CSAH 22 to TH63	(1.33)	309.66	308.33

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 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)
	<hr style="width: 100%; border: 0.5px solid black;"/> (7.67)

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
	<hr style="width: 100%; border: 0.5px solid black;"/> 20.30

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

Historical Documentation for the Wright County CSAH Mileage Request

Spring 2017

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)
	(14.35)

These designations are left to be completed:

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

Banked CSAH Mileage Spring 2017

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

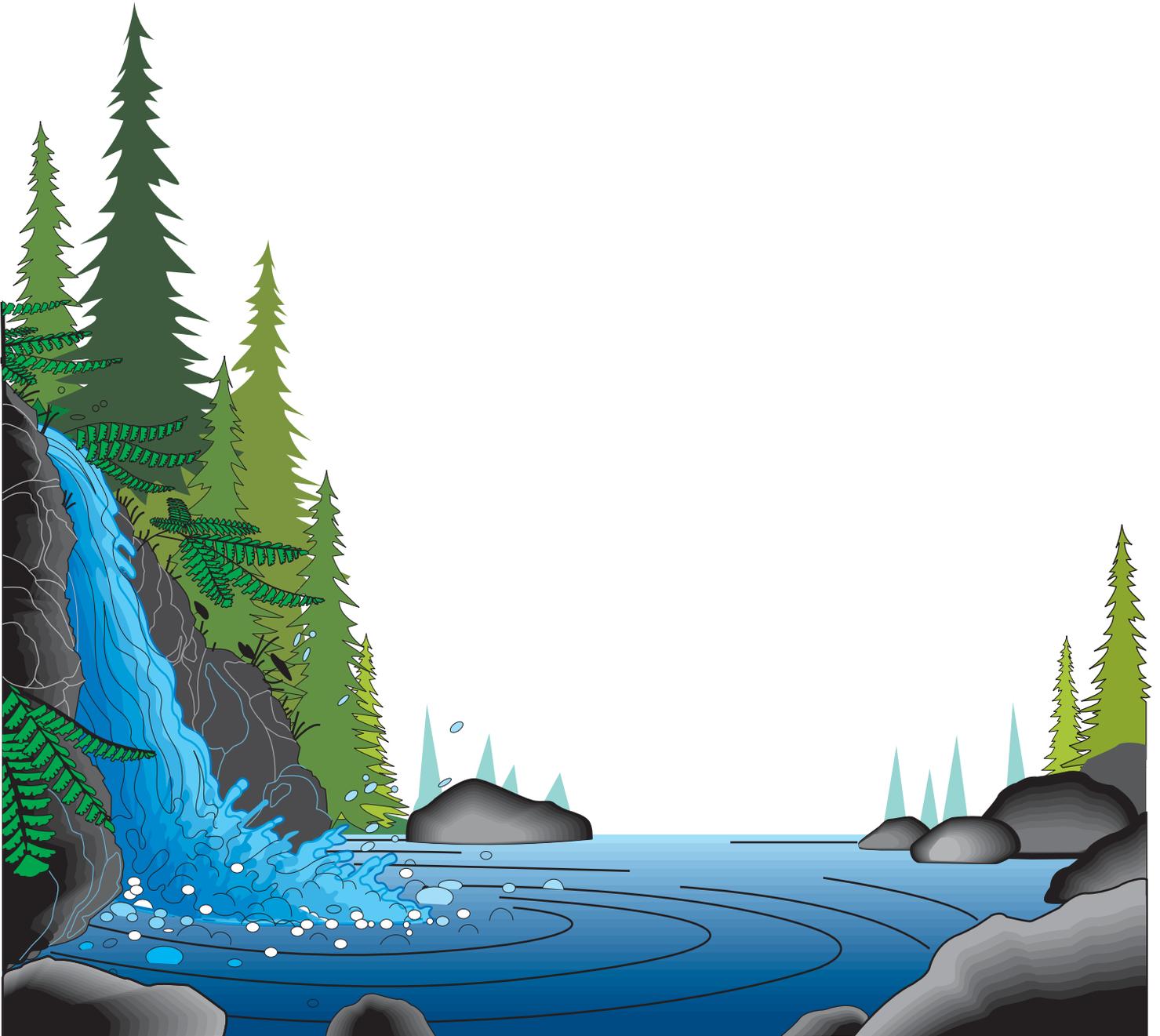
Mileage made available by an internal revision after July 1, 1990 will be held in abeyance (banked) for future designation.

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

County	Banked Mileage Available	County	Banked Mileage Available
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	1.02	Nobles	0.29
Carver	0.00	Norman	2.26
Cass	0.85	Olmsted	0.00
Chippewa	0.32	Otter Tail	0.06
Chisago	0.01	Pennington	0.35
Clay	0.37	Pine	0.46
Clearwater	0.01	Pipestone	0.14
Cook	0.01	Polk	1.50
Cottonwood	1.00	Pope	0.61
Crow Wing	0.41	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	3.39
Grant	0.00	Scott	0.12
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	0.65	Traverse	0.03
Kittson	0.00	Wabasha	0.81
Koochiching	0.20	Wadena	3.77
Lac Qui Parle	0.00	Waseca	0.32
Lake	0.00	Washington	1.99
Lake of the Woods	0.20	Watsonwan	0.68
Le Sueur	0.59	Wilkin	0.00
Lincoln	0.20	Winona	0.00
Lyon	0.00	Wright	1.27
McLeod	2.58	Yellow Medicine	0.24
Mahnomen	0.44		
		Total Banked Mileage	56.65

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

STATE PARK ROAD ACCOUNT



State Park Road Account

Spring 2017

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



COTTONWOOD COUNTY PUBLIC WORKS

JinYeene Neumann P.E., Public Works Director/County Engineer

1355 9th Avenue □ Windom, MN 56101

Ph. (507) 831-1389 Fax (507) 831-2367

July 6, 2016

Mr. David B. Sobania, Principle Engineer
DNR Management Resources
1601 Minnesota Drive
Brainerd, MN 56401

RE: 2017 State Park Road Account Funding for Rehabilitation of Cottonwood County
State Aid Highway (CSAH) 15

Dear Mr. Sobania:

Cottonwood County is seeking State Park Road Account funding in 2017 for the improvement of CSAH 15, which provides access to the Talcot Lake Wildlife Management Area (WMA). Please accept this letter and the attached supporting information as Cottonwood County's application for 2017 State Park Road Account funding.

CSAH 15 serves as the main access through the northern part of the Talcot Lake WMA. The roadway was originally paved from CSAH 7 to the Murray County Line as a cooperative effort between the Department of Natural Resources (DNR) and Cottonwood County in 1988. The pavement on CSAH 15 is in poor condition and has exceeded the 20 year design life and is in need of rehabilitation.

The proposed project will consist of performing a cold-in-place recycle on the existing bituminous pavement with a four (4) inch bituminous overlay from CSAH 7 to the Murray County Line (1.55 miles). This project will include a two (2) foot paved shoulder with a Rumble StripE as an added safety measure.

The total project length is approximately 1.55 miles with an estimated project cost of \$764,000. Cottonwood County is seeking full funding for this project less design and construction engineering costs, which are not included in this estimate.



COTTONWOOD COUNTY PUBLIC WORKS

JinYeene Neumann P.E., Public Works Director/County Engineer

1355 9th Avenue □ Windom, MN 56101

Ph. (507) 831-1389 Fax (507) 831-2367

We have included along with this letter, a project map, a letter of support from Bill Schuna, Area Wildlife Supervisor Slayton/Talcot Lake WMA, and a preliminary cost estimate.

Thank you for your consideration of this project for State Park Road Account funding. Please let me know if you have any further questions regarding the proposed improvements or this application.

Sincerely,

JinYeene Neumann
Public Works Director/County Engineer

Enclosures

ec: Bill Schuna, Area Wildlife Supervisor Slayton/Talcot Lake WMA
Judy Markl, Talcot Lake WMA Manger
Gordon Regenscheid, MN DOT District 7 State Aid Engineer
Kim DeLeRosa, MN DOT CSAH Needs Manger

Cottonwood County Public Works
 CSAH 15 Rehabilitation
 CSAH 7 to Murray County Line

Item	Unit	Est. Qty.	Unit Price	Total Cost
Mobilization	LS	1	\$50,000.00	\$ 50,000.00
Aggregate Shouldering, Class 5	Ton	1110	\$ 20.00	\$ 22,200.00
Cold in-Place Recycle Bit Mixture	SY	21120	\$ 5.00	\$ 105,600.00
Bituminous Material for Mixture	Ton	150	\$ 750.00	\$ 112,500.00
Bituminous Material for Tack Coat	Gal	4928	\$ 5.00	\$ 24,640.00
Type SP 12.5 Wearing Course Mixture (3,C)	Ton	3390	\$ 65.00	\$ 220,350.00
Type SP 12.5 Non Wearing Course Mixture (3,C)	Ton	2040	\$ 60.00	\$ 122,400.00
Traffic Control	LS	1	\$10,000.00	\$ 10,000.00
Milled Rumble Strips	LF	15840	\$ 0.50	\$ 7,920.00
6" Solid line White - Epoxy	LF	15840	\$ 0.80	\$ 12,672.00
4" Broken Line Yellow - Epoxy	LF	7700	\$ 0.75	\$ 5,775.00
4" Solid Line Yellow - Epoxy	LF	850	\$ 0.75	\$ 637.50

Estimated Construction Cost = \$ 694,694.50

Plus 10% Contingencies = \$ 69,469.45

Total Estimated Construction Cost = \$ 764,163.95

State Park Road Account

Spring 2017

Allocation Year: 2017

Annual Master Acct Allocation: \$4,197,896

Balance Available to Allocate: \$893,388
 Not Encumbered Project \$450,000
\$443,388

Current Year Transfers : \$3,304,508

Project Number	County	Trans Date	Type Work		Location	Rec Area	Orig. Encumb	Original Date
029-600-013	HUBBARD	3/24/2017	CONST	\$305,000	Inland Drive	Island Lake PWA	\$305,000	3/21/2017
030-600-007	ISANTI	3/24/2017	CONST	\$452,900	Typo Creek Drive NE	Area Lake Access	\$452,900	3/21/2017
077-600-008	TODD	3/24/2017	CONST	\$200,000	Angler Drive	Birch Lake State Forest Campground	\$200,000	3/21/2017
003-600-012	BECKER	3/24/2017	CONST	\$25,401	Hubbel Pond Rd.	Hubbel Pond	\$24,401	2/28/2017
021-600-021	DOUGLAS	3/24/2017	CONST	\$135,500	Central Ave.	Lake Osakis PWA	\$135,500	3/21/2017
021-600-022	DOUGLAS	3/24/2017	CONST	\$500,000	CR 114	Brophy Landing PWA & County Park, Central Lakes State Trail	\$500,000	3/21/2017
026-600-002	GRANT	3/24/2017	CONST	\$185,000	CR 34	Pine Ridge Park, Mustinka River	\$185,000	3/21/2017
079-600-014	WABASHA	3/24/2017	CONST	\$75,000	622nd St	Mississippi River Access, W. Newton, Halfmoon, Pool 5	\$75,000	3/21/2017
079-600-013	WABASHA	3/24/2017	CONST	\$92,500	CR 84	Upper Miss. Wildlife Refuge, McCarthy Lk. WMA, Et al.	\$92,500	3/21/2017
017-615-022	COTTONWOOD	3/24/2017	CONST	\$764,000	CSAH 15 & 7	Talcot Lake Wildlife Mgmt	\$764,000	3/21/2017
047-600-008	MEEKER	3/24/2017	CONST	\$181,461	587th, 215th & 586th	Star Lake PWA	\$181,461	3/21/2017
007-614-011	BLUE EARTH	3/24/2017	CONST	\$387,746	CSAH 14	Hobza Wildlife Management Unit	\$387,746	3/21/2017
Not Encumbered	ST. LOUIS	N/a	CONST	\$450,000	From Grand, on new alignment	Kayak Bay River Access	Not Encumbered	2/28/2017

State Park Road Account

Spring 2017

Allocation Year: 2016

Annual Master Acct Allocation: \$4,182,771

Balance Available to Allocate: \$0

Current Year Transfers : \$0

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 Sweet TWP 267	Pipestone WMA	\$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 Hubble 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	4/7/2016
013-600-013	CHISAGO	4/21/2016	CONST	\$350,800 Skogman Lake Road	Skogman Lake PWA	\$350,800	4/7/2016
013-600-014	CHISAGO	4/21/2016	CONST	\$217,800 Bending Avenue	Rabour Lake PWA	\$217,800	4/7/2016
016-600-002	COOK	4/21/2016	CONST	\$11,800 Schroeder Tote Road	Temperance State Park	\$11,800	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	4/7/2016
004-600-017	BELTRAMI	4/21/2016	CONST	\$181,500 Lake Beltrami Road NE	Lake Beltrami PWA Access	\$181,500	4/7/2016
004-600-018	BELTRAMI	4/21/2016	CONST	\$190,000 Beach Lane NE	Lake Beltrami PWA Access	\$190,000	4/7/2016
035-600-002	KITTONSON	4/21/2016	CONST	\$224,409 Gilbert Olson Park Road	Two Rivers PWA Gilbert Olson Park	\$224,409	4/7/2016
007-600-002	BLUE EARTH	4/21/2016	CONST	\$160,000 Lake View Rd. & 622nd Lane	Madison Lake PWA	\$160,000	4/7/2016
040-600-004	LE SUEUR	4/21/2016	CONST	\$200,000 Clear Lake Lane	Clear Lake PWA	\$200,000	4/7/2016
056-600-027	OTTER TAIL	4/29/2016	CONST	\$102,449 Bankers Drive	Ten Mile Lake PWA	\$102,449	4/7/2016
009-600-004	CARLTON	5/3/2016	CONST	\$86,256 Kettle Lake Road		\$86,256	4/8/2015
069-600-045	ST. LOUIS	5/4/2016	CONST	\$57,095 Commonwealth Ave.	Boy Scout Landing	\$375,260	4/8/2015
018-600-031	CROW WING	5/11/2016	CONST	\$106,000 North Drive	Pelican Lake PWA	\$106,000	4/7/2016
023-600-005	FILLMORE	5/11/2016	CONST	(\$504,500) 180th St / Old Cave Road	Mystery Cave State Park	Declined Project	4/8/2014
018-600-032	CROW WING	6/15/2016	CONST	\$330,400 215th St and 455th Place	DNR Public Landing		
007-600-002	BLUE EARTH	7/12/2016	CONST	\$183,600 Lake View Rd. & 622nd Lane	Madison Lake PWA	\$160,000	4/7/2016
029-600-012	HUBBARD	8/25/2016	CONST	(\$60,452) Second Street NE	Garfield Lake	\$174,000	4/8/2015
033-600-006	KANABEC	8/26/2016	CONST	\$410,000			
033-600-005	KANABEC	8/26/2016	CONST	\$460,000			
007-600-002	BLUE EARTH	8/29/2016	CONST	\$18,800 Lake View Rd. & 622nd Lane	Madison Lake PWA	\$160,000	4/7/2016
086-600-007	WRIGHT	8/29/2016	CONST	\$218,780			
004-600-015	BELTRAMI	9/12/2016	CONST	(\$10,246) Lake Beltrami	Lake Beltrami Road NE	\$49,000	4/29/2014
061-641-007	POPE	9/12/2016	CONST	(\$6,169) CSAH 41	Glacial Lakes State Park	\$550,000	4/8/2015
004-600-016	BELTRAMI	9/22/2016	CONST	\$3,684 Black Duck Lake	Hines TWP Rd	\$69,000	4/29/2014
024-638-004	FREEBORN	10/5/2016	CONST	\$440,000 Myre Big Island State Park	CSAH 38 (Entrance)		N/A
023-600-006	FILLMORE	10/5/2016	CONST	\$173,900 Grosbeck Road			
023-600-008	FILLMORE	10/5/2016	CONST	\$99,200 Root River	Rushford		
069-600-024	ST. LOUIS	12/1/2016	CONST	(\$5,791)			
024-638-004	FREEBORN	12/8/2016	CONST	\$250,000 Myre Big Island State Park	CSAH 38 (Entrance)		N/A
001-600-017	AITKIN	12/12/2016	CONST	(\$31,302) Hazelton TWP	Mallard Lake PWA	\$49,000	4/29/2014
049-600-031	MORRISON	12/20/2016	CONST	\$44,280			
040-600-004	LESUEUR	12/20/2016	CONST	\$148,988 Clear Lake Lane	Clear Lake PWA	\$200,000	4/7/2016
				\$4,182,771			

State Park Road Account

Spring 2017

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	4/8/2015
021-600-020	DOUGLAS	4/22/2015	CONST	\$117,358	Geneva Road	Lake Geneva Public Access	\$117,358	4/14/2015
029-600-012	HUBBARD	4/24/2015	CONST	\$174,000	Second Street NE	Garfield Lake	\$174,000	4/8/2015
038-600-016	LAKE	4/28/2015	CONST	\$398,600	Pine Road	White Iron Lake	\$398,600	4/8/2015
023-600-005	FILLMORE	5/1/2015	CONST	\$504,500	180th St / Old Cave Road	Mystery Cave State Park	Declined Project	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	4/8/2015
						Collinwood Park, Lake		
086-600-006	WRIGHT	5/1/2015	CONST	\$195,750	Rhoads Ave. SW	Access	\$195,750	4/8/2015
001-600-017	AITKIN	6/9/2015	CONST	\$90,124	Hazelton TWP	Mallard Lake PWA	\$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
033-600-003	KANABEC	7/14/2015	CONST	(\$17,982)				
033-600-004	KANABEC	7/14/2015	ROW	\$17,982				
033-600-004	KANABEC	7/14/2015	ROW	(\$17,982)				
033-600-004	KANABEC	7/14/2015	FORCE	\$17,982				
033-600-004	KANABEC	7/14/2015	FORCE	(\$0)				
						Pipestone Wildlife		
059-600-002	PIPESTONE	7/14/2015	CONST	(\$105,224)	Sweet TWP 267	Management Area	\$500,000	6/4/2013
059-600-003	PIPESTONE	7/14/2015	CONST	\$105,224				
						Vermillion Highlands WMA		
						and the Vermillion River		
019-600-022	DAKOTA	7/16/2015	CONST	\$232,000	170th Street / Station Trail	WAMA	\$232,000	4/8/2015
027-600-010	HENNEPIN	7/16/2015	CONST	\$357,000	Old Cedar Avenue	Minnesota Valley State Trail	\$357,000	4/8/2015
002-600-012	ANOKA	7/16/2015	CONST	(\$212,997)	Jordrell Ave	Carlos Avery	\$215,000	8/28/2008
069-600-040	ST. LOUIS	8/13/2015	CONST	(\$3,256)	Stuntz Bay Rd - Twp	Lake Vermillion	\$250,000	8/2/2010
069-600-042	ST. LOUIS	8/13/2015	CONST	(\$125)	McKinley Acres Rd	Lake Vermillion	\$100,000	12/21/2012
018-600-030	CROW WING	8/26/2015	CONST	(\$6,792)			\$238,800	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	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
				\$3,991,000				

REFERENCE MATERIAL



Maintenance Facilities

	CY 1997	Project #	
Cook	665,000.00	* Bond	Original Bond \$650,000-added
Rice	<u>108,004.47</u>		15,000 when refinanced
	773,004.47		Computerized Fuel System
CY 1998			
Koochiching	118,543.41	Maintenance	International Falls Storage Shed
Lake of the Woods	300,872.29	C to M	Maintenance Facility
Pipestone	<u>31,131.16</u>	Maintenance	Fueling System & Remodeling
	450,546.86		
CY 1999			
Morrison	33,590.98	C to M	2 salt storage buildings
Waseca	<u>1,800,000.00</u>	* Bond	Maintenance Facility
	1,833,590.98		
CY 2000			
Carver	343,632.04	C to M	Public Work Bldg
Mahnomen	422,867.00	C to M	Maintenance Facility
Pine	<u>363,848.03</u>	Maintenance	Sandstone Bldg Addition
	1,130,347.07		
CY 2001			
Carver	500,000.00	C to M	Public Work Bldg
Nobles	<u>500,000.00</u>	C to M	Maintenance Facility
	1,000,000.00		
CY 2002			
Carver	168,398.26	Maintenance	Public Work Bldg
Dodge	109,816.45	020-625-001	Access to maintenance facility
Hennepin	<u>260,000.00</u>	C to M	Salt/Sand storage facility-Orono
	538,214.71		
CY 2003			
Cottonwood	90,458.55	C to M	Salt shed
Watowan	<u>56,808.83</u>	083-040-001	St James Shop
	56,808.83		Pymts in 2003 & 2004
CY 2004			
Carlton	550,000.00	C to M	Maintenance Facility
Cottonwood	<u>147,429.02</u>	017-040-001	Windom Addition
	697,429.02		Pymts in 2003 & 2004
CY 2005			
Dodge	160,000.00	020-040-001	Maintenance Facility
Morrison	1,134,368.89	C to M	Public Works Bldg
Swift	<u>417,102.00</u>	C to M	Admin office & outshops
	1,711,470.89		
CY 2006			
Hubbard	280,000.00	029-040-001	Maintenance Facility
Kandiyohi	1,164,576.40	034-040-001	Maintenance Facility
Meeker	1,000,000.00	047-040-001	Maintenance Facility
Pennington	66,811.40	057-040-001	Hwy Fac Upgrade
Renville	<u>313,500.00</u>		Franklin Facility
			Paid 2/15/2006
			Paid 95% 2006 - 5% 2007
			Paid 95% 3/20/07 - 5% 2008
			Paid 2/2007
			No pay request yet

2,824,887.80

CY 2007

Lake of the Woods	<u>95,943.50</u>	039-040-001	Salt/Sand Storage	Paid 95% 2007 - 5% 2009
	95,943.50			

CY 2008

Pope Co.	<u>900,000.00</u>	061-040-001	Glenwood Maint. Bldg.
	900,000.00		

CY 2009

Martin Co.	<u>85,410.08</u>	046-040-001	Maint. Bldg.
	85,410.08		

CY 2015

Washington Co.	<u>2,200,000.00</u>	082-040-001	Public Works Maintenance Bldg	Paid 2015
	2,200,000.00			

CY 2016

Watsonwan Co.	<u>-</u>		No dollar amount yet
	-		

Total to date	<u><u>14,297,654.21</u></u>		
---------------	-----------------------------	--	--

* - Projects funded with bonds

C to M - Construction allocation was reduced and Maintenance allocation was increased & then paid from their Maintenance account

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 2017

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

Approved CSAH Variances

Spring 2017

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
2016-21	Fillmore County	12/22/2016	<u>8820.9922 Minimum Design Standards: New Bridge, Rplacemtn of Rehab Projects and Approach Rdwys on Rural or Suburban Undivided Rdwys no on the State-Adj System. Requested - 20MPH horizontal curve in lieu of 30 MPH curve</u>	12/29/2016	SAP 023-599-150; (heron Road; Township of Carrolton) Replace Bridge #L4778 with #23536
2016-12	Hennepin County	8/16/2016	<u>8820.9936 Minimum Design Standards, Urban: New or Reconstruction Projects</u> Request - 10.83' travel lane wisth in lieu of minimum 11'; 8' parking lane width in lieu of min 10'. 1.5' curb reaction in lieu of min. 2'.	Admin Approval	SP 27-603-061 (SP 27-603-30, -48 & -58)(CP 2986401 & CP 2150800)
2016-06	Wabasha County	4/6/2016	<u>8820.9936 Minimu Design Standards, Urban: New or Reconstruction Projects;</u> requested: 10' traffic kane widths in lieu of 11' traffic lane widths	Admin Approval	SAP 79-663-001; CSAH 63 in the City of Minnieska; Bennet Ave between Wellington St and Taylor hill Dr.
2016-06	Wabasha County	4/6/2016	<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 th , 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).
2016-05	Redwood County	3/24/2016	<u>8820.9936 Minimum 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. between 4th St and St. John's St.	4/11/2016	SAP 64-602-024; CSAH 2 (Carlton Ave. in Morgan) Reconstruction from TH 67 to Reetz St. in the City of Morgan
2016-05	Redwood County	3/24/2016	<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
2016-04	Todd County	3/24/2016	<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	4/11/2016	SAP 77-622-013; CSAH 22 (Main Street in the City of Eagle Bend); Reconstruction from US Hwy 71 to 3rd Ave SE
2016-04	Todd County	3/24/2016	<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
2016-03	City of Foley/Benton County	3/24/2016	<u>8820.9961 Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking.</u> -Requested: 45 degree diagonla parking stall width of 18' in lieu of 20'	4/11/2016	SAP 005-620-003; CSAH 20 (4th Ave. N.) Reconstruction between Stony Brooke Creek to Main Street
2016-013	Hennepin County	9/22/2106	<u>8820.9936 Minimum Design Standards, Urban: New or Reconstruction Projects:</u> - 8' in lieu of 10' parking lane width throughout. - 2' in lieu of 4' curb reaction distance at bus stops	9/27/2106	SAP 027-602-007 & -008; (CP 21211000: CSAH 2 (Penn Ave N) from Glenwood Ave N to 44th Ave N in Minneapolis

Approved CSAH Variances

Spring 2017

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
2015-22	Cass County	12/17/2015	<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	12/18/2015	CSAH 77 in the City of Lake Shore
2015-19	Washington County	12/17/2015	<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.	12/18/2015	South Frontage Road of TH 36 (CSAH 26)
2015-18	Washington County and the City of Marine on St. Croix	12/17/2015	<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.	12/18/2015	Broadway Street (CSAH 4)- SAP 82-604-012 ; Reconstruction from Ostrum Trail to TH 95
2015-11	Douglas County	9/24/2015	<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.	10/13/2015	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.
2015-04	Carlton County	3/19/2015	<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.	3/24/2015	SAP 009-598-016; Rehabilitation of Bridge L1230 on County Road 131 over the Kettle River
2015-03	Becker County	3/19/2015	<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)	3/24/2015	SAP 003-607-022; Replace Bridge 7175 with Bridge 03513 on CSAH 7 over BNSF Railroad in the City of Lake Park
2015-01	Ramsey County	3/19/2015	<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.	3/24/2015	SP 062-665-052 ; White Bear Avenue (CSAH 65) from I-94 to Beech St.
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	7/22/2014	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.

Approved CSAH Variances

Spring 2017

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
2014-11	Fillmore County	6/19/2014	<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'	6/24/2014	Preble Twp (441st Ave) Bridge Replacement – SP 023-599-186 ; Replace Bridge L4665 with Bridge 23K31 (culvert)
2014-10	Faribault County	6/19/2014	<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'.	6/24/2014	SP 022-606-020 ; Main Street in City of Blue Earth (CSAH 6)
2014-09	Le Sueur County	6/19/2014	<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	6/24/2014	Tyrone Twp. (Twp Rd 194) – SP 40-599-023 ; Replace Bridge L5907 with Bridge (culvert)
2014-07	Rock County	3/20/2014	<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.	3/20/2014	SP 067-613-004 & SP 067-613-005; CSAH 13 ; Replace Bridge L2135 with Bridge 67K23; Replace Bridge L2136 with 67K24
2014-06	Clay County	3/20/2014	<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.	3/20/2014	SP 14-618-013 CSAH 18 from TH 75 to approximately 1 mile east of CSAH 11
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
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
2013-20	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.

Approved CSAH Variances

Spring 2017

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
2013-18 Tied to 2012-6	Hennepin County	Admin	Chapter 8820.9941 Minimum Design Standards: On-Road Bicycle Facility For Urban; New Or Reconstruction Projects: <ul style="list-style-type: none"> · Standard Bicycle Lane Width: 6 feet · Variance Bicycle Lane Width: 5 feet 	Jan 2, 2014 Admin Approval	
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: Standard Bicycle Lane Width: 6 feet, Variance Bicycle Lane Width: 5 feet	1/2/2014	CSAH 9 from Josephine Lane North to York Avenue North
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 (Maywood Rd SW) in conjunction with the repair of Bridge 89182 over the South Fork of the Zumbro River.
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
2013-11	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
2013-10	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
2013-09	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)
2013-08	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 ;
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.
2013-05	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
2013-04	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

Approved CSAH Variances

Spring 2017

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
2013-02	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)
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
2012-13	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	11/8/2012	Historic Bridge No. 89859 deck rehabilitation over the Redwood River
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
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
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
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
2010-21	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
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

**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.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
Amount Allocated	\$2.7 M	\$2.9 M	\$3.1 M	\$3.2 M	\$3.3 M
Number of Projects	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

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

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

Revised: 2/2016



MINUTES OF THE COUNTY ENGINEER'S
 SCREENING BOARD MEETING
 OCT. 26 & 27
 Breezy Point Resort

The fall meeting of the County Engineer's Screening Board was called to order by Vice Chair Kaye Bieniek, Olmsted County Engineer, at 1:36 p.m. on October 26, 2016. Vice Chair Bieniek announced that the Board of Directors' meeting went longer than expected this morning so we will be adding a couple of Minnesota County Engineers Association Board of Directors' agenda items to this afternoon's Screening Board Agenda. The items added to today's agenda are: 1) Continued discussion on State Park Road Account Funding, 2) MnDOT's detour policy as it relates to using our local roads for state detours, 3) Any state aid items that State Aid wants to bring up because they ran out of time at this morning's meeting. Upon adding those items, the agenda was declared complete by Bieniek.

Attendance

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

Krysten Foster, Lake County	District 1
Rich Sanders, Polk County	District 2
Bruce Cochran, Mille Lacs County	District 3
Tracey Von Bargaen, Grant County	District 4
Joe Triplett, Chisago County	Metro
Lyndon Robjant, Carver County	Metro
Kaye Bieniek, Vice Chair - Olmsted County	District 6
Seth Greenwood, Chair - Nicollet County	District 7 - Absent
Willy Rabenberg, Redwood County	District 8
Doug Fischer, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Jim Grube, Hennepin County	Urban
Jim Tolaas, Ramsey County	Urban
Jim Foldesi, St. Louis County	Urban - Absent
Wayne Sandberg, Washington County	Urban

Alternates in Attendance

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

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
Brian Pogodzinski, Houston County	District 6
Darrell Pettis, Le Sueur County	District 7 - Absent
Aaron VanMoer, Lyon County	District 8

Upon completion of roll call, Vice Chair Bieniek gave special recognition to State Aid Engineer Mitch Rasmussen, Assistant State Aid Engineer Ted Schoenecker, State Aid Needs Manager Kim DeLaRosa, for being in attendance at today's meeting. Vice Chair Bieniek then recognized and welcomed all District State Aid Engineers and other Department of Transportation personnel in attendance. The attached attendance roster shows complete attendance including county engineers, MnDOT personnel and any others.

Approval of Screening Board Minutes

Vice Chair Bieniek requested a motion to approve the minutes of the June 2016 Screening Board meeting. *Motion to approve the June 2016 minutes was made by Rich Sanders, Polk County and seconded by Doug Fischer, Anoka County. Upon calling for any further discussion and none being presented, the vote was called and the motion passed unanimously.*

Review of the Screening Board Book

State Aid Needs Manager Kim DeLaRosa 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 2017 distribution. Kim reminded those present that the needs are no longer the biggest driving force in the distribution of dollars going to each county, but the dollars themselves, along with a number of new factors, are the primary driving force behind the distribution to each county. Kim also mentioned that the total distribution for 2017 is projected to be up 1.5% - 2.5%, but the book is showing it as a 1.5% increase because we do not know for sure how much revenue we will have by the end of the year.

Kim discussed the following information from the fall 2016 Screening Board Data book:

A. General Information, Basic Needs Data, Adjustments and Deductions— Pages 1-25

Pages 2-3 show the history of miles and needs and the distribution amount since 1958.

Pages 4-5 show the raw calculations of the Basic 25-Year Construction needs under the new system using the newly accepted components of the system: construction, ROW, preservation, structures, signals, RR X-ings, and interchanges.

Pages 6-7 show the restrictions. Screening board restrictions were first introduced a long time ago. Under the old system you had maximum restriction of 20% above or below the statewide average change in needs. Under the new system, that change is restricted to 10% above or below the statewide average change in needs. This year the state-wide average change is +3.8% so, using the 10% up or down rule, every county is restricted to a maximum 13.8% increase in needs and you cannot fall below -6.2% if your needs are decreasing.

Pages 8-9 show each county's construction fund balances and any deductions that apply if you are carrying too high of a fund balance. The balances shown were taken on September 1, 2016. A new fund balance will be taken at the end of the calendar year. 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 2017.

Pages 10-12 show the Mill Levy Deduction for each county (new State Auditor terminology would call this a Tax Capacity deduction and not refer to a mill levy). This is a statutory deduction and does not go away under the new needs calculation system. This deduction is applied to the annual needs each year and is based on your county's personal property market value. The property values for each county are supplied by the MN Department of Revenue.

Pages 13-14 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).

Pages 16-17 show a summary of all the needs adjustments for each county and an annual apportionment sum based on the needs factors and adjustments.

Pages 20-21 show the effect of each county's money needs on the apportionment sum and the excess sum.

Pages 22-23 show the tentative distribution to each county in 2017 in terms of the apportionment and excess sums with a final tentative distribution shown for each county in the last column.

Pages 24-25 show the Screening Board minimum county adjustment of 0.55% of the total distribution amount. Therefore, the distribution shown at the bottom of page 25 multiplied by 0.55% means that the total minimum distribution to any county for 2017 would tentatively be \$3,090,025. These pages show each county's final distribution from both the apportionment and excess sums.

B. Money Needs Adjustment

Shown on pages 26-27 is the newest adjustment approved by the Needs Task Force called the Money Needs Adjustment. After all other restrictions and adjustments have been made, a final adjustment is made to each county's money needs (+/-) in order to provide a stable money needs allocation for each county based on statewide changes in the distribution amount. This adjustment provides that no county receive a percentage increase in money needs allotment less than 25% of a statewide percentage increase in money needs distribution from the prior year. It also provides that no county receive a percentage decrease in money needs allotment greater than 125% of a statewide percentage decrease in money needs distribution from the prior year.

Then finally, on pages 28-31, the final components of the tentative 2017 distribution are on the first two pages followed by a comparison of the 2016 distribution to the tentative 2017 distribution for each county. No county will receive a lower distribution in 2017 than was received in 2016. Note that the final numbers on pages 28-29 reflect a 1.5% increase in available funds statewide and the actual funds available for 2017 are now projected to likely be greater than 2% so these tentative distribution amounts are expected to increase.

C. Mileage Requests

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 the criteria on page 35 when they review mileage requests on behalf of the Minnesota County Engineer's Screening Board. Pages 36-43 show the history of mileage requests.

D. State Park Road Account

Before the meeting today, Kim sent out an email notifying counties that Sherburne County has a project request from the State Park Road Account fund. Andy Witter, Sherburne County Engineer is requesting a 5.1-mile reclamation and paving project on CSAH 9 within the Sherburne National Wildlife Refuge. The Minnesota Statute governing the state park road account fund, 162.06 Sub. 5, is shown on page 46. Under that statute, the Screening Board must approve a project on the CSAH system requesting state park funds before any state park road funds can be appropriated by the DNR.

Polk County Engineer Rich Sanders questioned if this project is eligible for state park road funding because he has tried to do work on federal lands in the past and was denied because the project lacked a required connection to state or local facilities.

State Aid Engineer Mitch Rasmussen asked if the Board wished to approve the Sherburne County State Park Road Account request contingent on it meeting criteria that other counties have been subject to meet prior to receiving funding. Vice Chair Bieniek then asked Secretary Nick Anderson to read aloud MN Statute 86A.04, which is the definition the DNR is supposed to be using to define what is eligible for state park road funding.

MN Statute 86A.04 reads as follows:

The outdoor recreation system shall consist of all state parks; state recreation areas; state trails established pursuant to sections 84.029, subdivision 2, 85.015, 85.0155, and 85.0156; state scientific and natural areas; state wilderness areas; state forests; state wildlife management areas; state aquatic management areas; state water-access sites, which include all lands and facilities established by the commissioner of natural resources or the commissioner of transportation to provide public access to water; state wild, scenic, and recreational rivers; state historic sites; state rest areas, which include all facilities established by the commissioner of transportation for the safety, rest, comfort and use of the highway traveler, and shall include all existing facilities designated as rest areas and waysides by the commissioner of transportation; and any other units not listed in this section that are classified under section 86A.05. Each individual state park, state recreation area, and so forth is called a "unit."

Chisago County Engineer Joe Triplett mentioned that in light of the definition above, he thought it prudent to point out that the project does not have to be for improving access to state facilities; it can be used to improve access to local lake accesses and local infrastructure as well. Grant County Engineer Tracey VonBargen clarified that what Mr. Triplett was referring to was that projects on county or township roads do not require Screening Board approval. Only CSAH routes require Screening Board approval and lake accesses need to be DNR accesses. In other

words, funding cannot be approved for a local lake access not on the DNR inventory. After much further discussion, Dakota County Engineer Mark Krebsbach asked if someone could get clarification prior to tomorrow's meeting on what criteria is actually required to make this project eligible since 86A.04 makes strong reference to 'State' owned facilities only. Vice Chair Bieniek then asked those present to do some homework tonight and check out the statutes, requirements, criteria, etc., and bring what they learn for discussion and action at tomorrow's meeting.

D. Traffic Projection Factors (TPF)

Each county's traffic projection factor is shown on Page 52. Of the 25 counties that had their TPF change, 2 counties went up, 8 counties stayed the same and 15 went down.

At the fall 2015 screening board meeting and at all the 2015 fall pre-screening board meetings the traffic projection factor resolution was discussed. Under the new needs system, the traffic projection factor is used to calculate and distribute funds to all 87 counties. Every two years in the metro area and every four years in rural Minnesota, traffic counts are taken and each county then gets a new average annual ADT. The needs section calculates a new projection factor for each county using least squares progression formula. Kim stressed that the discussion last year was that this projection factor is for needs purposes only. It is not a factor to be used for design or construction of roadway geometrics. Therefore, to keep things on a level playing field so that all counties are treated the same in regard to their ability to get a traffic projection factor change approved by their DSAE, it was discussed last year that one sentence should be removed from the Screening Board resolution. The proposed change to the resolution is shown below:

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.

The resolution stops any county from dropping below a factor of 1.0. Kim mentioned that of the 32 counties that currently have a 1.0 TPF, 18 of those counties are in reality experiencing a negative TPF meaning traffic volumes are actually on the decline, on average, in those counties. This does not mean some of their routes are not increasing significantly, it only means that on a system-wide average their traffic counts are declining.

F. Research Account

A certain amount of money has been set-aside annually by the Screening Board for research projects. In recent years that amount has been ½ of 1% (0.5%) of the total distribution amount of the previous year. Tomorrow the Screening Board will need to decide if anything will be set aside for research projects in 2017.

G. Other Topics

State Park Road Account: Hennepin County Engineer Jim Grube asked if we could go back and revisit the Sherburne County state park road request. Based upon the termini of the project, the fact that it is a CSAH route, and the fact that it serves park headquarters, public parking areas and public restrooms, Jim believed the project is likely eligible for state park road funding. Vice Chair Bieniek confirmed that the Screening Board would be looking to take some sort of action on the Sherburne County request after some further research on the topic this evening.

MnDOT Detour Policy: Mitch Rasmussen, State Aid Engineer reported that MnDOT has just completed their review of the cost participation policy as it pertains to detours and MnDOT's use of local roads for detour routes. State Aid is now looking for some direction from the counties on what their wishes are concerning the detour policy and the reimbursement formula that is currently used to calculate compensation to the locals. The question from State Aid is, "Do the counties wish to have the policy re-reviewed so that the reimbursement part of the policy and the formula used to calculate a reimbursement amount are looked at closely?" The reason for asking is that many counties have taken issue with the reimbursement amount being too small to adequately compensate a county or city for the damage caused by the detour.

Lake County Engineer Krysten Foster reported that her county had a MnDOT detour on one of her CSAH roads this summer and the compensation she received for extra traffic and loads carried was not sufficient. MnDOT had used ADT in the calculation, which she thought was a reasonable way to do it, but the number they used was about half of what the actual ADT was using the detour.

Polk County Engineer Rich Sanders stated that he was in favor of everything related to the detour policy being looked at for improvement. State Aid Engineer Mitch Rasmussen stated that those sentiments were consistent with his own thoughts on the issue.

Hennepin County Engineer Jim Grube asked that the improved policy include definition on whether the county is responsible at all for crashes that happen on a MnDOT detour. Jim also asked that definition be included on who is responsible for snow and ice control on MnDOT detours when they are left in place over the winter.

Anoka County Engineer Doug Fischer mentioned that he would like to see the policy layout how MnDOT haul roads are addressed vs. MnDOT detours in the counties. Doug cited a project on which MnDOT used a CSAH route as a haul road all summer and the result was a rutted pavement that really needed a mill and overlay and what the county received in compensation was miniscule in comparison to a mill and overlay.

Needs Software Rewrite: State Aid Engineer Mitch Rasmussen reported that State Aid is deep in development of the new needs software with the first delivery date by December 31, 2016. Mitch said they have been assured that something will be completed by late December, but that it will not be the entire program. State Aid is holding out hope that the software will be developed completely or at least developed far enough by mid-2017 that they will be using it to calculate the 2018 distribution.

Traffic Projection Factor (TPF): It was requested that we revisit the TPF discussion. Dakota County Engineer Mark Krebsbach stated that he would like to understand the whole methodology used since he believes there is a disconnect between the average annual traffic numbers used and the resulting TPF. State Aid Needs Manager Kim DeLaRosa stated that the methodology used has been the same since the original method for generating an average TPF was adopted by the Screening Board in the very beginning of the needs system. Kim added that the reason for consideration of striking the sentence out of the TPF resolution is that the districts were not treating changes to segmental TPFs equally. Kim also mentioned that at last year's meetings many districts were concerned that segment changes in TPF were being allowed at all and two of the districts were very strongly in favor of no changes to any segmental TPF being allowed in any district.

State Aid Engineer Mitch Rasmussen stressed that the TPF used is for needs distribution only and not intended for design of roadways because the TPF used in the needs is a blend of all the traffic counts in a county and is intended to be a 'countywide average TPF' for your county's whole system and therefore, will not be correct for every segment in your county. Mitch pointed out that in the past a county would do a traffic analysis on a corridor or segment and if it was advantageous, they would request that the resulting TPF be put into the needs. But what they didn't realize is that the TPF used in the needs is supposed to reflect a county wide average of your traffic and incorporate all the rising traffic count segments as well as all the falling traffic count segments. So just changing the TPF on segments that are advantageous causes an unfair distribution effect. In Mitch's opinion, that one sentence in the TPF resolution allows a sort of 'cherry picking' effect where you only change the TPF if it is beneficial and not otherwise.

Dakota County Engineer Mark Krebsbach stated that we definitely do want the TPF to reflect the trends accurately for distribution purposes. However, Mark suggested that the General Subcommittee look at this and see if there is a way that we can become consistent statewide in how we are doing our counts because there seems to be a disconnect when he looks at how some of his traffic counts are growing. Part of what is needed, Mark said, is a good understanding of how these TPFs are generated because most of us do not possess a clear understanding right now.

Hennepin County Engineer Jim Grube pointed out that the Least Squares method takes a number of data points and creates a linear straight-line relationship between all those data points. Then that straight line can be used to project into the future where your county is trending. If the line is sloping upward as you move through time then your traffic counts are rising and if it's sloping downward as you move through time then your counts are diminishing. Jim stated that he is in favor of the General Subcommittee taking a look at this, but that the issue will be in the accuracy of the counts used to create the data points. Jim stated that he did not believe that the method was flawed because Least Squares progression is a proven method, however the counts used may be where we find our inconsistencies from county to county. Jim stated the how-and-when aspects of taking traffic counts may be causing the most inconsistencies.

Vice Chair Bieniek stated that we should wind down the discussion for now and that the action tomorrow, on removing the sentence from the TPF resolution, should be concentrated on the thought that we want the resolution to create a level playing field as far as needs distribution is concerned and whether or not the Board wishes to send this topic to committee for further discussion, review and recommendation.

Vice Chair Bieniek asked if there was any other discussion or topics that the Board wished to bring forward at this time. Hearing none Vice Chair Bieniek asked if there was a motion to recess.

A motion to recess the Screening Board meeting until tomorrow morning at 8:30 was offered by Joe Triplett, Chisago County and seconded by Mark Krebsbach, Dakota County. The motion passed unanimously.

OCTOBER 27, 2016 - Fall 2016 Screening Board Meeting

The meeting reconvened on October 27, 2016. Vice Chair Bieniek called the meeting to order at 8:35 am.

Vice Chair Bieniek asked the Board if there was any comment on the fall Screening Board book and what State Aid Needs Manager Kim DeLaRosa presented yesterday. Hearing none, Vice Chair Bieniek asked if there was a motion to accept the book and make a recommendation to the Commissioner. *A motion to recommend approval of the miles and needs shown in the book to the Commissioner of Transportation, to be used in the 2017 county distribution was offered by Joe Triplett, Chisago County and seconded by Doug Fischer, Anoka County. After calling for further discussion and hearing none, Vice Chair Bieniek called for the vote. The motion passed unanimously.*

Vice Chair Bieniek announced that the second item of business today is the Sherburne County State Park Road Account funding request and that the Board should see, by the email received last night from Sherburne County Engineer Andy Witter that they no longer need to address that issue because Andy has withdrawn his request. Chisago County Engineer Joe Triplett asked to speak on the issue. Joe stated that with all due respect, he wished to offer a motion to approve the Sherburne County request and let the DNR sort out whether or not this project meets eligibility requirements under the current criteria the DNR is using to award projects. Lyndon Robjert, Carver County, seconded the motion. Upon calling for further discussion Anoka County Engineer Doug Fischer stated that he would reluctantly not support that motion because he believed that once a County Engineer rescinds their request for project funding from this account that there is nothing for the Screening Board to act upon.

Doug also stated that he felt that this is an action that the Minnesota County Engineer's Screening Board is required to take under the statutes, and therefore he felt that use of the General Subcommittee to review the State Park Road Account project selection process and make recommendations to the Screening Board was an appropriate action.

State Aid Engineer Mitch Rasmussen asked that Doug clarify his comments by asking Doug if he was suggesting that the General Subcommittee review how projects are selected on just the CSAH routes as the statute mandates or was he suggesting that the General Subcommittee review the larger issue of how all the projects that get funded from the State Park Road Account get selected and the criteria behind those selections. Doug responded that obviously we have issues with how

these projects are being selected on the CSAH system and he felt that was only part one of the statute. Part two is how the projects that are just between the locals and the DNR are being approved. Doug felt that the General Subcommittee could at least review the CSAH system project or part one of the statute and if needed, the BOD could deal with part two and how the projects that are just between the locals and the DNR are selected. Doug felt that the Screening Board should take up this issue and be in the lead. Mitch then thanked Doug for clarifying his comments.

Dakota County Engineer Mark Krebsbach stated that he agreed with Doug's comments in that when the words 'Screening Board' and 'approve' are used in the same sentence and statute, that this is an issue for the Screening Board to take up. Mark stated that maybe the Board needs to first act on the motion by Mr. Triplett, but he would like to offer a second motion right after that the Screening Board, possibly working with the MCEA Board of Directors, does take action to resolve the project selection issues surrounding the State Park Road Account.

Vice Chair Bieniek asked if Chisago County Engineer Joe Triplett and Carver County Engineer Lyndon Robjent would like to take their motion and second off the table. Both answered 'yes', so the motion and second was rescinded. Vice Chair Bieniek then asked Dakota County Engineer Mark Krebsbach if he would like to make the motion he had mentioned previously. Mark stated that he would like to make a motion that the Screening Board General Subcommittee work with the Screening Board Chair and President of MCEA to look into the State Park Road Account matters discussed today and yesterday and that a letter be sent from the Screening Board Chair with the Board's perspective on how the State Park Road Account project selection process should work going forward and the motion was seconded by Chisago County Engineer Joe Triplett. Upon calling for further discussion, Polk County Engineer Rich Sanders pointed out that this was really a legal matter since it deals directly with current state statutes. Hennepin County Engineer Jim Grube then asked if any attorney in the Attorney General's Office is at the service of State Aid. State Aid Engineer Mitch Rasmussen answered that State Aid has access to General Council from within the Attorney General's Office. Jim then stated no County Engineer is in position to provide a legal opinion on these issues. Legal council for both the DNR and State Aid, on behalf of the Screening Board will be looking into this and providing legal opinion and possibly sit down and engage in debate. Jim urged the Screening Board to stay abreast of those types of conversations going forward, should they happen, but ultimately he felt the final decision may have to come from the Attorney General's Office since these are current state statutes that we are questioning today. Vice Chair Bieniek then called for the vote on the motion above and the motion passed unanimously.

Vice Chair Bieniek then asked if there was any further discussion on the Traffic Project Factor issues discussed yesterday. Yesterday the discussion was to strike one sentence from the current resolution pertaining to Traffic Projection Factors. Kaye pointed out that if the sentence is to be stricken from the resolution, then these factors as calculated by State Aid would go into the needs without question and should not be changed on a corridor or segment level. Anoka County Engineer Doug Fischer stated that before the Screening Board takes any action he wanted to be clear that at the very least, no matter the outcome of the vote, that we need to take steps to better understand how these numbers are calculated and try to better deal with overcoming the inconsistencies that many are seeing in these numbers and better deal with the inconsistencies in

how the traffic count data is collected. Doug also stated that he was not comfortable taking action on this item today because he does not understand what the impact of that action may or may not be in the future. Discussion ensued for a few minutes, but it was off microphone so it is not recorded here. Doug Fisher, Anoka County offered a motion that the Screening Board take no action on striking the sentence from the current TPF resolution and that State Aid put a moratorium on any traffic projection changes until this organization better understands how these factors are determined and to send this question to the General Subcommittee for review, seconded by Lyndon Robjent, Carver County. Upon calling for further discussion and hearing none, Vice Chair Bieniek called for the vote and the motion passed unanimously.

Vice Chair Bieniek asked if the Board wished to offer a motion to fund the Research Account in 2017. Lyndon Robjent, Carver County offered the following motion, seconded by Rich Sanders, Polk County. The motion passed unanimously.

Be it resolved that an amount of \$2,767,600, an amount that is not to exceed ½ of 1% of the 2016 CSAH Distribution Sum of \$553,519,989 and an amount not to exceed the total distribution to any minimum county, shall be set aside from the 2017 Distribution Fund and be credited to the Research Account.

Vice Chair Bieniek thanked Mark Krebsbach for his service on the Mileage Subcommittee and said that his replacement on that committee would be Lyndon Robjent. Bieniek also announced that the new member of the General Subcommittee was going to be Wayne Sandberg. The outgoing District Representatives were also thanked by Bieniek. Those being thanked were: Representative Bruce Cochran, Mille Lacs County-District 3; Representative Seth Greenwood, Nicollet County-District 7; and Representative Willy Rabenberg, Redwood County-District 8.

After announcing that 2017 Spring Screening Board meeting will be held during the summer conference at Arrowwood in Alexandria on June 15, 2017, Vice Chair Bieniek asked if there was a motion to adjourn? A motion to adjourn the fall 2016 Screening Board meeting was offered by Joe Triplett Chisago County and seconded by Bruce Cochran, Mille Lacs County. The motion passed unanimously.

Respectively Submitted,



Nicholas A. Anderson
Screening Board Secretary
Big Stone County Engineer

Needs Calculation System Summary Document October 2015

In 2007 a Needs Task Force comprised of County Engineers from each MnDOT district as well as State Aid staff was created in order to, amongst other things, develop and recommend a new, revised Needs Calculation System to replace the original Needs Calculation System that was originally developed in 1958 and subsequently reviewed and modified by the Screening Board on a semi-annual basis. The goals of the new, revised Needs Calculation System are:

- Easier to understand and explain
- More transparent
- Simplification of Needs formula,
- Better reflection of actual needs based on infrastructure life cycle
- Flexibility for future changes

The following description of the Needs Calculation System is the product of several years of research and development performed by the Minnesota Department of Transportation State Aid Office as well as the Minnesota County Engineers Association Needs Task Force and is recommended for adoption by the County State Aid Screening Board. In addition to the Needs Calculation System summary, the Needs Task Force has developed and recommends a complete list of Screening Board resolutions as attached to the summary document. It is expected that the Screening Board will continue to review and modify the adopted Needs Calculation System as authorized by Minnesota Statute 162.07.

NEEDS CALCULATION SYSTEM DESCRIPTION:

The existing horizontal lengths of all existing County State Aid Highways shall be determined and sorted into one of the following 8 categories:

- Category 1 – Rural ADT 0-149 (unpaved)
- Category 2 – Rural ADT 150-1499 (plus existing paved highways <150 ADT)
- Category 3 – Rural ADT 1500-6999
- Category 4 – Rural ADT 7000+
- Category 5 – Urban ADT 0-9999
- Category 6 – Urban ADT 10,000-19,999
- Category 7 – Urban ADT 20,000-34,999
- Category 8 – Urban ADT 35,000+

Each existing mile of the CSAH system within each county shall be sorted into one of these 8 categories based on projected traffic volumes. Segment termini shall be

established at major intersections and municipal boundaries (rural/urban design segments). The predominant traffic volume across a segment shall control the category for the entire segment length. The 'needs' within each category shall be calculated separately for each needs calculation system component.

The Needs Calculation System utilizes 8 component areas to calculate the total 'money needs' for each mile of County State Aid Highway.

MN Statute 162.07, Subd. 2. Money needs defined.

For the purpose of this section, money needs of each county are defined as the estimated total annual costs of constructing, over a period of 25 years, the county state-aid highway system in that county. Costs incidental to construction, or a specified portion thereof as set forth in the commissioner's rules may be included in determining money needs. To avoid variances in costs due to differences in construction policy, construction costs shall be estimated on the basis of the engineering standards developed cooperatively by the commissioner and the county engineers of the several counties.

1) Construction Component: The construction component needs reflect the current costs to reconstruct each county's county state aid highway system over a 25-year period, utilizing a 60-year life cycle for each roadway.

- The first step in calculating the construction component needs is to generate a project pool of eligible projects within each category of roadway, except Category 1. The project pool for each category shall consist of all those projects constructed on the county state aid highway system under MN Rule 8820.9920, 8820.9936, and 8820.9981 over a rolling 5-year period of time. Project costs are added to the pool in the reporting year when the final phase (for multiple phase projects) of construction has been awarded. A list of ineligible project costs is included as an appendix to this summary. Eligible project costs are included in the project pool, regardless of funding source. A project development cost factor of 10% of construction costs for rural projects and 15% of construction costs for urban projects is added to each project's construction costs.
- The second step is to compute a construction unit cost for each category of roadway within a county. The construction unit cost is the average cost per mile within the county's 5-year project pool and is calculated separately for each category of roadway.
- In order to calculate the construction unit cost, a minimum sample size shall be used. In Category 2, the minimum sample size shall be 15 miles of new construction. In Category 3, the minimum sample size shall be 10 miles. A minimum sample size of 5 miles shall be used for Categories 4-8. If a county does not have a sufficient number of miles constructed within a category of roadway, the program shall utilize surrounding county's projects, district county's projects, and statewide projects until the minimum number of project miles has been met.
- The construction unit costs for Category 1 shall be 50% of the Category 2 construction unit cost.
- The third step is to multiply the county's construction unit cost for each category of road by the total miles of roadway within that category. Then the total construction costs are divided by 60 years in order to compute the annual construction needs for each category. Next

the annual construction needs within each category are multiplied by 25 in order to get the 25-year construction needs for each category.

- The final step is to add the 25-year construction needs from each traffic category. The result is the county's total needs for the construction component of the Needs Calculation System.

2) Right-of-Way Component: The right-of-way component needs reflect the current costs to acquire necessary right-of-way to reconstruct each county's county state aid highway system over a 25-year period, utilizing a 60-year life cycle for each roadway.

- The right-of-way component utilizes the same project pool as the construction component as outlined above. It also utilizes the same formula to calculate the unit right-of-way costs and the total right-of-way needs.
- Eligible costs for the right-of-way needs are direct payments to landowners and utilities (including those awarded by court action) regardless of funding source. It does not include costs incurred by the county for professional services or staff time for right-of-way acquisition. These are accounted for in the project development costs added into the construction component needs.

3) Preservation Component: The preservation component needs reflect the current costs to preserve each county's county state aid highway system over a 25-year period, based on an assumed and uniform formula for each category of roadway across the state.

- The first step in calculating the preservation component needs is to compute a gravel and bituminous unit price for each county.
- The gravel unit price is established by a statewide average price for gravel surfacing over a 5-year period on statewide state aid construction projects.
(statewide total gravel surfacing cost/statewide gravel surfacing quantity)
- The bituminous unit price is established for each county based on the average unit price for bituminous on state aid projects within that county for the past 5 years. The minimum sample size for establishing a county's bituminous unit cost is 50,000 tons. If a county has not paved a sufficient volume of bituminous over the 5-year period, the average unit price of surrounding county's shall be used to obtain the minimum sample size of 50,000 tons.
- Once a unit price is established for each county, the annual preservation needs per mile are computed for each category of roadway by a uniform formula across the state.

<u>Category</u>	<u>Preservation Quantity</u>	<u>Preservation Life Cycle</u>
1	546 tons gravel	2 years
2	2112 tons bituminous	20 years
3	2376 tons bituminous	20 years
4	3564 tons bituminous	20 years
5	2904 tons bituminous	15 years
6	3696 tons bituminous	15 years

7	4488 tons bituminous	15 years
8	6072 tons bituminous	15 years

- The annual county preservation needs for each category are computed by multiplying the established unit price by the preservation quantity, dividing by the preservation life cycle, and multiplying the result by the total miles within the category. Next the annual preservation need are multiplied by 25 to obtain the 25-year preservation needs. The total preservation component needs are the summation of the preservation needs in each category of roadway.

4) Structures Component: Utilizing an 85-year life cycle for bridges and a 100-year life cycle for large culverts, the structure component needs reflect the current costs to replace each county’s bridges on the county state aid highway system over a 25-year period.

- The first step in calculating the structure component needs is to establish a statewide unit cost for replacing bridges across the state. The unit cost is per square foot of deck area for bridges and per cubic foot of culvert volume for large culverts. The unit cost is recommended by the General Sub-Committee and established by the Screening Board on an annual basis.
- For each county the total structure needs are calculated by multiplying the unit prices for bridges and culverts by the total existing bridge deck area and culvert volume, respectfully. A project development cost factor of 15% is then added. The results are divided by the established life cycles of 85 years for bridges and 100 years for culverts and subsequently multiplied by 25 to establish the total 25-year structure needs.

5) Railroad Crossing Component: The railroad crossing component needs reflect the current costs to replace railroad crossing surfaces, signals, and gates on the county state aid highway system over a 25-year period.

- The first step in calculating the railroad crossing component needs is to establish a statewide unit cost for replacing railroad crossings across the state. The unit cost is per crossing, regardless of the number of tracks or whether or not the crossing is protected by signals and gates. The unit cost is recommended by the General Sub-Committee and established by the Screening Board on an annual basis.
- For each county the total railroad crossing needs are calculated by multiplying the established unit price by each crossing on a county’s state aid highway system. The results are divided by the established life cycle of 25 years to obtain the annual railroad crossing needs for each county. Subsequently, the total is multiplied by 25 to establish the total 25-year railroad crossing needs.

6) Traffic Signal Component: The traffic signal component needs reflect the current costs to replace each county’s traffic signals on the county state aid highway system over a 25-year period.

- The first step in calculating the traffic signal component needs is to establish a statewide unit cost for replacing traffic signals across the state. The unit cost is per signalized leg. The unit cost is recommended by the General Sub-Committee and established by the Screening Board on an annual basis.
- For each county the total traffic signal needs are calculated by multiplying the unit prices for traffic signal legs by the total number of signaled legs on the county's state aid highway system. The results are divided by the established life cycle of 40 years and subsequently multiplied by 25 to establish the total 25-year traffic signal component needs.

7) Additional Interchange Component: The additional interchange needs reflect a county's cost to construct or participate in the construction of an interchange that has a direct relationship to the county state aid highway system.

- When a county constructs an interchange on the County State Aid Highway System or participates in the cost of an interchange due to the connection with a county state aid highway, the county's costs are eligible for additional needs.
- The additional needs component is calculated by establishing the county's eligible costs (regardless of funding source) associated with an eligible project and dividing them by 60 to annualize the county's additional needs based on a 60-year life cycle. These annual needs are then multiplied by 25 to establish the 25-year additional needs. In order not to 'double up' on needs, the computed 25-year construction needs (if any) for the same segment length are subtracted from the computed additional needs. If the result is less than 0, there are no additional needs for that segment location.
- The additional needs computed under this component are added to the total county needs for a total of 60 years from the date of the eligible project or until the interchange is reconstructed, whichever is first.

8) Additional TH Bridge/RR Bridge/Municipal Bridge Component: The additional bridge component needs reflect a county's cost to construct or participate in the construction of a bridge that is not on the county state aid highway system, but has a direct relationship to the county state aid highway system.

- When a county participates in the cost of an off system bridge due to the connection with a county state aid highway, the county's costs are eligible for additional needs.
- The additional needs component is calculated by establishing the county's eligible costs (regardless of funding source) associated with an eligible project and dividing them by 85 to annualize the county's additional needs based on a 85-year life cycle. These annual needs are then multiplied by 25 to establish the 25-year additional needs.
- The additional needs computed under this component are added to the total county needs for a total of 85 years from the date of the eligible project or until the bridge is reconstructed, whichever is first.

- Note: Until a program is developed that includes the additional bridge component needs, these needs shall be included with the additional interchange component needs with a life cycle of 60 years.

Restrictions and Adjustments:

A County's total unadjusted, unrestricted money needs are calculated by the summation of all 25-year needs from each component in the Needs Calculation System.

The Needs Calculation System includes an annual restriction to the total annual money needs for each county. A county's annual change in needs is restricted to be within 10% of the statewide annual change in needs. If a County's calculated needs fall outside the restriction limits, their needs are adjusted to the limit.

Two separate criteria are evaluated in order to make minimum county adjustments. The first minimum county adjustment is made dependent on a minimum apportionment sum distribution to those counties specifically provided by MN Statute. A secondary minimum county adjustment is provided to all counties such that no county receive a total distribution less than 0.55% of the total statewide distribution. These adjustments are zero-sum adjustments that result in a re-distribution based on a prorated share of the money needs for each county.

After all other restrictions and adjustments have been made, a final adjustment is made to each county's money needs (+/-) in order to provide a stable money needs allocation for each county based on statewide changes in the distribution amount. This adjustment provides that no county receive a percentage increase in money needs allotment less than 25% of a statewide percentage increase in money needs distribution from the year prior. It also provides that no county receive a percentage decrease in money needs allotment greater than 125% of a statewide percentage decrease in money needs distribution from the year prior. This adjustment is a zero-sum adjustment that results in a re-distribution based on a prorated share of the money needs for each county. Those county's whose distribution percentage is at the minimum distribution percentage shall not be further reduced by this adjustment.

Current Resolutions of the County State Aid Screening Board

Fall 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.

County Engineers

- 001 John Welle**
D3 Aitkin County Engineer
1211 Air Park Drive
Aitkin, MN 56431
Main: 218-927-3741
Email: jwelle@co.aitkin.mn.us
Fax: 218-927-2356
- 002 Douglas W Fischer**
D5 Anoka County Engineer
Anoka County Highway Dept
1440 Bunker Lake Blvd NW
Andover, MN 55304
Main: 763-324-3103
Email: doug.fischer@co.anoka.mn.us
Fax: 763-324-3020
- 003 Jim Olson**
D4 Becker County Engineer
200 State Street East
Detroit Lakes, MN 56501
Main: 218-847-4463
Email: jdolson@co.becker.mn.us
Fax: 218-846-2360
- 004 Bruce Hasbargen**
D2 Beltrami County Engineer
2491 Adams Avenue NW
Bemidji, MN 56601
Main: 218-333-8173
Email: bruce.hasbargen@co.beltrami.mn.us
Fax: 218-759-1214
- 005 Chris Byrd**
D3 Benton County Engineer
7752 Highway 25 NE
PO Box 247
Foley, MN 56329
Main: 320-968-5054
Email: cbyrd@co.benton.mn.us
Fax: 320-968-5333
- 006 Vacant**
D4 Big Stone County Engineer
437 North Minnesota
PO Box 98
Ortonville, MN 56278
Main: 320-839-2594
Email:
Fax: 320-839-3747
- 007 Ryan Thilges**
D7 Blue Earth County Engineer
35 Map Drive
PO Box 3083
Mankato, MN 56002-3083
Main: 507-304-4031
Email: ryan.thilges@blueearthcountymn.gov
Fax:
- 008 Wayne Stevens**
D7 Brown County Engineer
1901 N Jefferson Street
New Ulm, MN 56073
Main: 507-233-5700
Email: wayne.stevens@co.brown.mn.us
Fax: 507-354-6857
- 009 JinYenne Neumann**
D1 Carlton County Engineer
1630 County Road 61
Carlton, MN 55718
Main: 218-384-9154
Email: jinyeene.neumann@co.carlton.mn.us
Fax: 218-384-9123
- 010 Lyndon Robjent**
D5 Carver County Engineer
11360 Highway 212, Suite 1
Cologne, MN 55322-0300
Main: 952-466-5206
Email: lrobjent@co.carver.mn.us
Fax: 952-466-5223

County Engineers

011 Darrick Anderson
D3 Cass County Engineer
8045 County 12 NW
PO Box 579
Walker, MN 56484
Main: 218-547-1211
Email: darrick.anderson@co.cass.mn.us
Fax: 218-547-1099

013 Joe Triplett
D5 Chisago County Engineer
313 N. Main Street
Room 400
Center City, MN 55012-9663
Main: 651-213-8708
Email: joe.triplett@chisagocounty.us
Fax: 651-213-0772

015 Dan Sauve
D2 Clearwater County Engineer
113 7th Street NE
PO Box A
Bagley, MN 56621-9103
Main: 218-694-6132
Email: dan.sauve@co.clearwater.mn.us
Fax: 218-694-3169

017 Roger Risser (acting)
D7 Cottonwood County Engineer
1355 9th Avenue
Windom, MN 56101
Main: 507-831-1389
Email:
Fax: 507-831-2367

019 Mark Krebsbach
D5 Dakota County Engineer
14955 Galaxie Ave
3rd Floor
Apple Valley, MN 55124-8579
Main: 952-891-7102
Email: mark.krebsbach@co.dakota.mn.us
Fax: 952-891-7127

012 Steven B Kubista
D8 Chippewa County Engineer
902 N 17th Street
Montevideo, MN 56265
Main: 320-269-2151
Email: skubista@co.chippewa.mn.us
Fax: 320-269-2153

014 David Overbo
D4 Clay County Engineer
2951 41 1/2 St. South
Moorhead, MN 56560
Main: 218-299-5099
Email: david.overbo@co.clay.mn.us
Fax: 218-299-7304

016 Dave Betts
D1 Cook County Engineer
609 E 4th Avenue
Grand Marais, MN 55604-1150
Main: 218-387-3695
Email: david.betts@co.cook.mn.us
Fax: 218-387-3012

018 Tim Bray
D3 Crow Wing County Engineer
16589 County Road 142
Brainerd, MN 56401
Main: 218-824-1110
Email: tim.bray@crowwing.us
Fax: 218-824-1111

020 Guy W Kohlnhofer
D6 Dodge County Engineer
16 S Airport Rd
PO Box 370
Dodge Center, MN 55927
Main: 507-374-6694
Email: guy.kohlnhofer@co.dodge.mn.us
Fax: 507-374-2552

County Engineers

021 Dave Robley
D4 Douglas County Engineer
526 Willow Drive
PO Box 398
Alexandria, MN 56308
Main: 320-762-2967
Email: davero@co.douglas.mn.us
Fax: 320-762-2998

022 Mark Daly
D7 Faribault County Engineer
727 East 5th Street
PO Box 325
Blue Earth, MN 56013
Main: 507-526-4288
Email: mark.daly@co.faribault.mn.us
Fax:

023 Ron Gregg
D6 Fillmore County Engineer
909 Houston Street NW
Preston, MN 55965
Main: 507-765-3854
Email: rgregg@co.fillmore.mn.us
Fax: 507-765-4476

024 Sue G Miller
D6 Freeborn County Engineer
3300 Bridge Avenue
Albert Lea, MN 56007
Main: 507-377-5188
Email: sue.miller@co.freeborn.mn.us
Fax: 507-377-5189

025 Gregory Isakson
D6 Goodhue County Engineer
2140 Pioneer Road
PO Box 404
Red Wing, MN 55066
Main: 651-385-3025
Email: greg.isakson@co.goodhue.mn.us
Fax: 651-388-8437

026 Tracey Von Bargaen
D4 Grant County Engineer
224 3rd Street SE
PO Box 1005
Elbow Lake, MN 56531-1005
Main: 218-685-8300
Email: tracey.vonbargaen@co.grant.mn.us
Fax: 218-685-5347

027 James Grube
D5 Hennepin County Engineer
1600 Prairie Drive
Medina, MN 55340-5421
Main: 612-596-0305
Email: james.grube@co.hennepin.mn.us
Fax: 763-478-4000

028 Brian Pogodzinski
D6 Houston County Engineer
1124 E Washington Street
Caledonia, MN 55921
Main: 507-725-3925
Email: brian.pogodzinski@co.houston.mn.us
Fax: 507-725-5417

029 David A Olsonawski
D2 Hubbard County Engineer
101 Crocus Hill Street
Park Rapids, MN 56470-9201
Main: 218-732-3302
Email: dolsonawski@co.hubbard.mn.us
Fax: 218-732-7640

030 Richard Heilman
D3 Isanti County Engineer
232 North Emerson Street
Cambridge, MN 55008
Main: 763-689-1870
Email: rheilman@highway.co.isanti.mn.us
Fax: 763-689-9823

County Engineers

031 Karin Grandia
D1 Itasca County Engineer
County Courthouse
123 4th Street NE
Grand Rapids, MN 55744-2600
Main: 218-327-7389
Email: karin.grandia@co.itasca.mn.us
Fax: 218-327-0688

033 Chad A Gramentz
D3 Kanabec County Engineer
903 East Forest Avenue
Mora, MN 55051
Main: 320-679-6300
Email: chad.gramentz@co.kanabec.mn.us
Fax: 320-679-6304

035 Kelly D Bengtson
D2 Kittson County Engineer
401 2nd St. SW
Hallock, MN 56728
Main: 218-843-2686
Email: kbengtson@co.kittson.mn.us
Fax: 218-843-2488

037 Sam Muntean
D8 Lac Qui Parle County Engineer
422 5th Avenue
#301
Madison, MN 56256
Main: 320-598-7252
Email: sam.muntean@lqpc.com
Fax: 320-598-3020

039 Tim Erickson
D2 Lake Of The Woods County Engineer
306 8th Avenue SE
Baudette, MN 56623
Main: 218-634-1767
Email: tim_e@co.lake-of-the-woods.mn.us
Fax: 218-634-1768

032 Tim Stahl
D7 Jackson County Engineer
53053 780th Street
Jackson, MN 56143
Main: 507-847-2525
Email: tim.stahl@co.jackson.mn.us
Fax: 507-847-2539

034 Mel Odens
D8 Kandiyohi County Engineer
1801 East Hwy 12, PO Box 976
Willmar, MN 56201
Main: 320-235-3266
Email: mel.odens@co.kandiyohi.mn.us
Fax: 320-235-0055

036 Joe L Sutherland
D1 Koochiching County Engineer
Courthouse Annex
715 4th Street
International Falls, MN 56649
Main: 218-283-1186
Email: joseph.sutherland@co.koochiching.mn.us
Fax: 218-283-1188

038 Krysten Foster
D1 Lake County Engineer
601 Third Avenue
Two Harbors, MN 55616
Main: 218-834-8380
Email: krysten.foster@co.lake.mn.us
Fax: 218-834-8384

040 Darrell Pettis
D7 Lesueur County Engineer
88 South Park Avenue
LeCenter, MN 56057
Main: 507-357-2251
Email: dpettis@co.le-sueur.mn.us
Fax: 507-357-4520

County Engineers

041 Dave Halbersma
D8 Lincoln County Engineer
221 N Wallace Ave
PO Box 97
Ivanhoe, MN 56142
Main: 507-694-1464
Email: dhalbersma@co.lincoln.mn.us
Fax: 507-694-1101

044 Jon Large
D4 Mahnomen County Engineer
1440 Highway 200
PO Box 399
Mahnomen, MN 56557
Main: 218-935-2296
Email: jon.large@co.mahnomen.mn.us
Fax: 218-935-2920

046 Kevin Peyman
D7 Martin County Engineer
1200 Marcus Street
Fairmont, MN 56031
Main: 507-235-3347
Email: kevin.peyman@co.martin.mn.us
Fax: 507-235-3689

047 Ron Mortensen
D8 Meeker County Engineer
422 S Johnson Drive
Litchfield, MN 55355-4549
Main: 320-693-5360
Email: ronald.mortensen@co.meecker.mn.us
Fax: 320-693-5369

049 Steve Backowski
D3 Morrison County Engineer
213 1st Avenue SE
Little Falls, MN 56345-3196
Main: 320-632-0121
Email: steveb@co.morrison.mn.us
Fax: 320-632-9510

042 Aaron Vanmoer
D8 Lyon County Engineer
504 Fairgrounds Road
Marshall, MN 56258
Main: 507-532-8202
Email: aaronvanmoer@co.lyon.mn.us
Fax: 507-532-8216

045 Lon Aune
D2 Marshall County Engineer
447 S Main Street
Warren, MN 56762-1423
Main: 218-745-4381
Email: lon.aune@co.marshall.mn.us
Fax: 218-745-4570

043 John Brunkhorst
D8 McLeod County Engineer
McLeod Co. Highway Dept.
1400 Adams Street SE
Hutchinson, MN 55350
Main: 320-484-4321
Email: john.brunkhorst@co.mcleod.mn.us
Fax: 320-234-6971

048 Bruce Cochran
D3 Mille Lacs County Engineer
635 2nd Street SE
Milaca, MN 56353
Main: 320-983-8264
Email: bruce.cochran@co.mille-lacs.mn.us
Fax: 320-983-8383

050 Mike Hanson
D6 Mower County Engineer
1105 8th Avenue NE
Austin, MN 55912
Main: 507-437-7718
Email: michal@co.mower.mn.us
Fax: 507-437-7609

County Engineers

- 051 Randy Groves**
D8 Murray County Engineer
3051 20th Street
Slayton, MN 56172-9212
Main: 507-836-6327
Email: rgroves@co.murray.mn.us
Fax: 507-836-8891
- 052 Seth Greenwood**
D7 Nicollet County Engineer
1700 Sunrise Drive
St Peter, MN 56082
Main: 507-931-1760
Email: seth.greenwood@co.nicollet.mn.us
Fax: 507-931-6978
- 053 Stephen P Schnieder**
D7 Nobles County Engineer
960 Diagonal Road
PO Box 187
Worthington, MN 56187-0187
Main: 507-295-5322
Email: sschnieder@co.nobles.mn.us
Fax: 507-372-8348
- 054 Jerilyn Swenson**
D2 Norman County Engineer
814 East Main Street
Ada, MN 56510-1318
Main: 218-784-7126
Email: jerilyn.swenson@co.norman.mn.us
Fax: 218-784-3430
- 055 Kaye Bieniek**
D6 Olmsted County Engineer
2122 Campus Drive SE
Rochester, MN 55904-4744
Main: 507-328-7070
Email: bieniek.kaye@co.olmsted.mn.us
Fax: 507-287-2320
- 056 Richard K West**
D4 Otter Tail County Engineer
505 S Court Street
Suite 1
Fergus Falls, MN 56537
Main: 218-998-8470
Email: rwest@co.ottertail.mn.us
Fax: 218-998-8488
- 057 Michael Flaagan**
D2 Pennington County Engineer
250 125th Avenue NE
Thief River Falls, MN 56701
Main: 218-683-7017
Email: mflaagan@co.pennington.mn.us
Fax: 218-683-7016
- 058 Mark LeBrun**
D1 Pine County Engineer
405 Airport Road NE
Pine City, MN 55063
Main: 320-216-4203
Email: mark.lebrun@co.pine.mn.us
Fax: 320-629-6736
- 059 David Halbersma**
D8 Pipestone County Engineer
600 4th Street NW
PO Box 276
Pipestone, MN 56164
Main: 507-825-1245
Email: david.halbersma@co.pipestone.mn.us
Fax: 507-825-6712
- 060 Rich Sanders**
D2 Polk County Engineer
Polk County Highway Department
820 Old Highway 75 South
Crookston, MN 56716
Main: 218-470-8253
Email: rsanders@co.polk.mn.us
Fax: 218-281-3976

County Engineers

- 061 Brian Giese**
D4 Pope County Engineer
16139 State Highway 29
Glenwood, MN 56334
Main: 320-634-7745
Email: brian.giese@co.pope.mn.us
Fax: 320-634-4388
- 062 James Tolaas**
D5 Ramsey County Engineer
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Main: 651-266-7100
Email: james.tolaas@co.ramsey.mn.us
Fax: 651-266-7110
- 063 Corky Kleven**
D2 Red Lake County Engineer
204 7th Street SE
Red Lake Falls, MN 56750
Main: 218-253-2697
Email: ckleven@aol.com
Fax: 218-253-2954
- 064 Willy Rabenberg**
D8 Redwood County Engineer
635 W Bridge Street
PO Box 6
Redwood Falls, MN 56283
Main: 507-637-4056
Email: willy_r@co.redwood.mn.us
Fax: 507-637-4068
- 065 Jeff Marlowe**
D8 Renville County Engineer
Renville County Office Building
410 E Depue Room 319
Olivia, MN 56277
Main: 320-523-3759
Email: jeffma@renvillecountymn.com
Fax: 320-523-3755
- 066 Dennis Luebbe**
D6 Rice County Engineer
610 NW 20th Street
Faribault, MN 55021
Main: 507-210-7786
Email: dluebbe@co.rice.mn.us
Fax: 507-332-8335
- 067 Mark Sehr**
D7 Rock County Engineer
1120 N Blue Mound Avenue
PO Box 808
Luverne, MN 56156-0808
Main: 507-283-5010
Email: mark.sehr@co.rock.mn.us
Fax: 507-283-5012
- 068 Brian Ketring**
D2 Roseau County Engineer
407 5th Avenue NW
Roseau, MN 56751
Main: 218-463-2063
Email: bketring@co.roseau.mn.us
Fax: 218-463-2064
- 070 Tony Winiecki**
D5 Scott County Engineer
600 Country Trail East
Jordan, MN 55352-9339
Main: 952-496-8008
Email: twiniecki@co.scott.mn.us
Fax: 952-496-8365
- 071 Andrew Witter**
D3 Sherburne County Engineer
13880 Business Center Dr. NW
Elk River, MN 55330-1692
Main: 763-765-3300
Email: andrew.witter@co.sherburne.mn.us
Fax: 763-765-3366

County Engineers

072 Tim Becker
D7 Sibley County Engineer
SCSC, 111 8th Street
PO Box 897
Gaylord, MN 55334
Main: 507-237-4092
Email: timb@co.sibley.mn.us
Fax: 507-237-4356

073 Jodi A Teich
D3 Stearns County Engineer
455 28th Avenue South
PO Box 246
Waite Park, MN 56387
Main: 320-255-6180
Email: jodi.teich@co.stearns.mn.us
Fax: 320-255-6186

075 Todd Larson
D4 Stevens County Engineer
1762 State Hwy 9
PO Box 191
Morris, MN 56267-0191
Main: 320-589-7430
Email: toddlarson@co.stevens.mn.us
Fax:

077 Loren Fellbaum
D3 Todd County Engineer
Todd County Public Works
44 Riverside Drive
Long Prairie, MN 56347
Main: 320-732-2722
Email: loren.fellbaum@co.todd.mn.us
Fax: 320-732-4525

079 Dietrich Flesch
D6 Wabasha County Engineer
821 Hiawatha Drive W
Wabasha, MN 55981
Main: 651-565-3366
Email: dflesch@co.wabasha.mn.us
Fax: 651-565-4696

069 Jim Foldesi
D1 St. Louis County Engineer
4787 Midway Road
Duluth, MN 55811-9794
Main: 218-625-3830
Email: foldesij@stlouiscountymn.gov
Fax: 218-625-3888

074 Anita Benson
D6 Steele County Engineer
635 Florence Avenue
PO Box 890
Owatonna, MN 55060
Main: 507-444-7671
Email: anita.benson@co.steele.mn.us
Fax: 507-444-7684

076 Andy Sander
D4 Swift County Engineer
1635 Hoban Avenue
Benson, MN 56215
Main: 320-842-5251
Email: andrew.sander@co.swift.mn.us
Fax: 320-843-3543

078 Larry Haukos
D4 Traverse County Engineer
708 3rd Avenue N
PO Box 485
Wheaton, MN 56296
Main: 320-563-4848
Email: larry.haukos@co.traverse.mn.us
Fax: 320-563-8734

080 Ryan Odden
D3 Wadena County Engineer
221 Harry And Rich Drive
Wadena, MN 56482-2411
Main: 218-631-7636
Email: ryan.odden@co.wadena.mn.us
Fax: 218-631-7638

County Engineers

081 Nathan Richman
D7 Waseca County Engineer
1495 5th Street SE
PO Box 487
Waseca, MN 56093
Main: 507-835-0660
Email: nathan.richman@co.waseca.mn.us
Fax: 507-835-0669

082 Wayne Sandberg
D5 Washington County Engineer
11660 Myeron Road North
Stillwater, MN 55082
Main: 651-430-4339
Email: wayne.sandberg@co.washington.mn.us
Fax: 651-430-4350

083 Roger Risser
D7 Watonwan County Engineer
1304 7th Avenue S
St James, MN 56081
Main: 507-375-3393
Email: roger.risser@co.watonwan.mn.us
Fax: 507-375-1301

084 Brian Noetzelman
D4 Wilkin County Engineer
515 South 8th Street
Breckenridge, MN 56520
Main: 218-643-4772
Email: bnoetzelman@co.wilkin.mn.us
Fax: 218-643-5251

085 David Kramer
D6 Winona County Engineer
5300 Highway 61 West
Winona, MN 55987-1398
Main: 507-457-8840
Email: dkramer@co.winona.mn.us
Fax: 507-454-3699

086 Virgil Hawkins
D3 Wright County Engineer
3600 Braddock Ave NE
Buffalo, MN 55313
Main: 763-682-7388
Email: virgil.hawkins@co.wright.mn.us
Fax: 763-682-7313

087 Andy Sander
D8 Yellow Medicine County Engineer
County Highway Dept
1320 13th Street
Granite Falls, MN 56241-1286
Main: 320-313-3000
Email: andy.sander@co.ym.mn.gov
Fax: 320-564-2140

State Aid for Local Transportation

April 20, 2017

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

