2015
COUNTY SCREENING BOARD DATA

Sibley County

CSAH 13 Bridge Replacement

SP 072-613-014, Bridge# 72543
Over the North Branch Rush River

Spring 2015

The original bridge was built in 1958, widened one (1) foot on each side in 1998, resulting in a total bridge width of 28 feet. The old bridge was 8 feet narrower than the approaching roadway.

This new structure replaced the aging 3 span timber slab bridge with timber pile and timber abutments. Most of the bridge components are from the original construction and have deteriorated to the point of needing replacement.

CSAH 13 is a collector route in Sibley County which serves the agricultural communities. The roadway provides access to minor arterials and major collectors within the county such as TH 5, TH 19, CSAH 8 (Sibley County), and CSAH 2 (McLeod County).

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

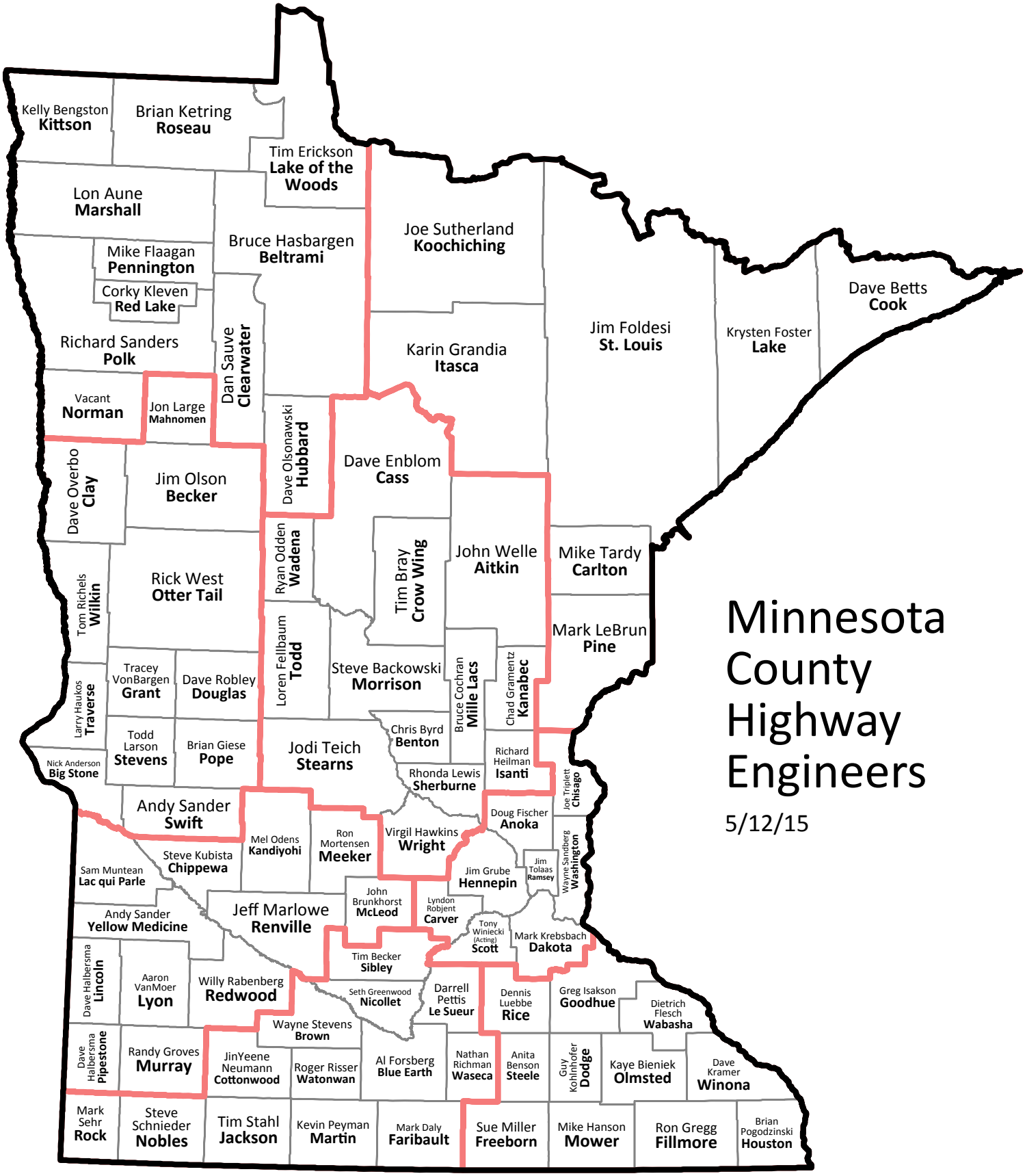
B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects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

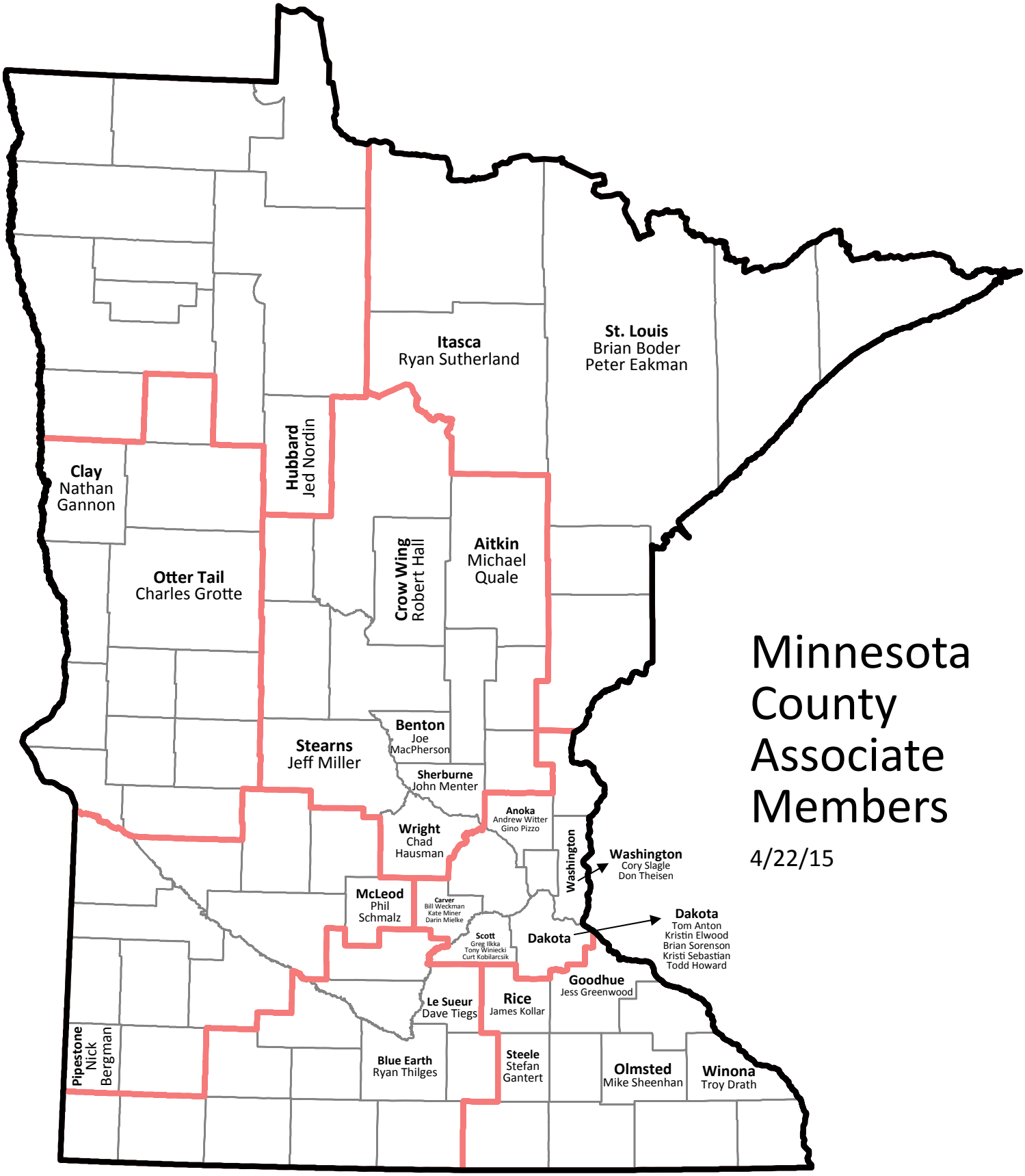
State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid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

5/12/15



Minnesota County Associate Members

4/22/15

2015 COUNTY SCREENING BOARD

Mike Tardy	(14-15)	Carlton County	District 1
Lon Aune	(14-15)	Marshall County	District 2
Bruce Cochran	(15-16)	Mille Lacs County	District 3
David Overbo	(14-15)	Clay County	District 4
Joe Triplett, Chair	(14-17)	Chisago County	Metro
Tony Winiecki (Acting)	(12-15)	Scott County	Metro
David Kramer	(14-15)	Winona County	District 6
Seth Greenwood	(15-16)	Nicollet County	District 7
Willy Rabenberg	(15-16)	Redwood County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Jim Tolaas	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
Nick Anderson, Secretary		Big Stone County	

2015 SCREENING BOARD ALTERNATES

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

2015 CSAH MILEAGE SUBCOMMITTEE

Nathan Richman	October 2015	Waseca County
Mark Krebsbach	October 2016	Dakota County
Jon Large	October 2017	Mahnomen County

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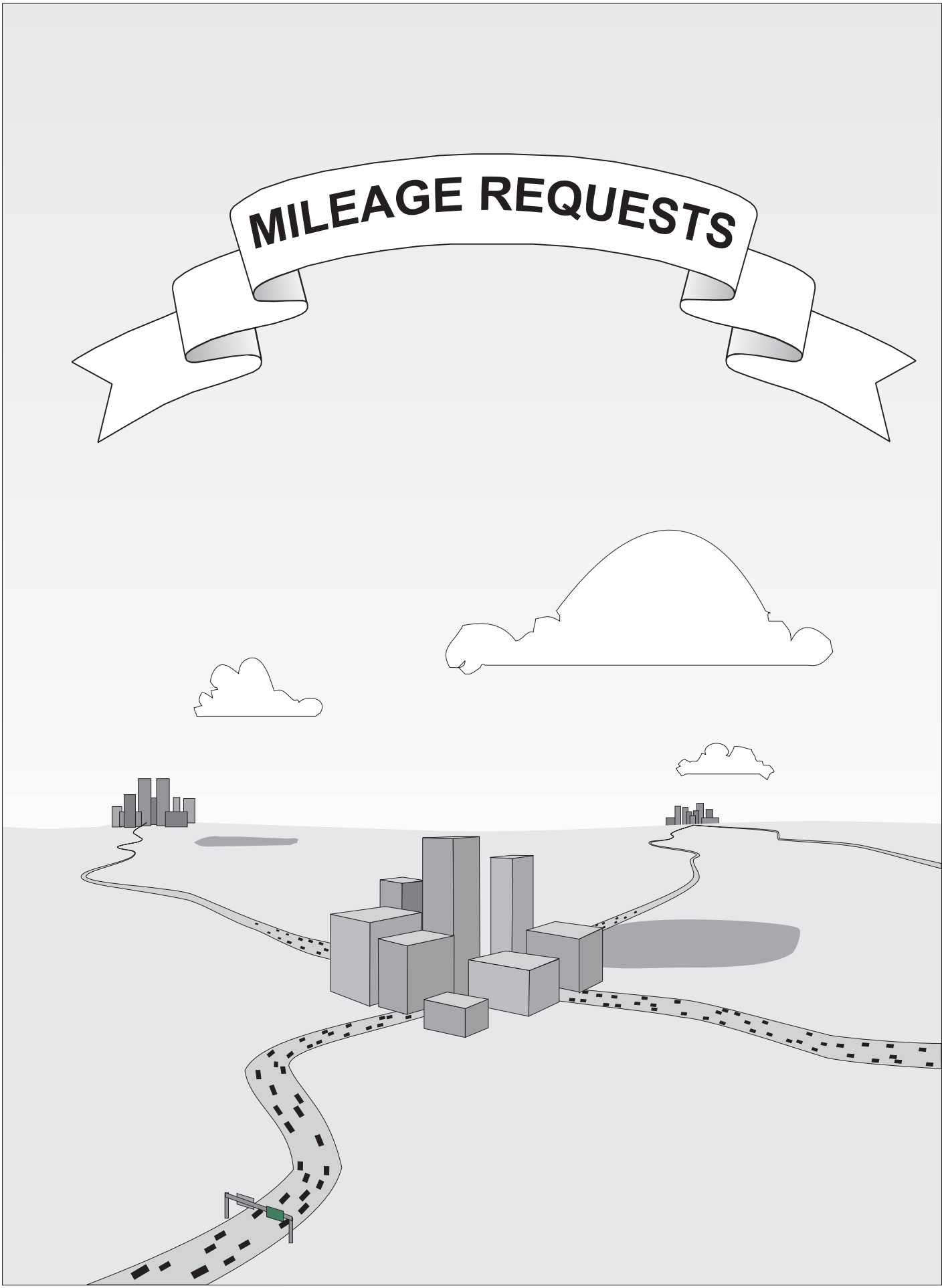
If you wish to obtain more copies of this report you can do so from our website:

http://www.dot.state.mn.us/stateaid/csah-springbooks.html

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

Spring 2015

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 2015

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	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**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**75.59**	**District 1 Totals**
Beltrami	7.53 [1]	0.16				2.10										9.79	Beltrami
Clearwater	0.30 [1]	1.00														1.30	Clearwater
Hubbard	1.85	0.26	0.06													2.17	Hubbard
Kittson	6.60 [1]															6.60	Kittson
Lake of 'Woods	0.89					7.65										8.54	Lake of 'Woods
Marshall	15.00 [1]	1.00														16.00	Marshall
Norman	1.31															1.31	Norman
Pennington	0.84															0.84	Pennington
Polk	4.00	1.55	0.67													6.22	Polk
Red Lake		0.50														0.50	Red Lake
Roseau	6.80															6.80	Roseau
District 2 Totals	**45.12**	**4.47**	**0.73**	**0.00**	**0.00**	**2.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**60.07**	**District 2 Totals**
Aitkin	6.10		0.60			7.12										13.82	Aitkin
Benton	3.18 [1]															3.18	Benton
Cass	7.90					2.80										10.70	Cass
Crow Wing	13.00 [1]															13.00	Crow Wing
Isanti	1.80															1.80	Isanti
Kanabec																0.00	Kanabec
Mille Lacs		0.74														0.74	Mille Lacs
Morrison						9.70										9.70	Morrison
Sherburne	5.42									26.68						32.10	Sherburne
Stearns	0.78		3.90		0.25			29.24								34.17	Stearns
Todd	1.90 [1]															1.90	Todd
Wadena																0.00	Wadena
Wright	0.45		1.38									7.77				9.60	Wright
District 3 Totals	**40.53**	**0.74**	**5.88**	**0.00**	**0.25**	**19.62**	**0.00**	**29.24**	**0.00**	**26.68**	**0.00**	**7.77**	**0.00**	**0.00**	**0.00**	**130.71**	**District 3 Totals**

History of CSAH Additional Mileage Requests

Spring 2015

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	Total Miles To Date	County
Becker	10.07															10.07	**Becker**
Big Stone	1.40	0.16														1.56	**Big Stone**
Clay	2.00	0.10														2.10	**Clay**
Douglas	10.65 [1]															10.65	**Douglas**
Grant	5.42															5.42	**Grant**
Mahnomen	1.42															1.42	**Mahnomen**
Otter Tail			0.36													0.36	**Otter Tail**
Pope	3.63	1.20														4.83	**Pope**
Stevens	1.00															1.00	**Stevens**
Swift	0.78		0.24													1.02	**Swift**
Traverse	0.20	0.56		1.60												2.36	**Traverse**
Wilkin						0.11										0.11	**Wilkin**
District 4 Totals	**36.57**	**2.02**	**0.60**	**1.60**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**40.90**	**District 4 Totals**
Anoka	2.04				10.42	24.99					22.13					59.58	**Anoka**
Carver	2.49	0.48		0.08			11.70								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**	**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				20.67	**Olmsted**
Rice	1.70															1.70	**Rice**
Steele	1.55															1.55	**Steele**
Wabasha	0.43 [1]	0.30														0.73	**Wabasha**
Winona	7.40 [1]															7.40	**Winona**
District 6 Totals	**41.58**	**1.15**	**1.19**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.35**	**0.00**	**0.00**	**0.00**	**49.38**	**District 6 Totals**

History of CSAH Additional Mileage Requests

Spring 2015

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	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**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**63.24**	**District 7 Totals**
Chippewa	15.00				0.05											15.05	Chippewa
Kandiyohi	0.44															0.44	Kandiyohi
Lac qui Parle	1.93															1.93	Lac Qui Parle
Lincoln	6.55 [1]															6.55	Lincoln
Lyon	2.00				1.50											3.50	Lyon
Mc Leod	0.09	0.50			0.32											0.91	Mc Leod
Meeker	0.80	0.50														1.30	Meeker
Murray	3.52	1.10														4.62	Murray
Pipestone	0.50															0.50	Pipestone
Redwood	3.41		0.13													3.54	Redwood
Renville																0.00	Renville
Yellow Medicine		1.39														1.39	Yellow Medicine
District 8 Totals	**34.24**	**3.49**	**0.13**	**0.00**	**1.87**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**39.73**	**District 8 Totals**
Chisago	3.24				2.20											5.44	Chisago
Dakota	1.65 [1]	2.47		2.26		35.63								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**	**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**	**726.78**	**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 2015

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:

	Miles
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 2015

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	(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:	Miles
Marsh Lake Road from CSAH 43 to CSAH 11	1.67
CR 151 from Sibley co line to CSAH 52	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 2015

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
11/1/2012	Beginning Balance		321.82	321.82
9/23/2013	K - CR 79 - CSAH 47 to TH 50	5.93	321.82	327.75
9/23/2013	L - revoked portion CSAH 80	(2.00)	327.75	325.75
9/23/2013	L - CR 78 - from CSAH 23 to CSAH 80	7.00	325.75	332.75
9/23/2013	M - CR 80 from CSAH 80 to CSAH 47	3.50	332.75	336.25
12/10/2014	I - CR 64 Pilot Knob Rd to TH3	2.18	336.25	338.43

These revocations need to be completed:	Miles
P - CSAH 5 from TH 13 to CR 80S	1.35
D - CSAH 71 From TH 149 to TH 3	0.90
B - CSAH 9 from Dodd Blvd to CSAH 31	2.87
N - CSAH 23 from CR 96 to county line	2.00
F - CSAH 31 from CSAH 74 to CSAH 50	0.75
J - CSAH 50 from CSAH 23 to TH 3 (TH (THTB) 4.25	
O - CSAH 47	1.75

These designations are left to be completed:	Miles
A - CoRd 28 from TH 149 to CSAH 73	2.61
E - Co Rd 73 from TH 50 to CSAH 32	3.50
G - Co Rd 33 from new Co Rd 9 to CSAH 42	1.01
K - Co Rd 79 from TH 50 to CSAH 66	2.00
B - Co Rd 9 from Highview Ave to CR 73	4.00
C - 117th St. from CSAH 71 to TH 52	1.50
N - new CSAH 23 from CSAH 23 to TH 19	1.10
K - Co Rd 79 from CSAH 47 to CSAH 42	4.60
F - Pilot Knob Rd from 220th St to CSAH 50	0.75
G - Co Rd 33 from CR 9 to CSAH 46	1.80
H - Co Rd 60 from CSAH 9 to CR 64	1.75
I - Co Rd 64 from CSAH 23 to Flagstaff	1.64
J - Co Rd 70 from CSAH 23 to CR 31	3.50
M - CR 80s from CSAH 80 to CSAH 47	1.25
O - new road from CSAH 47 to TH 55	3.00

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

Historical Documentation for the
Olmsted County CSAH Mileage Request

Spring 2015

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

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

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

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

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

Historical Documentation for the
Wright County CSAH Mileage Request

Spring 2015

Wright County CSAH mileage (1/06)	403.00
Banked miles	(0.27)
Approved Revocations	(14.35)
Approved Additions	22.39
TOTAL	410.77

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-06	Beginning Balance	0.00	403.00	403.00
8/1/2007	Banked Mileage	(0.27)	403.00	402.73
8/1/2007	Designate CSAH 32	5.20	402.73	407.93
8/1/2007	Designate CSAH 18	1.98	407.93	409.91
8/1/2007	Designate CSAH 22	0.83	409.91	410.74
8/1/2007	Designate CSAH 35	0.58	410.74	411.32

These revocations need to be completed:

CSAH 37 (CSAH 19 to 70th St NE)	(4.10)
CSAH 19 (CSAH 34 to CSAH 39)	(8.75)
CSAH 37 (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

June 2015

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

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

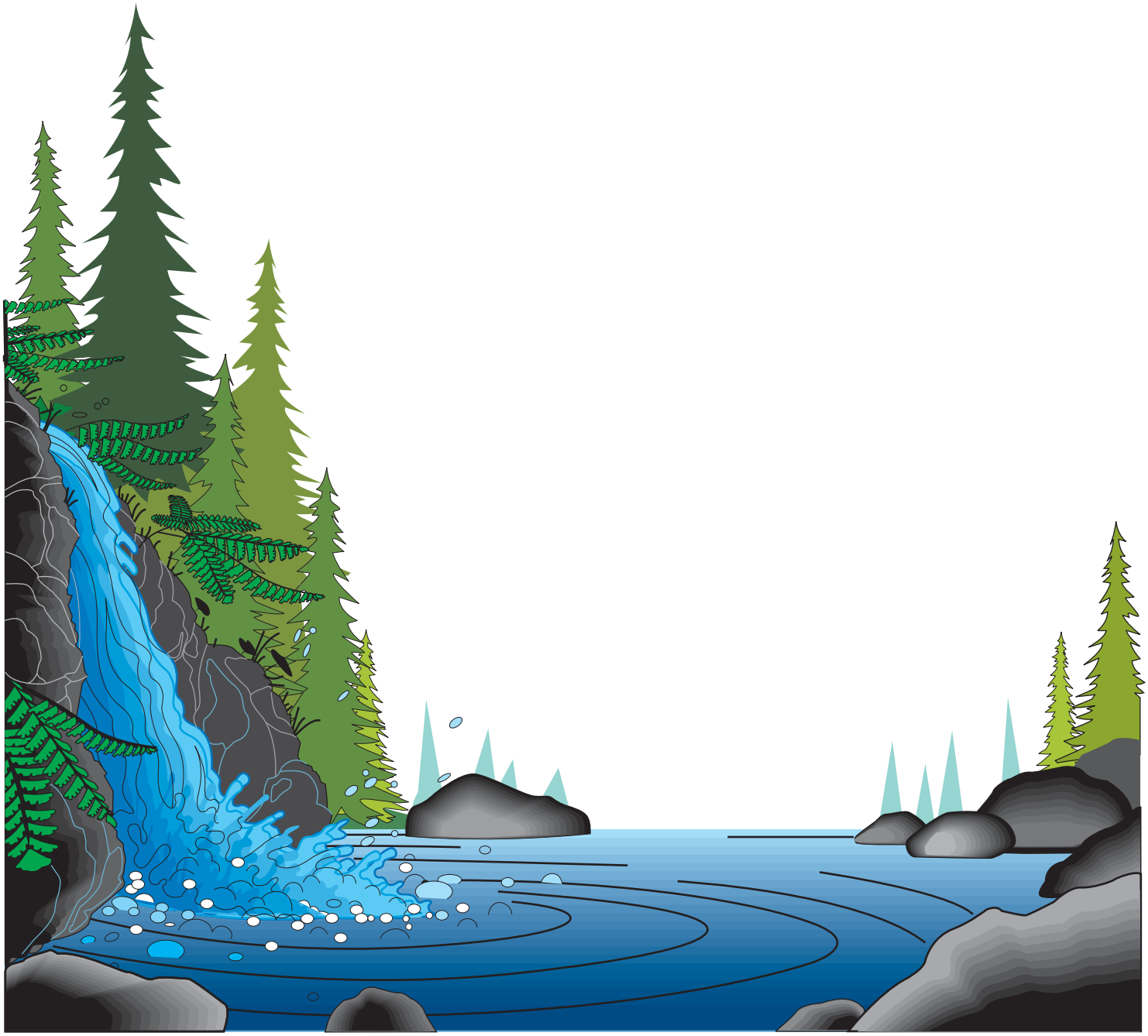
The following mileage presently represents the "banked" mileage available.

County	Banked Mileage Available
Aitkin	0.00
Anoka	0.68
Becker	0.11
Beltrami	0.50
Benton	0.28
Big Stone	0.05
Blue Earth	0.60
Brown	0.61
Carlton	0.88
Carver	0.00
Cass	0.85
Chippewa	0.32
Chisago	0.01
Clay	0.87
Clearwater	0.01
Cook	0.01
Cottonwood	0.00
Crow Wing	0.23
Dakota	0.00
Dodge	0.76
Douglas	2.11
Faribault	0.49
Fillmore	0.00
Freeborn	0.00
Goodhue	0.47
Grant	0.00
Hennepin	5.83
Houston	0.00
Hubbard	0.20
Isanti	0.88
Itasca	1.00
Jackson	0.21
Kanabec	0.60
Kandiyohi	2.26
Kittson	0.00
Koochiching	0.09
Lac Qui Parle	0.00
Lake	0.00
Lake of the Woods	0.20
Le Sueur	0.25
Lincoln	0.20
Lyon	0.00
McLeod	1.51
Mahnomen	0.44

County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.02
Mille Lacs	0.00
Morrison	0.25
Mower	0.00
Murray	0.00
Nicollet	0.22
Nobles	0.98
Norman	2.26
Olmsted	0.65
Otter Tail	0.06
Pennington	0.35
Pine	0.66
Pipestone	0.09
Polk	1.50
Pope	0.03
Ramsey	0.74
Red Lake	0.50
Redwood	0.01
Renville	2.47
Rice	0.20
Rock	1.30
Roseau	0.30
St. Louis	1.49
Scott	0.75
Sherburne	0.00
Sibley	0.50
Stearns	1.06
Steele	0.45
Stevens	0.68
Swift	0.30
Todd	0.24
Traverse	0.03
Wabasha	0.81
Wadena	3.47
Waseca	0.32
Washington	6.31
Watonwan	0.01
Wilkin	0.00
Winona	0.00
Wright	1.27
Yellow Medicine	0.24
Total Banked Mileage	**54.06**

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

STATE PARK ROAD ACCOUNT



State Park Road Account

Spring 2015

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

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State Park Road Funded Projects 2015-2013

Spring 2015

Projects Initiated in 2015:

State Aid District	County	Project No.	File# / SAU	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
1	St. Louis	069-600-045	669	Commonwealth Ave.	Boy Scout Landing	$375,260.00	4/8/2015			$375,260.00
2	Hubbard	SP 029-600-012	680	Second Street NE	Garfield Lake	$174,000.00	4/8/2015			$174,000.00
3	Wright	SAP 086-600-006	675	Rhoads Ave. SW	Collinwood Park, Lake Access	$195,750.00	4/8/2015			$195,750.00
4	Douglas	SAP 021-600-020	685	Lake Geneva Public Access	Geneva Road	$117,358.00	4/14/2015			$117,358.00
4	Pope	SAP 061-641-007	672	CSAH 41	Glacial Lakes State Park	$550,000.00	4/8/2015			$550,000.00
5	Hennepin	SAP 027-600-010	678	Minnesota Valley State Trail	Old Cedar Avenue	$357,000.00	4/8/2015			$357,000.00
6	Fillmore	SAP 023-600-005	681	Mystery Cave State Park	180th St / Old Cave Road	$504,500.00	4/8/2014			$504,500.00
6	Rice	SAP 066-600-005	674	Sakatah Lake State Park	County Road 99	$525,000.00	4/8/2015			$525,000.00
9	Dakota	SAP 019-600-022	690	Vermillion Highlands WMA and the Vermillion River WAMA	170th Street / Station Trail	$232,000.00	4/8/2015			$232,000.00

Grand Total for 2015 **$3,429,468.00**

Actual 2015 Allocation **$3,991,000.00**

$561,532.00

State Park Road Funded Projects 2015-2013

Spring 2015

Projects Initiated in 2014:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
024-638-004		Freeborn	6	Myre Big Island State Park	CSAH 38 (Entrance)		N/A			**$0**
067-600-002		Rock	7	Blue Mounds State Park	150th St	$72,500	5/12/2014	$0.00		**$72,500**
004-600-016		Beltrami	2	Black Duck Lake	Hines TWP Rd (Creek Court NE)	$69,000	4/29/2014	$0.00		**$69,000**
069-600-044		St. Louis	1	Wild Rice Lake	Rice Lake Dam Road	$600,000	4/30/2014	$0.00		**$600,000**
082-600-015		Washington	Metro	Log House Landing - Ramp	205th Street N, Scandia	$200,000	4/29/2014	$0.00		**$200,000**
004-600-015		Beltrami	2	Lake Beltrami	Lake Beltrami Road NE	$49,000	4/29/2014	$0.00		**$49,000**
027-600-009 /027-804-001		Hennepin	Metro	Fort Snelling State Park	County Roads 204 & 205	$1,250,000	7/18/2014	$368,131.50	12/26/2014	**$1,618,132**
076-600-003		Swift	4	Lac Qui Parle Wildlife Management Area	County Road 51	$700,000	4/29/2014	$0.00		**$700,000**

Total Allocation of 2014 SPRA funds to new projects **$3,308,632**

Projects initiated prior to 2014, but with additional SPRA funds allocated from 2014:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
029-600-011	637	Hubbard	2	Potato Lake Public Water Access	Haakon Drive	$130,000	5/14/2013	$30,000	5/2/2014	**$160,000**
079-600-012	641	Wabasha	6	Lake Zumbro Water Access Site	CR 90	$270,000	6/4/2013	$88,701	4/9/2014	**$358,701**
042-600-003		Lyon	8	Camden State Park	CR 83	$904,708	12/16/2013	$496,692	4/9/2014	**$1,401,400**
059-600-002	646	Pipestone	8	Pipestone Wildlife Management Area	TH 267	$500,000	6/4/2013	$87,500	9/4/2014	**$587,500**
								$702,893		

Grand Total for 2014 **$4,011,525**

Actual 2014 Allocation **$3,777,205**

($234,320)

State Park Road Funded Projects 2015-2013

Spring 2015

Projects Initiated in 2013:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
029-600-011	637	Hubbard	2	Potato Lake Public Water Access	Haakon Drive	$130,000	5/14/2013	$30,000	5/2/2014	**$160,000**
004-600-013	651	Beltrami	2	Lake Bemidji State Park	CR 414	$150,000	6/4/2013	$258,722	8/5/2013	**$408,722**
004-600-014	649	Beltrami	2	Tamarack River Public Water Access Site	Waskish Township Rd	$63,000	6/4/2013	$53,790	8/5/2013	**$116,790**
001-600-017	636	Aitkin	3	Mallard Lake Public Water Access	420th Ave and 265th Lane	$286,000	6/4/2013	$103,876	9/18/2014	**$389,876**
021-600-019	640	Douglas	4	Lake Miltona Public Water Access Site	North Lake Miltona Drive	$65,000	6/4/2013	($387)	2/11/2014	**$64,613**
079-600-012	641	Wabasha	6	Lake Zumbro Water Access	CR 90	$270,000	6/4/2013	$88,701	4/9/2014	**$358,701**
085-600-004	642	Winona	6	Whitewater Wildlife Management Area	Fairwater Rd	$415,000	6/4/2013	($103,694)	9/18/2014	**$311,306**
050-600-001	648	Mower	6	Cedar River and Ramsey Mill Pond State Wildlife Area	T-141A	$17,000	6/4/2013	$0		**$17,000**
042-600-004	638	Lyon	8	Camden State Park	CR 83	$440,000	10/3/2013	$0		**$440,000**
059-600-002	646	Pipestone	8	Pipestone Wildlife Management Area	TH 267	$500,000	6/4/2013	$87,500	9/4/2014	**$587,500**
010-600-004	650	Carver	Metro	Lake Minnewashta Regional Park	Scenic Drive Rd	$562,419	6/12/2013	$0		**$562,419**

Total Allocation of 2013 SPRA funds to new projects **$3,416,927**

Projects initiated prior to 2013, but with additional SPRA funds allocated from 2013:

Project No.	File# / SAU	County	Aid District	Recreational Area	Improvement to:	Allocation Amount	Last Allocation Date	Additional Allocation Amount	Allocation Date	**Total Allocation**
069-600-041		St Louis	1		Lake Vermilion Park Drive	$2,641,000	11/16/2012	$346,000	6/4/2013	**$2,987,000**
069-600-040		St Louis	1		Stuntz Bay Rd	$466,194	7/31/2012	$23,504	10/9/2013	**$489,698**
069-600-042		St Louis	1	Lake Vermillion & Soudan Underground State Park	McKinley Park Acres Rd	$221,566	?	$18,233	10/10/2013	**$239,799**
022-600-002		Faribault	7		Walnut Lake Bridge	$300,000	?	$24,381	9/25/2013	**$324,381**
042-600-003		Lyon	8	Camden State Park	CR 83	$850,000	5/1/2012	$54,708	12/13/2013	**$904,708**
018-600-029		Crow Wing	3	Camp Lake	White Pine Rd	$235,000	12/17/2012	$70,800	5/21/2013	**$305,800**
								$537,626		

Grand Total for 2013 **$3,954,553**

Actual 2013 Allocation **$3,650,448**

($304,105)

REFERENCE MATERIAL

Maintenance Facilities

Spring 2015

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

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

			Project #	
	CY 1997			
Cook		$665,000.00	Bond	Original Bond $650,000-added 15,000 when refinanced
Rice		$108,004.47		Computerized Fuel System
		773,004.47		
	CY 1998			
Koochiching		$118,543.41	Maintenance	International Falls Storage Shed
Lake of the Woods		$300,872.29	C to M	Maintenance Facility
Pipestone		31,131.16	Maintenance	Fueling System & Remodeling
		450,546.86		
	CY 1999			
Morrison		33,590.98	C to M	2 salt storage buildings
Waseca		$1,800,000.00	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		363,848.03	Maintenance	Sandstone Bldg Addition
		1,130,347.07		
	CY 2001			
Carver		$500,000.00	C to M	Public Work Bldg
Nobles		$500,000.00	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		260,000.00	C to M	Salt/Sand storage facility-Orono
		538,214.71		

Maintenance Facilities

Spring 2015

	CY 2003			
Cottonwood		$90,458.55	C to M	Salt shed
Watonwan		$56,808.83	083-040-001	St James Shop
		$56,808.83		
	CY 2004			
Carlton		$550,000.00	C to M	Maintenance Facility
Cottonwood		147,429.02	017-040-001	Windom Addition
		$697,429.02		
	CY 2005			
Dodge		$160,000.00	020-040-001	Maintenance Facility
Morrison		1,134,368.89	C to M	Public Works Bldg
Swift		417,102.00	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		313,500.00		Franklin Facility
		$2,824,887.80		
	CY 2007			
Lake of the Woods		$95,943.50	039-040-001	Salt/Sand Storage
		$95,943.50		
	CY 2008			
Pope Co.		$900,000.00	061-040-001	Glenwood Maint. Bldg.
		$900,000.00		
	CY 2009			
Martin Co.		85,410.08	046-040-001	Maint. Bldg.
		85,410.08		
	CY 2015			
Washington Co.		$2,200,000.00	082-040-001	
		$2,200,000.00		
	Total to date	**$14,297,654.21**		

* - 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 2015

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

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

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

CSAH Variances Approved Spring 2015			
Local Agency Requesting Variance	**Hearing Date Or Admin. Process**	**Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required**	**Project Number, Route Name, Number, Location, Termini, Tied Project Numbers**
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	An historic bridge on CR 147 near Amboy, MN SAP 007-090-004
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.	SAP 009-606-031 ; Replacement of bridge 09J25 over Deer Creek Crossing ; CSAH 6
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'.	SAP 009-591-003 ; Construction of a trail along CSAH 61 in City of Esko from Maple Drive to Thompson Road
Carver County	Administrative	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. o 7-ton pavement strength in lieu of 9-ton	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. SAP 010-600-004
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.	Replace bridge 7214 over Goose Creek on CSAH 8 (Cedarcrest Trail)
Chisago County	12/16/2010	8820.9936 – to allow a 25 mph horizontal design curve in lieu of the 30 mph horizontal curve	SAP 13-609-30 CSAH 9 Summit Avenue in Center City
Clay County	3/20/2014	8820.9920 Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects o 26.5' clear zone distance in lieu of 30' required minimum clear zone distance.	SP 14-618-013 CSAH 18 from TH 75 to approximately 1 mile east of CSAH 11

CSAH Variances Approved Spring 2015			
Local Agency Requesting Variance	**Hearing Date Or Admin. Process**	**Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required**	**Project Number, Route Name, Number, Location, Termini, Tied Project Numbers**
Faribault County	6/19/2014	8820.9961 Minimum Design Standards For 45-Degree And 60-Degree Pull-In Diagonal Parking o Angle parking backing distance of 2' in lieu of 14' o Angle parking stall depth of 18' in lieu of 20'.	SP 022-606-020 ; Main Street in City of Blue Earth (CSAH 6)
Fillmore County	6/19/2014	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. o Lane width of 10' in lieu of 11' o -Clear zone of 0' in lieu of 7'	Preble Twp (441st Ave) Bridge Replacement – SP 023-599-186 ; Replace Bridge L4665 with Bridge 23K31 (culvert) SAP 23-599-186
Fillmore County	5/31/2011	8820.9920 – to allow a 30 mph vertical curve in lieu of a 40 mph vertical curve	SAP 023-612-035, CSAH 12, approximately 0.6 miles W of CSAH 14
Hennepin County	3/20/2014	8820.9936 Minimum Design Standards, Urban; New or Reconstruction Projects o Parking Lane Width per State Aid Rule: 10' o Parking Lane Width Variance Requested: 8'	27-648-007 Minnehaha Ave. (CSAH 48) between CSAH 3 (East Lake Street) and CSAH 46 (46th Street)
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	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)
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.	In the City of Minnetonka, the City of Wayzata, and the City of Woodland
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.	Reconstruction of CSAH 9 from approximately 200 feet west of Lake Road North to Xerxes Avenue North

CSAH Variances Approved Spring 2015			
Local Agency Requesting Variance	**Hearing Date Or Admin. Process**	**Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required**	**Project Number, Route Name, Number, Location, Termini, Tied Project Numbers**
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	CSAH 9 from Josephine Lane North to York Avenue North SAP 27-609-037
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	
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	CSAH 9 from Josephine Lane North to York Avenue North
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	CSAH 9 from Josephine Lane North to Indiana Avenue North for shared Lane Width
Le Sueur County	6/19/2014	8820.9922 Minimum Design Standards; New Bridge, Bridge Replacement, or Bridge Rehabilitation Projects & Approach Roadways on Rural or Suburban Undivided Roadways that are Not on the State-Aid System. o 20 mph in lieu of 30 mph vertical curve design speed	Tyrone Twp. (Twp Rd 194) – SP 40-599-023 ; Replace Bridge L5907 with Bridge (culvert)
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	City of Silver Lake - at CSAH 2 (Grove Avenue) and Gehlin Drive.
Mower County	12/16/2010	8820.9936 – to allow a 23 mph vertical curve design curve in lieu of the 30 mph vertical curve	S.P. 050-623-001, 4th street (CSAH 29) over Cedar River, Rehab of Bridge No. 5368
Olmsted 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	S.P. 55-598-042, CR 125 (Mayowood Rd SW) in conjunction with the repair of Bridge 89182 over the South Fork of the Zumbro River.

CSAH Variances Approved Spring 2015			
Local Agency Requesting Variance	**Hearing Date Or Admin. Process**	**Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required**	**Project Number, Route Name, Number, Location, Termini, Tied Project Numbers**
		allow 4' clear zone in lieu of the min. 10'	
Ramsey County	3/20/2014	Rule 8820.9941 Minimum Design Standards: On-Road Bicycle Facility For Urban; New Or Reconstruction Projects o 7' Parking Lane Width in lieu of 10' required minimum.	Ford Parkway (CSAH 42) - SP 62-642-007 ; Reconstruction of Ford Parkway (CSAH 42) from Snelling Avenue to Howell Street
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.	SP 62-638-004 Reconstruction of Randolph Ave. from Brimhall Street to I-35.
Ramsey County	6/24/2010	8820.9936 – to allow a 20 mph horizontal curve in lieu of the 30 mph horizontal curve	Central Corridor Light Rail Transit: Robert Street and University Avenue intersection
Red Wing	12/19/13	8820.9936 Minimum Design Standards, Urban; New or Reconstruction - 20 mph horiz curve in lieu of required 30 mph at West Ave intersection with Sturtevant St	SAP 156-127-003 ; MSAS 127 West Ave. 86 from Maple St. to West 7th St.
Redwood County	Admin.	8820.9946 – to allow the following: Bridge railing height of 0.67 feet in lieu of the 2.67 feet as required by law, a street width of 20 feet in lieu of the 26 feet as required by law	Historic Bridge No. 89859 deck rehabilitation over the Redwood River
Rice County	12/19/13	8820.2800 Construction Requirements; Subp. 2A to allow plan approval after bid opening.	SAP 066-686-002 ; CSAH 86 from CSAH 46 to CSAH 3 - Reconditioning
Rock County	3/20/2014	8820.9920 Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects o 18' clear zone with 1:6 slopes in lieu of 25' minimum in area of bridge replacements.	SP 067-613-004 & SP 067-613-005; CSAH 13 ; Replace Bridge L2135 with Bridge 67K23; Replace Bridge L2136 with 67K24
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'	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 ;
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.	Reconditioning of CSAH 23 (Third Street) from Orleans Street to 423 feet north of Willard Street
Washington County	9/22/2011	8820.9936 – to allow 11 ft lanes in lieu of 12 ft lanes	CSAH 19 between CSAH 18 and Lake Rd

CSAH Variances Approved Spring 2015			
Local Agency Requesting Variance	**Hearing Date Or Admin. Process**	**Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required**	**Project Number, Route Name, Number, Location, Termini, Tied Project Numbers**
Watonwan 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	CSAH 16 from the junction with Trunk Highway 30 and Truck Highway 60 to the south limits of Grogan
Winona County	12/16/2010	8820.9936 – to allow 11 foot lanes in lieu of 12 foot lanes	SP 85-617-22, CSAH 17 & CSAH 15, Roadway improvements

COUNTY STATE AID CONSTRUCTION ACCOUNT
ADVANCE GUIDELINES
Regular & Municipal Accounts

State Aid Advances

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

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

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

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE

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

GUARDED

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

LOW

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

General Guidelines for State Aid & Federal Aid Advance Construction

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

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

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

Advance funding is not guaranteed. If the County finds they need a guarantee that the funds will be held specifically for them they can submit a "Request to Reserve Funds" to ensure funds will be available for their project. Once approved, a signed copy will be returned to the County.
Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.

Sample Advance Resolutions and a Request to Reserve Funds can be obtained from SAF website - http://www.dot.state.mn.us/safinance/formsandresolutions.html.
E-mail completed forms to Sandra Martinez in State Aid Finance and your DSAE for review.

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

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

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

Advance Limitations
Statutory - None
Reference: M.S.162.08, Subd 5, 6 & 7.
State Aid Rules - None
Reference: State Aid Rules 8820.1500, Subp 5 & 8 thru 9
State Aid Guidelines
Advance is limited to counties last "construction" allotment. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the Chief Financial Officer.

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

Local Road Research Board

Program Overview

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

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

Board Members

The Board consists of 10 members, including:

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

Committees

Research Implementation Committee

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

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

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

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

Outreach Subcommittee

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

Funding

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

	2010	2011	2012	2013	2014
Amount Allocated	$2.5 M	$2.7 M	$2.9 M	$3.1 M	$3.2 M
Number of Projects	17	22	21	24	25

For More Information

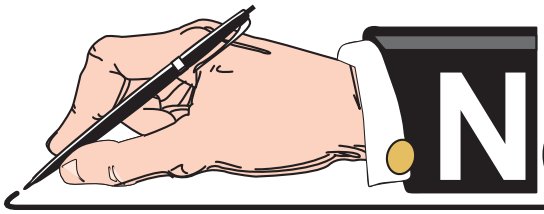
The LRRB publishes an annual **LRRB At-a-Glance Report.** This is a summary of completed reports and active projects and describes its goals and resources.

Website: www.lrrb.org

LRRB Board Chair: Bruce Hasbargen
bruce.hasbargen@co.beltrami.mn.us
Beltrami County Engineer
218-333-8180

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

Revised: 10/2014



NOTES and COMMENTS

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
October 22 & 23, 2014

BREEZY POINT RESORT

The Fall meeting of the County Engineer's Screening Board was called to order by Chairman Roger Risser, Watonwan County Engineer, at 2:27 p.m., October 22, 2014. Chariman Risser called for any additions to the agenda and hearing none he declared the agenda complete.

Attendance

A roll call of the Screening Board members by Secretary Nick Anderson, Big Stone County Engineer, indicated the following members present:

Mike Tardy, Carlton County	District 1
Lon Aune, Marshall County	District 2
Loren Felbaum, Todd County	District 3
David Overbo, Clay County	District 4
Joe Triplett, Chisago County	Metro
Mitch Rasmussen, Scott County	Metro
Dave Kramer, Winona County	District 6
Roger Risser, Watonwan County - Chair	District 7
Andy Sander, Yellow Medicine 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
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
Rich Sanders, Polk County	District 2 - Absent
Bruce Cochran, Mille Lacs County	District 3
Tracey Von Bargen, Grant County	District 4
Lyndon Robjent, Carver County	Metro
Kaye Bieniek, Olmsted County	District 6
Seth Greenwood, Nicollet County	District 7 - Absent
Willy Rabenberg, Redwood County	District 8

Department of Transportation personnel were not included in the roll call. Chairman Risser took a moment to welcome them and bring special attention to Julie Skallman, State Aid Engineer, Ted Schoenecker, Assistant State Aid Engineer, and Kim DeLaRosa, State Aid Needs Unit who were in attendance.

Then Chairman Risser welcomed all District State Aid Engineers and others in attendance.

The attached roster shows complete attendance including county engineers and MnDOT personnel.

Approval of Screening Board Minutes

Chairman Risser requested a motion to approve minutes of the June 2014 Screening Board meeting. Motion was made by Jim Foldesi, St. Louis County and seconded by Doug Fischer, Anoka County. Upon the Chairman's calling for further discussion, and none being presented, the vote was called and the motion passed unanimously.

Review of the Screening Board Book

Kim DeLaRosa, Mn/DOT State Aid started the review by reminding us that the reason the Screening Board is meeting this week is to recommend approval to the Commissioner, the miles and needs as shown in the book knowing that some changes to the data in the book may still be necessary before the end of the year.

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

The adjustments are generally the result of Screening Board resolutions or Minnesota Statutes and are briefly explained in the report.

Page 2 shows the history of miles and the distribution amount since 1958. The State Aid miles have increased in the book almost 1700 miles since 1958 and just since 2012 the miles have increased over 70 miles. The 2015 estimated amount to be distributed to Counties is $499,850,198 and equates to $19.45 per $1000 of adjusted 25-yr construction needs. These numbers will be updated by January distribution time and will change slightly.

Page 3 shows the resolution on 3-year Revised Average Basic Needs that was passed by the screening board in January 2012. The resolution froze the 3-year revised average basic needs in each county and allowed for not doing a needs update beginning in 2012. We are again using the frozen revised basic needs for distribution computations in 2015.

Because the needs are still frozen and the needs are not being recalculated, our first adjustment on page 6, which is the Restriction of 25-year Construction Needs Changes, will again have no impact this coming year. Meaning there is no restriction again in 2015 because the basic needs are not changing. On a normal year, annual changes to any County's basic 25-year construction needs are restricted to 5% below and 20% above the percentage change from the previous year's statewide restricted needs to the current year's basic 25-yr construction needs.

Page 10 in the book shows the County State Aid Construction Fund Balance Needs Deduction. Shown in the book beginning on page 11are the fund balances for each county as of September 1, 2014. There are still a lot of projects to be finished in 2014, therefore most counties will have a balance closer to zero at year-end or after Dec. 31, than depicted in this table which reports the numbers as of Sept. 1. Each county that was showing a deduction was sent an email in September to give them time to transfer money from their municipal account to their construction account or make further construction contract payments and avoid this deduction in 2015.

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

Page 17, The minimum county adjustment was set by statute to ensure that the five counties shown receive a minimum percentage of the apportionment sum as stated in M.S. 162.07, subdivision 1b (e). The five statutory minimum counties adjustment is shown on page 18.

B. Tentative Apportionment Data – Pages 19-33

This entire section is devoted to the establishment of a Tentative 2015 CSAH Distribution. If the Board accepts the mileage and needs data as shown in this report, all members must sign the original copy of the letter shown on page 21 on Thursday morning.

Figure A (fold out sheet inside pocket after page 20) shows the 2015 Tentative Money Needs after all the adjustments have been applied. These amounts are used for the needs calculation for the apportionment sum portion of the total distribution.

After calculating the preliminary components as shown on pages 24 and 25, the screening board minimum county adjustment is applied according to the resolution passed October 2009. A maximum of 1.25% of the total distribution can be redistributed to all counties so that everyone is held to a minimum starting with 0.55% and adjusted down from there until the maximum 1.25% is reached. This year the minimum applied to all counties is 0.53391, The adjustment is real dollars applied to the needs components of the total distribution.

C. State Park Road Account – Pages 53-58

The screening board will need to act on two State Park Road Account requests at tomorrows meeting. The first request is from Freeborn County and is a request for 2015 funds for repaving CSAH 38 into Big Island State Park. Freeborn County is asking for $690,000 in State Park Road Account funds.

A second request, not included in the book but passed around today as a handout, is a request from Pope County. Pope County is also asking the screening board to approve funds to reclaim and pave CSAH 41 from TH 29 to the Glacial Lakes Park entrance, then continuing pavement within the park for an additional distance. The State Park Road fund request by Pope County for this work is $550,000.

D. Reference materials – Pages 59-90.

Reference materials in the book were not reviewed or discussed in any detail at this meeting. A listing of materials available in this years fall book are as follows:

Maintenance Facilities - Pages 60-61; Hardship Transfer – page 62; Advance Guidelines – Pages 63-65; Meeting Minutes & Resolutions – pages 66-80; County engineers contact info – Pages 81-89; and State Aid Organizational Chart – Page 90.

E. Research Account

Tomorrow morning the board will need to vote to fund the Local Road Research Account from the 2015 county state-aid distribution amount. If funded, the amount given to the Research account is one half of one percent (0.5%) of last years (2014) total distribution amount. For 2015 the 0.5% represents $2,499,251 to be set aside for research.

Research Account Vs. Minimum County Funding - Wayne Sandberg, Washington County Engineer requested that at tomorrows meeting, the screening board consider revising the resolution on funding the Research Account to say something to the effect that the distribution to the Research Account cannot exceed the distribution amount to a minimum county. Wayne pointed out that this year the distribution to a minimum county is about 0.53% and that percentage of the pie is falling. Wayne stated that we might want to be careful not to give a higher percentage of our funding to the research account than we give to our smallest counties. (The research account currently gets 0.5% on an annual basis and minimum counties are getting 0.53391% in 2015).

F. Mileage Requests – Pages 35-52 – Carver and Sibley County Requests

The criteria to be designated a County State Aid route is shown on page 37. Carver and Sibley Counties have made recent mileage requests. The mileage subcommittee has met with Carver and Sibley Counties to review their requests and have made their recommendation to the board. The first recommendation by the mileage subcommittee is to deny the 1.32 miles that Sibley County was asking for because there were thought to be options within Sibley County to swap mileage.

Carver County also had a mileage request for 16.73 miles. The mileage subcommittee has recommended that the Screening Board only approve an additional 5.8 miles at this time. Further recommendation of the subcommittee is to approve segments 3, 7 & 8 and that the County revokes segments 1 & 2. Therefore, there is 8.59 miles that the subcommittee recommends approval of once they revoke those two segments and use what they have in their bank.

Kim DeLaRosa turned the floor over Carver County to present their mileage request. Kim also announced that Sibley County has decided not to present their request today because the mileage subcommittee has recommended their request be denied. Lyndon Robjent and Darrin Meilke presented the Carver County mileage request. (The microphones used for Carver County's presentation were not connected to the audio taping system so nothing on the presentation is noted here.)

After Carver's presentation, Kim further explained the mileage subcommittee recommendation. The subcommittee recommended putting conditions of approval on segments 3, 7 & 8. On segment 3 they put the condition that Carver County cannot add segment 3 to the system until they are ready to build Segment 3 to the minimum design standards for it's function and classification.

Segment 7 connects with Sibley County's mileage request. The recommended condition on segment 7 is that if Sibley County is able to get their requested segment on the CSAH system, then Carver County will be allowed to add segment 7 at that time. By our current CSAH designation criteria one segment in one county cannot be on the CSAH system unless the other, in the other county, is on the CSAH system. The condition recommended on Segment 8 is that if the county does realign the segment in the future as they have proposed, they will have to come back to the screening board for approval of the new alignment and added mileage to the system.

Kim then pointed out that the following county mileage information is available in the book: History of additional mileage requests. - Page 45-47; Banked CSAH Mileage. - Page 48, Historical Documentation – Pages 49-52.

Mark Krebsbach, Dakota County engineer, thanked the mileage subcommittee for it's hard work and filled those in attendance in on just how much effort was put forth to review this request.

G. Additional Topics

Chairman Risser asked if there was a Needs Task Force (NTF) update at this time. Kim gave a brief update on where the NTF is in the process of switching to the new system. Kim reported that they are still planning to be in a position to use the new system for determining the 2016 county distribution.

Julie Skallman, State Aid Division Director informed the group that this will be her last Screening Board meeting. She told the board how important their function is to all Minnesota residents and how important their function is to State Aid Division and to the State Legislature. Julie said it is because of the Screening Board and it's self-governing ability, that Minnesota enjoys the best secondary system of roads in the nation. After Julie spoke the room applauded.

Jim Grube, Hennepin County addressed the group. Jim announced that Shelly Peterson, Bloomington City Engineer has asked for our help as representative of the City Engineers Association. The City Engineers are looking at developing a white paper on the subject of the current design standards getting in the way of getting road projects done. Jim asked that anyone with a comment on how the design standards might be getting in the way of project completion, should get their comments to him before the end of the meeting tomorrow so that he can pass that information on to Shelly.

With no other items presented for discussion, at 3:33 Chairman Risser asked for a motion to recess until Thursday, October 23. Motion by Mark Krebsbach, Dakota County, seconded by Lon Aune, Marshall County and the motion passed unanimously.

OCTOBER 23, 2014 - Screening Board Minutes

The meeting reconvened on October 23, 2014 with all representation present. Chairman Roger Risser, Watonwan County called the meeting to order at 8:45 am.

Chairman Risser called for a motion to approve the miles and needs as presented in the book and to authorize the signing of the letter to the commissioner recommending approval. A motion to approve the mileage and needs as presented in the book and to authorize the signing of the letter recommending approval was offered by Doug Fischer, Anoka County and seconded by Lon Aune, Marshall County, the motion passed unanimously.

Chairman Risser brought up the issue of the Freeborn County and Pope County State Park Road Account requests. One motion to approve both County requests was offered by Dave Kramer, Winona County, seconded by Joe Triplett, Chisago County and passed unanimously.

Chairman Risser asked if the Board wished to offer a motion to fund the Research Account in 2015 and if the Board wishes to modify the motion to include language that would not allow funding transportation research at a higher percentage than we fund a minimum County. Wayne Sandberg, Washington County offered the following resolution, seconded by Lon Aune, Marshall County the motion passed unanimously.

> *Be it resolved that an amount of $2,499,251, an amount that is not to exceed ½ of 1% of the 2014 CSAH Distribution Sum of $499,850,198 and an amount not to exceed the total distribution to any minimum county, shall be set aside from the 2015 Distribution Fund and be credited to the Research Account.*

Chairman Risser called for discussion and a motion on the Carver County and Sibley County Mileage request. Dave Kramer, Winona County offered the following resolution, seconded by Mike Tardy, Carlton County the motion passed unanimously.

> *Be it resolved that the mileage subcommittee's recommendation be approved in it's entirety regarding the Carver and Sibley County mileage requests, including the recommended approvals, the recommended approvals with conditions, and the recommended denials.*

Chairman Risser thanked the outgoing district members of the screening board for their service. The outgoing representatives being thanked were: Loren Fellbaum, Todd County District 3 Representative; Andy Sander, Yellow Medicine County, District 8 Representative; Karin Grandia, Itasca County and Mileage Subcommittee Representative; and himself, Chariman Roger Risser, Watonwan County and District 7 Representative.

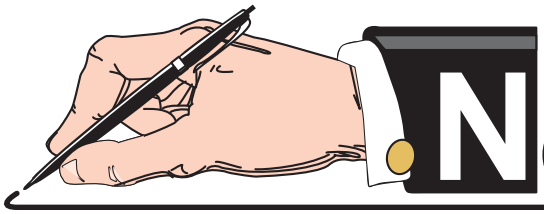
Chairman Risser then brought attention to outgoing State Aid Division Director Julie Skallman outlining her work history and her career path leading up to State Aid Division Director and mentioning some of her many accomplishments along the way. Chairman Risser presented Julie with a memento of the screening board's appreciation, a specially made doormat intended for use at her lake cabin. The doormat depicted the outline of the state of Minnesota and all 87 counties. After the presentation of the doormat the entire room gave Julie a standing ovation.

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

At 9:08 am, a motion to adjourn the fall 2014 Screening Board meeting was offered by Joe Triplett, Chisago County and Seconded by Jim Grube, Hennepin County and the motion passed unanimously.

Respectively Submitted,

Nicholas A. Anderson
Screening Board Secretary
Big Stone County Engineer



NOTES and COMMENTS

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED*:*

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

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

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

Screening Board Vice-chairman - June 1968

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

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

Mileage Limitation - Oct. 1961-Oct. 1997 (Latest Rev. Oct. 2012)

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

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

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

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

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

Mileage made available by reason of shortening a route by construction shall not be considered as designatable mileage elsewhere.

That any additions to a county's State Aid System, required by State Highway construction, shall not be approved unless all mileage made available by revocation of State Aid roads which results from the aforesaid construction has been used in reducing the requested additions.

That in the event a County State Aid Highway designation is revoked because of the proposed designation of a Trunk Highway over the County State Aid Highway alignment, the mileage revoked shall not be considered as eligible for a new County State Aid Highway designation.

That, whereas, mileage approved by the Screening Board through a mileage request will not become transferable mileage unless approved by the Screening Board.

That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 and 1990 Federal census, is allowed in

excess of the normal County State Aid Highway mileage limitations, revocation of said former MSAS's shall not create eligible mileage for State Aid Designation on other roads in the county, but may be considered for State Aid designation within that municipality.

That, whereas, the county engineers are sending in many requests for additional mileage to the CSAH system up to the date of the Screening Board meetings, and whereas this creates a burden on the State Aid Staff to prepare the proper data for the Screening Board, be it resolved that the requests for the spring meeting must be in the State Aid Office by April 1 of each year, and the requests for the fall meeting must be in the State Aid Office by August 1 of each year. Requests received after these dates shall carry over to the next meeting.

Non-existing County State Aid Highway Designations - Oct. 1990 – Oct 1992 (Latest Rev. June 2007)

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

TRAFFIC

Traffic Projection Factors - Oct. 1961 – Oct. 1992- June 2005(Latest Rev. June 2007)

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where a traffic count or a traffic study warrant a change, with the approval of the District State Aid Engineer.
Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

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

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

ROAD NEEDS

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

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

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

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

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

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

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

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

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

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

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

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

Rural Design Grade Widening - June 1980

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

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

9 - 12 Feet 75% of Average Complete Grading Cost/Mile

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

AFTER THE FACT NEEDS

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

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

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

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

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

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

Railroad Over Highway Bridges – October 2007

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

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

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

After the Fact Loops & Ramps – October 2008

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

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State Aid for Local Transportation

March 17, 2015

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

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