# 2016
# COUNTY SCREENING BOARD DATA

Benton County

CSAH 3

Golden Spike Road

## Spring 2016

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

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

# The State Aid Program Mission Study

## Mission Statement:

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

## Program Goals:

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

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

## Key Program Concepts:

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

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

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

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

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

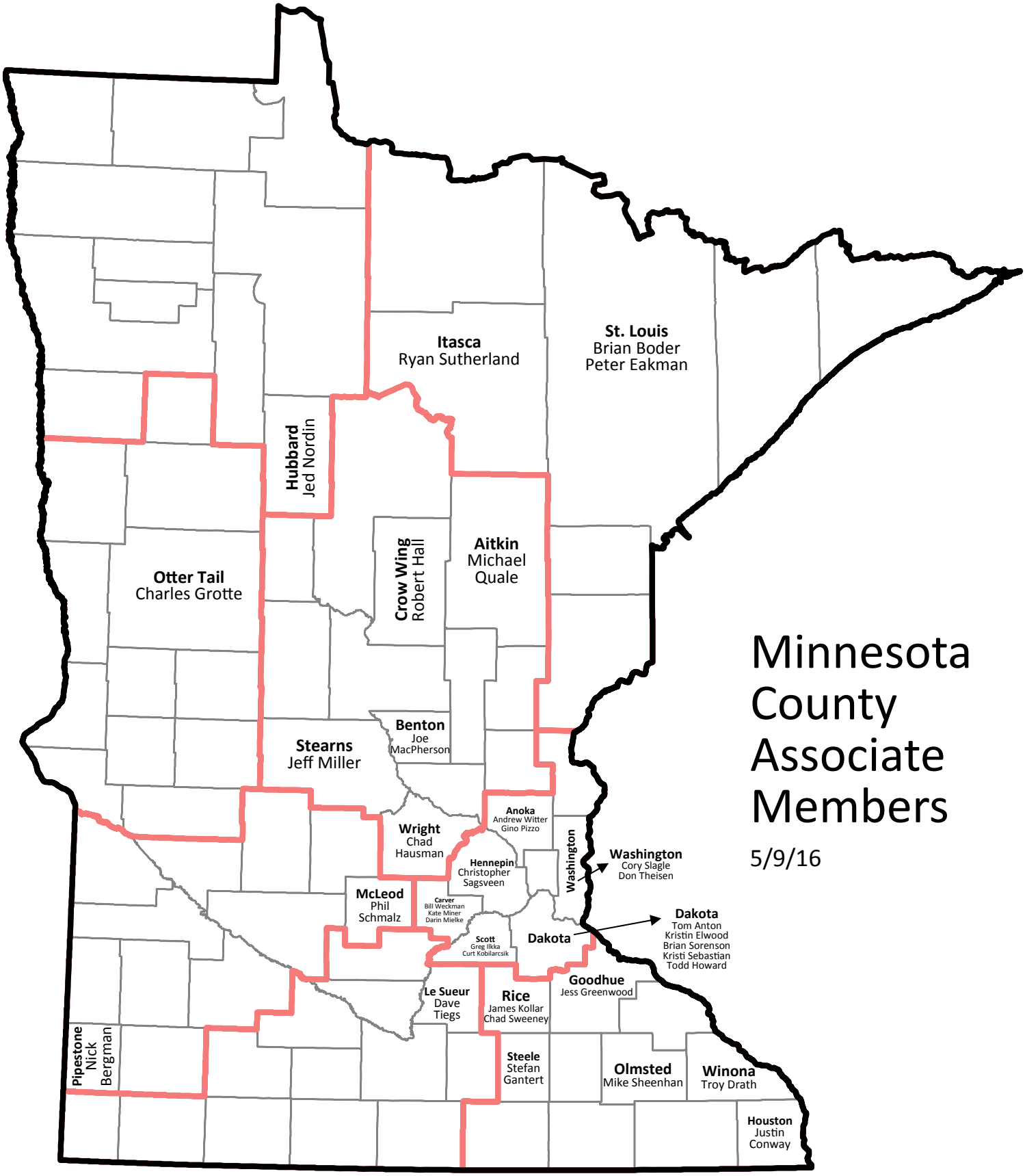
The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

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

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

# Minnesota County Highway Engineers

5/16/16




# Minnesota County Associate Members

5/9/16

# 2016 COUNTY SCREENING BOARD

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

# 2016 SCREENING BOARD ALTERNATES

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

# 2016 CSAH MILEAGE SUBCOMMITTEE

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

# 2016 CSAH GENERAL SUBCOMMITTEE

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

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# Introduction

**Spring 2016**

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

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

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

# Minutes of the CSAH General Subcommittee Meeting

**May 4, 2016**

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

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

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

**Unit Prices**
The Subcommittee recommends the following unit prices:

Rail Protection Costs

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

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

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

Traffic Signals

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

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

Structures

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

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

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

Gravel Surface

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

**Other Statewide Items**

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

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

Meeting adjourned at 11:30 a.m.

# 2016 Proposed Unit Prices

**Spring 2016**

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

***Generate by the application.**

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

# Memo

**Office of Freight and Commercial Vehicle Operations**
Railroad Administration Section
Mail Stop 470
395 John Ireland Blvd.
St. Paul, Minnesota 55155-1899

Office Tel: 651/366-3644
Fax: 651/366-3720

March 24, 2016

To: Kimberlie Delarosa
CSAH Needs Manager

From: Timothy J. Spencer
Manager, Rail Administration Section

Subject: Projected Railroad Grade Crossing Improvements – Costs for 2016

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

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

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

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



An equal opportunity employer

# County Signal Cost

**Spring 2016**

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

# County Signal Cost

**Spring 2016**

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

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

# County Bridge Projects 2011-2015

**Spring 2016**

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

**BRIDGE LENGTH 0-149 FEET**

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

# County Bridge Projects 2011-2015

**Spring 2016**

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

**BRIDGE LENGTH 0-149 FEET**

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

# County Bridge Projects 2011-2015

**Spring 2016**

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

**BRIDGE LENGTH 0-149 FEET**

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

# County Bridge Projects 2011-2015

**Spring 2016**

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

**BRIDGE LENGTH 0-149 FEET**

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

# County Bridge Projects 2011-2015

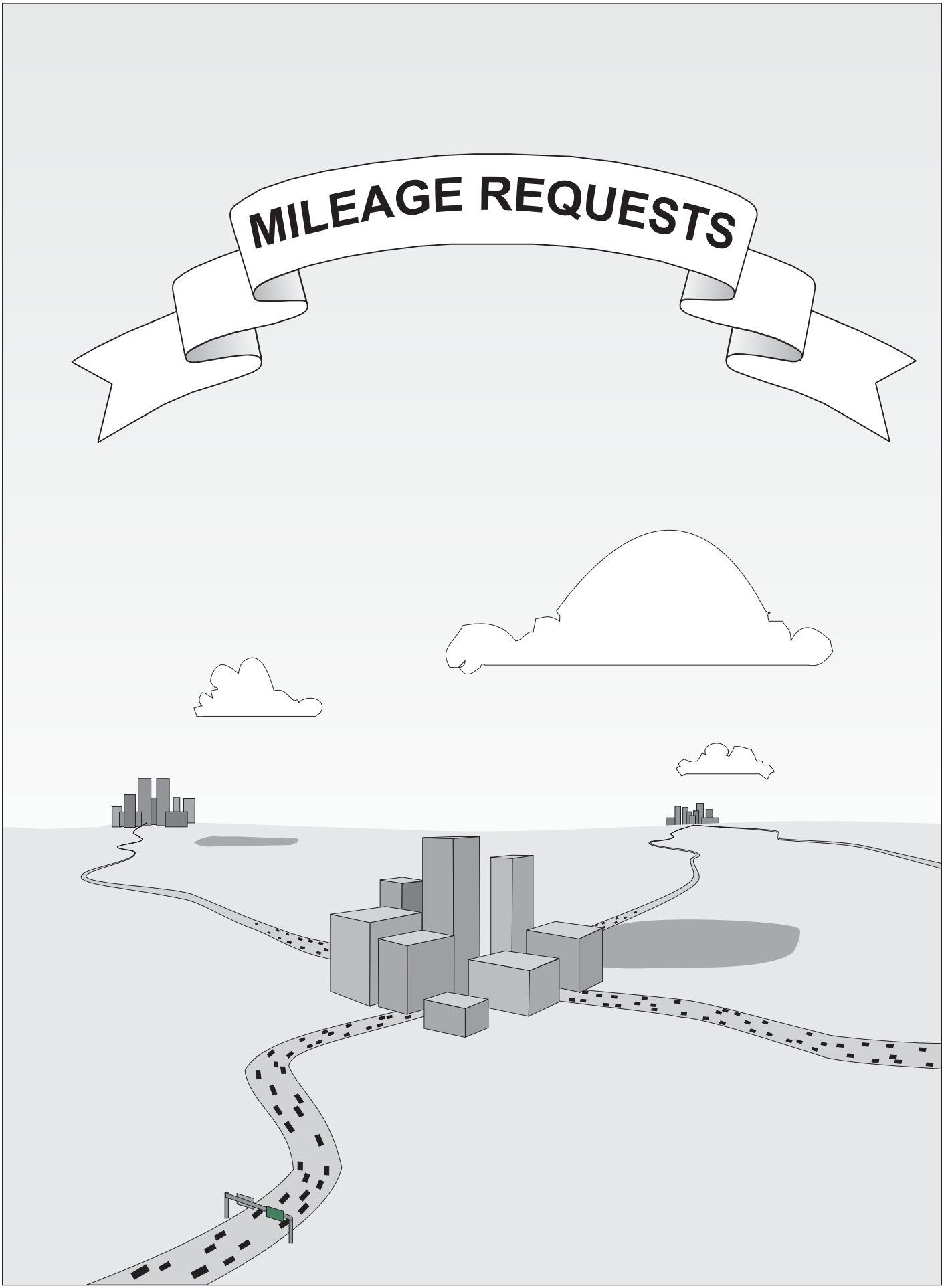
**Spring 2016**

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

**BRIDGE LENGTH 150 FEET & OVER**

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

# MILEAGE REQUESTS



# Criteria Necessary For County State Aid Highway Designation

**Spring 2016**

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

**Portion of Minnesota Rules For State Aid Operations**

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

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

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

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

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

# History of CSAH Additional Mileage Requests

**Spring 2016**

## Approved by the County Engineers' Screening Board

| County | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988-1992 | 1993-1998 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2009 | 2012 | 2014 | 2015 | Total Miles To Date | County |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Carlton** | 3.62 | | | | | | | | | | | | | | | | 3.62 | **Carlton** |
| **Cook** | 3.60 | | | | | | | | | | | | | | | | 3.60 | **Cook** |
| **Itasca** | | | | | | | | | | | | | | | | | 0.00 | **Itasca** |
| **Koochiching** | 9.27 [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** | **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** | **0.00** | **60.07** | **District 2 Totals** |
| **Aitkin** | 6.10 | | 0.60 | | | 7.12 | | | | | | | | | | | 13.82 | **Aitkin** |
| **Benton** | 3.18 [1] | | | | | | | | | | | | | | | | 3.18 | **Benton** |
| **Cass** | 7.90 | | | | | 2.80 | | | | | | | | | | | 10.70 | **Cass** |
| **Crow Wing** | 13.00 [1] | | | | | | | | | | | | | | | | 13.00 | **Crow Wing** |
| **Isanti** | 1.80 | | | | | | | | | | | | | | | | 1.80 | **Isanti** |
| **Kanabec** | | | | | | | | | | | | | | | | | 0.00 | **Kanabec** |
| **Mille Lacs** | | 0.74 | | | | | | | | | | | | | | | 0.74 | **Mille Lacs** |
| **Morrison** | | | | | | 9.70 | | | | | | | | | | | 9.70 | **Morrison** |
| **Sherburne** | 5.42 | | | | | | | | | 26.68 | | | | | | | 32.10 | **Sherburne** |
| **Stearns** | 0.78 | | 3.90 | | 0.25 | | | 29.24 | | | | | | | | | 34.17 | **Stearns** |
| **Todd** | 1.90 [1] | | | | | | | | | | | | | | | | 1.90 | **Todd** |
| **Wadena** | | | | | | | | | | | | | | | | | 0.00 | **Wadena** |
| **Wright** | 0.45 | | 1.38 | | | | | | | | | 7.77 | | | | | 9.60 | **Wright** |
| **District 3 Totals** | **40.53** | **0.74** | **5.88** | **0.00** | **0.25** | **19.62** | **0.00** | **29.24** | **0.00** | **26.68** | **0.00** | **7.77** | **0.00** | **0.00** | **0.00** | **0.00** | **130.71** | **District 3 Totals** |

# History of CSAH Additional Mileage Requests

**Spring 2016**

## Approved by the County Engineers' Screening Board

| County | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988-1992 | 1993-1998 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2009 | 2012 | 2014 | 2015 | Total Miles To Date | County |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Becker** | 10.07 | | | | | | | | | | | | | | | | 10.07 | **Becker** |
| **Big Stone** | 1.40 | 0.16 | | | | | | | | | | | | | | | 1.56 | **Big Stone** |
| **Clay** | 2.00 | 0.10 | | | | | | | | | | | | | | | 2.10 | **Clay** |
| **Douglas** | 10.65 [1] | | | | | | | | | | | | | | | | 10.65 | **Douglas** |
| **Grant** | 5.42 | | | | | | | | | | | | | | | | 5.42 | **Grant** |
| **Mahnomen** | 1.42 | | | | | | | | | | | | | | | | 1.42 | **Mahnomen** |
| **Otter Tail** | | | 0.36 | | | | | | | | | | | | | | 0.36 | **Otter Tail** |
| **Pope** | 3.63 | 1.20 | | | | | | | | | | | | | | | 4.83 | **Pope** |
| **Stevens** | 1.00 | | | | | | | | | | | | | | | | 1.00 | **Stevens** |
| **Swift** | 0.78 | | 0.24 | | | | | | | | | | | | | | 1.02 | **Swift** |
| **Traverse** | 0.20 | 0.56 | | 1.60 | | | | | | | | | | | | | 2.36 | **Traverse** |
| **Wilkin** | | | | | | 0.11 | | | | | | | | | | | 0.11 | **Wilkin** |
| **District 4 Totals** | **36.57** | **2.02** | **0.60** | **1.60** | **0.00** | **0.11** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **40.90** | **District 4 Totals** |
| **Anoka** | 2.04 | | | | 10.42 | 24.99 | | | | | 22.13 | | | | | | 59.58 | **Anoka** |
| **Carver** | 2.49 | 0.48 | | 0.08 | | | 11.70 | | | | | | | | 5.80 | | 20.55 | **Carver** |
| **Hennepin** | 4.50 | 0.24 | 0.85 | | | | | | | | | | | | | | 5.59 | **Hennepin** |
| **Scott** | 12.09 [1] | 5.15 | 0.12 | | 3.50 | 38.12 | | | | | | | | | | | 58.98 | **Scott** |
| **District 5 Totals** | **21.12** | **5.87** | **0.97** | **0.08** | **13.92** | **63.11** | **11.70** | **0.00** | **0.00** | **0.00** | **22.13** | **0.00** | **0.00** | **0.00** | **5.80** | **0.00** | **144.70** | **District 5 Totals** |
| **Dodge** | | | | 0.11 | | | | | | | | | | | | | 0.11 | **Dodge** |
| **Fillmore** | 1.12 | | 1.10 | | | | | | | | | | | | | | 2.22 | **Fillmore** |
| **Freeborn** | 0.95 | 0.65 | | | | | | | | | | | | | | | 1.60 | **Freeborn** |
| **Goodhue** | | 0.08 | | | | | | | | | | | | | | | 0.08 | **Goodhue** |
| **Houston** | | 0.12 | | | | | | | | | | | | | | | 0.12 | **Houston** |
| **Mower** | 13.11 [1] | | 0.09 | | | | | | | | | | | | | | 13.20 | **Mower** |
| **Olmsted** | 15.32 [1] | | | | | | | | | | | 5.35 | | | | 0.31 | 20.98 | **Olmsted** |
| **Rice** | 1.70 | | | | | | | | | | | | | | | | 1.70 | **Rice** |
| **Steele** | 1.55 | | | | | | | | | | | | | | | | 1.55 | **Steele** |
| **Wabasha** | 0.43 [1] | 0.30 | | | | | | | | | | | | | | | 0.73 | **Wabasha** |
| **Winona** | 7.40 [1] | | | | | | | | | | | | | | | | 7.40 | **Winona** |
| **District 6 Totals** | **41.58** | **1.15** | **1.19** | **0.11** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **5.35** | **0.00** | **0.00** | **0.00** | **0.31** | **49.69** | **District 6 Totals** |

# History of CSAH Additional Mileage Requests

**Spring 2016**

## Approved by the County Engineers' Screening Board

| County | 1958-1970 | 1971-1976 | 1977-1982 | 1983-1987 | 1988-1992 | 1993-1998 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2009 | 2012 | 2014 | 2015 | Total Miles To Date | County |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Blue Earth** | 15.29 [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** | **0.00** | **63.24** | **District 7 Totals** |
| **Chippewa** | 15.00 | | | | 0.05 | | | | | | | | | | | | 15.05 | **Chippewa** |
| **Kandiyohi** | 0.44 | | | | | | | | | | | | | | | | 0.44 | **Kandiyohi** |
| **Lac qui Parle** | 1.93 | | | | | | | | | | | | | | | | 1.93 | **Lac Qui Parle** |
| **Lincoln** | 6.55 [1] | | | | | | | | | | | | | | | | 6.55 | **Lincoln** |
| **Lyon** | 2.00 | | | | 1.50 | | | | | | | | | | | | 3.50 | **Lyon** |
| **Mc Leod** | 0.09 | 0.50 | | | 0.32 | | | | | | | | | | | | 0.91 | **Mc Leod** |
| **Meeker** | 0.80 | 0.50 | | | | | | | | | | | | | | | 1.30 | **Meeker** |
| **Murray** | 3.52 | 1.10 | | | | | | | | | | | | | | | 4.62 | **Murray** |
| **Pipestone** | 0.50 | | | | | | | | | | | | | | | | 0.50 | **Pipestone** |
| **Redwood** | 3.41 | | 0.13 | | | | | | | | | | | | | | 3.54 | **Redwood** |
| **Renville** | | | | | | | | | | | | | | | | | 0.00 | **Renville** |
| **Yellow Medicine** | | 1.39 | | | | | | | | | | | | | | | 1.39 | **Yellow Medicine** |
| **District 8 Totals** | **34.24** | **3.49** | **0.13** | **0.00** | **1.87** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **39.73** | **District 8 Totals** |
| **Chisago** | 3.24 | | | | 2.20 | | | | | | | | | | | | 5.44 | **Chisago** |
| **Dakota** | 1.65 [1] | 2.47 | | 2.26 | | 35.63 | | | | | | | | 39.60 | | | 81.61 | **Dakota** |
| **Ramsey** | 10.12 [1] | 0.61 | | 1.13 | | | | | | | | | | | | | 11.86 | **Ramsey** |
| **Washington** | 2.33 [1] | 0.40 | 0.33 | 1.33 | 8.05 | 18.52 | | | | | | | -7.41 | | | | 23.55 | **Washington** |
| **District 9 Totals** | **17.34** | **3.48** | **0.33** | **4.72** | **10.25** | **54.15** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **-7.41** | **39.60** | **0.00** | **0.00** | **122.46** | **District 9 Totals** |
| **Totals** | **339.03** | **25.65** | **11.39** | **7.49** | **26.41** | **156.69** | **26.60** | **29.24** | **0.54** | **26.68** | **22.13** | **13.12** | **-7.41** | **39.60** | **5.80** | **0.31** | **727.09** | **Totals** |

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

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



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# Historical Documentation for the
# Anoka County CSAH Mileage Request

**Spring 2016**

| | |
|---|---|
| Anoka County CSAH mileage (12/05) | 287.21 |
| Requested Additions (10/05) | 22.67 |
| Banked Mileage | (0.54) |
| 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 2016**

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

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

| **These designations are left to be completed:** | 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 2016**

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

| **These revocations need to be completed:** | Miles |
|---|---|
| P - CSAH 5 from TH 13 to CR 80S | (1.35) |
| D - CSAH 71 From TH 149 to TH 3 | (0.90) |
| B - CSAH 9 from Dodd Blvd to CSAH 31 | (2.87) |
| N - CSAH 23 from CR 96 to county line | (2.00) |
| F - CSAH 31 from CSAH 74 to CSAH 50 | (0.75) |
| J - CSAH 50 from CSAH 23 to TH 3 (THTB) 4.25 | |
| O - CSAH 47 | (1.75) |
| | **(9.62)** |

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

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

# Historical Documentation for the
# Olmsted County CSAH Mileage Request

**Spring 2016**

| | |
|---|---|
| Olmsted County CSAH mileage (6/06) | 315.67 |
| Banked miles | (0.92) |
| Approved Revocations (10/06) | (16.68) |
| Approved Designations (10/06) | 22.95 |
| 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 | Revoke CSAH 31 - CSAH 3 to TH 52 | 3.34 | 315.67 | 319.01 |
| 3/2008 | Revoke CSAH 18 - TH 52 to 0.13 mi. East | 0.13 | 319.01 | 319.14 |
| 3/2008 | Revoke CSAH 12 - TH 52 to 0.24 mi. East | 0.24 | 319.14 | 319.38 |
| 3/2008 | CSAH 18 connection to TH 52 on CR 112 | (1.39) | 319.38 | 317.99 |
| 3/2008 | CSAH 12 to TH 52 | (1.30) | 317.99 | 316.69 |
| 3/1/2016 | Revoke CSAH 34 - CSAH 22 to TH 52 | 1.47 | 316.69 | 318.16 |

| **These revocations need to be completed:** | 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 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) |
| | **(11.48)** |

| **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 2016**

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

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

**These revocations need to be completed:**

| | |
|---|---|
| CSAH 37 (CSAH 19 to 70th St NE) | (4.10) |
| CSAH 19 (CSAH 34 to CSAH 39) | (8.75) |
| CSAH 37 (Kadler/Jaber int to CSAH 19) | (1.50) |
| | **(14.35)** |

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

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

# Banked CSAH Mileage

**Spring 2016**

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

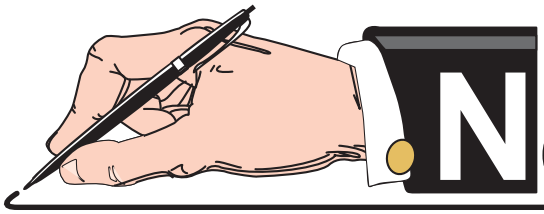
Mileage made available by an internal revision after July 1, 1990 will be held in abeyance (banked) for future designation.

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

| County | Banked Mileage Available |
|---|---|
| Aitkin | 0.00 |
| Anoka | 0.68 |
| Becker | 0.11 |
| Beltrami | 2.20 |
| Benton | 0.28 |
| Big Stone | 0.05 |
| Blue Earth | 0.60 |
| Brown | 0.61 |
| Carlton | 0.88 |
| Carver | 4.45 |
| Cass | 0.85 |
| Chippewa | 0.32 |
| Chisago | 0.01 |
| Clay | 0.87 |
| Clearwater | 0.01 |
| Cook | 0.01 |
| Cottonwood | 1.00 |
| Crow Wing | 0.23 |
| Dakota | 0.00 |
| Dodge | 0.76 |
| Douglas | 2.11 |
| Faribault | 0.49 |
| Fillmore | 0.00 |
| Freeborn | 0.00 |
| Goodhue | 4.17 |
| 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 | 5.26 |
| Lac Qui Parle | 0.00 |
| Lake | 0.00 |
| Lake of the Woods | 0.20 |
| Le Sueur | 0.45 |
| Lincoln | 0.20 |
| Lyon | 0.00 |
| McLeod | 1.51 |
| Mahnomen | 0.44 |

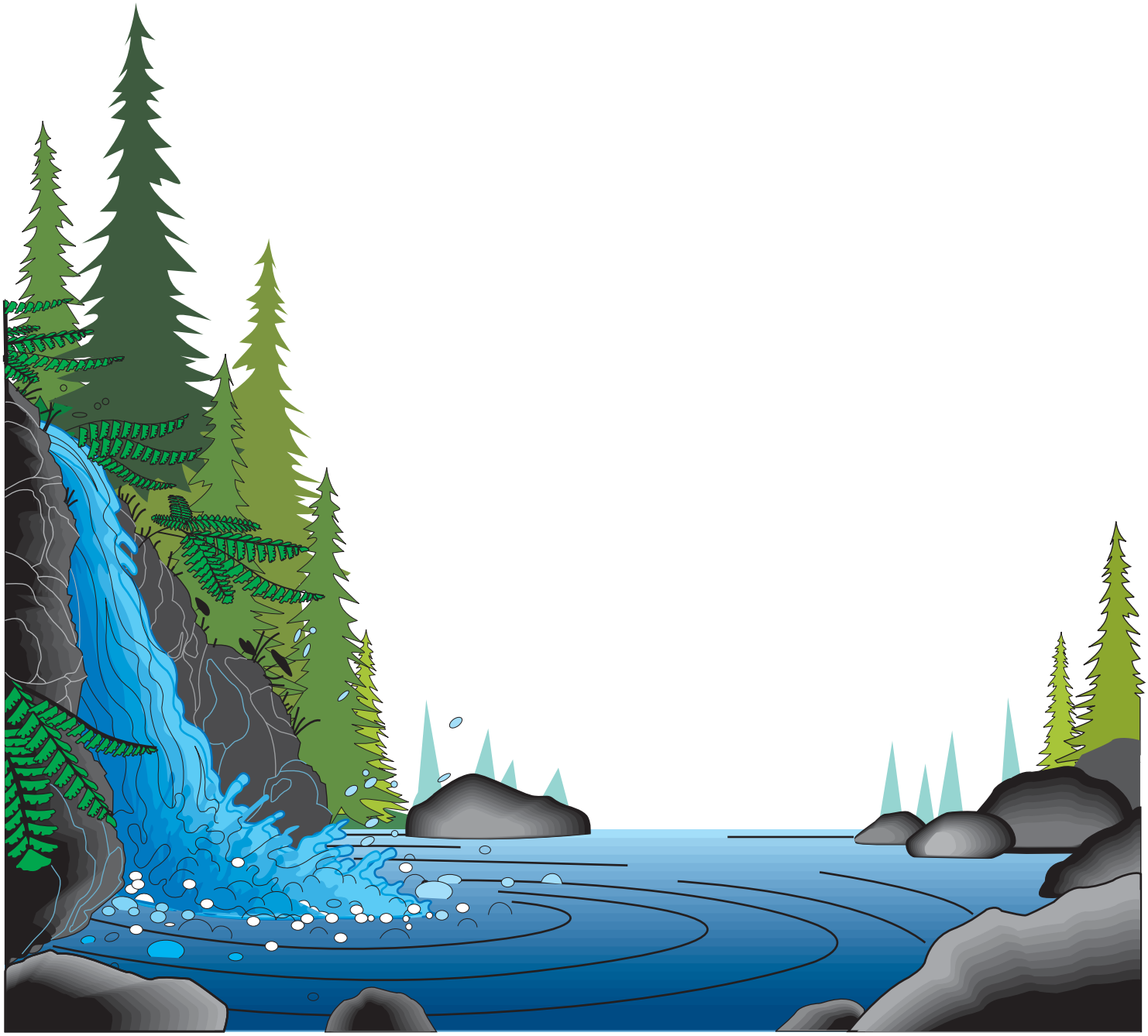
| County | Banked Mileage Available |
|---|---|
| Marshall | 0.03 |
| Martin | 0.00 |
| Meeker | 0.02 |
| Mille Lacs | 0.00 |
| Morrison | 0.25 |
| Mower | 0.00 |
| Murray | 0.00 |
| Nicollet | 0.22 |
| Nobles | 0.29 |
| Norman | 2.26 |
| Olmsted | 0.65 |
| Otter Tail | 0.06 |
| Pennington | 0.35 |
| Pine | 0.66 |
| Pipestone | 0.14 |
| Polk | 1.50 |
| Pope | 0.03 |
| Ramsey | 0.46 |
| Red Lake | 0.00 |
| 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 | 1.29 |
| Steele | 0.45 |
| Stevens | 0.68 |
| Swift | 0.30 |
| Todd | 0.24 |
| Traverse | 0.03 |
| Wabasha | 0.81 |
| Wadena | 2.81 |
| Waseca | 0.32 |
| Washington | 1.96 |
| Watonwan | 0.68 |
| Wilkin | 0.00 |
| Winona | 0.00 |
| Wright | 1.27 |
| Yellow Medicine | 0.24 |
| **Total Banked Mileage** | **64.75** |

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



# NOTES and COMMENTS

# STATE PARK ROAD ACCOUNT



# State Park Road Account

**Spring 2016**

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

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

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

DNR website for more information:
http://www.dnr.state.mn.us/grants/recreation/parkroads.html

**State Aid Contact**: Paul Stine (651) 366-3830
**DNR Contact:** Dave Sobania (218) 828-2620

# State Park Road Account

**Spring 2016**

**Allocation Year: 2016**

Annual Master Acct Allocation: 4,182,771

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

Current Year Transfers : 2,667,672

| Project Number | County | Trans Date | Type Work | | Location | Rec Area | Orig. Encumb | Original Date |
|---|---|---|---|---|---|---|---|---|
| 067-600-002 | ROCK | 2/2/2016 | CONST | (7,075) | 150th St | Blue Mounds State Park | $72,500 | 5/12/2014 |
| 042-600-003 | LYON | 2/3/2016 | CONST | 313,870 | CR 83 | Camden State Park | $850,000 | 12/16/2013 |
| 059-600-002 | PIPESTONE | 2/19/2016 | CONST | 7,933 | TH 267 | Pipestone Wildlife Management Area | $500,000 | 6/4/2013 |
| 070-600-002 | SCOTT | 3/15/2016 | CONST | (10,000) | Spring Lake Cir | unallocated funds | 10,000 | 12/12/2008 |
| 003-600-011 | BECKER | 3/15/2016 | CONST | 18,505 | Hubbble Pond Rd | Hubble Pond Rd | 30,504 | 5/14/2014 |
| 081-600-005 | WASECA | 3/17/2016 | CONST | (26,000) | unallocated funds | | | |
| 003-600-011 | BECKER | 3/24/2016 | CONST | (30,504) | Uncallocated funds | Hubble Pond Rd | 30,504 | 5/14/2014 |
| 069-600-041 | ST.LOUIS | 4/19/2016 | CONST | (226,039) | Old TH 169 - bike path | under run | 2,394,114 | 12/21/2010 |
| 013-600-012 | CHISAGO | 4/21/2016 | CONST | 58,700 | Cedarcrest Court | Big Horseshoe Lake PWA | $58,700.00 | 4/7/2016 |
| 013-600-013 | CHISAGO | 4/21/2016 | CONST | 350,800 | Skogman Lake Road | Skogman Lake PWA | $350,800.00 | 4/7/2016 |
| 013-600-014 | CHISAGO | 4/21/2016 | CONST | 217,800 | Bending Avenue | Rabour Lake PWA | $217,800.00 | 4/7/2016 |
| 016-600-002 | COOK | 4/21/2016 | CONST | 11,800 | Schroeder Tote Road | Temperance State Park | $11,800.00 | 4/7/2016 |
| 016-600-003 | COOK | 4/21/2016 | CONST | 32,100 | Father Baragas Cross Road | Lake Superior State Water Trail PWA | $32,100.00 | 4/7/2016 |
| 004-600-017 | BELTRAMI | 4/21/2016 | CONST | 181,500 | Lake Beltrami Road NE | Lake Beltrami PWA Access | $181,500.00 | 4/7/2016 |
| 004-600-018 | BELTRAMI | 4/21/2016 | CONST | 190,000 | Beach Lane NE | Lake Beltrami PWA Access | $190,000.00 | 4/7/2016 |
| 035-600-002 | KITTSON | 4/21/2016 | CONST | 224,409 | Gilbert Olson Park Road | Two Rivers PWA Gilbert Olson Park | $224,409.00 | 4/7/2016 |
| 007-600-002 | BLUE EARTH | 4/21/2016 | CONST | 160,000 | Lake View Rd. & 622nd Lane | Madison Lake PWA | $160,000.00 | 4/7/2016 |
| 040-600-004 | LESUEUR | 4/21/2016 | CONST | 200,000 | Clear Lake Lane | Clear Lake PWA | $200,000.00 | 4/7/2016 |
| 056-600-027 | OTTER TAIL | 4/29/2016 | CONST | 102,449 | Bankers Drive | Ten Mile Lake PWA | $102,449.00 | 4/7/2016 |
| 009-600-004 | CARLTON | 5/3/2016 | CONST | 86,256 | Commonwealth Ave. | Boy Scout Landing | 86,256.00 | 4/8/2015 |
| 069-600-045 | ST.LOUIS | 5/4/2016 | CONST | 57,095 | Commonwealth Ave. | Boy Scout Landing | 57,095.00 | 4/8/2015 |
| 018-600-031 | CROW WING | 5/11/2016 | CONST | 106,000 | North Drive | Pelican Lake PWA | $106,000.00 | 4/7/2016 |
| 023-600-005 | FILLMORE | 5/11/2016 | CONST | (504,500) | Mystery Cave State Park | 180th St / Old Cave Road | **Declined Project** | 4/8/2014 |
| | | | | **1,515,099** | | | | |

# State Park Road Account

**Spring 2016**

**Allocation Year: 2015**

Annual Master Acct Allocation: 3,991,000

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

Current Year Transfers : 0

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

# State Park Road Account

**Spring 2016**

**Allocation Year: 2014**

Annual Master Acct Allocation: 3,777,205

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

Current Year Transfers : 0

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

# State Park Road Account

**Spring 2016**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 085-600-004 | WINONA | 9/18/2014 | CONST | (103,694) | Whitewater Wildlife Management Area | Fairwater Rd | $415,000 | 6/4/2013 |
| 001-600-017 | AITKIN | 9/18/2014 | CONST | 103,876 | Mallard Lake Public Water Access | 420th Ave and 265th Lane | $286,000 | 6/4/2013 |
| 019-600-019 | DAKOTA | 9/23/2014 | CONST | 49,000 | | | | |
| 030-600-006 | ISANTI | 11/5/2014 | CONST | (6,687) | | | | |
| 022-600-002 | FARIBAULT | 11/25/2014 | CONST | 347,000 | | Walnut Lake Bridge | $300,000 | |
| 022-600-002 | FARIBAULT | 12/4/2014 | CONST | (346,653) | | Walnut Lake Bridge | $300,000 | |
| 002-600-016 | ANOKA | 12/9/2014 | CONST | (32,125) | | | | |
| 027-600-009 | HENNEPIN | 12/9/2014 | CONST | 174,831 | Fort Snelling State Park | County Roads 204 & 205 | $625,000 | 7/18/2014 |
| 027-804-001 | HENNEPIN | 12/9/2014 | CONST | 174,831 | Fort Snelling State Park | County Roads 204 & 205 | $625,000 | 7/18/2014 |
| 004-600-014 | BELTRAMI | 12/10/2014 | CONST | (2,698) | Tamarack River Public Water Access Site | Waskish Township Rd | $63,000 | 6/4/2013 |
| 004-600-013 | BELTRAMI | 12/15/2014 | CONST | 16,535 | Lake Bemidji State Park | CR 414 | $150,000 | 6/4/2013 |
| 004-600-013 | BELTRAMI | 12/15/2014 | CONST | (182) | Lake Bemidji State Park | CR 414 | $150,000 | 6/4/2013 |
| 027-600-009 | HENNEPIN | 12/26/2014 | CONST | 9,235 | Fort Snelling State Park | County Roads 204 & 205 | $625,000 | 7/18/2014 |
| 027-804-001 | HENNEPIN | 12/26/2014 | CONST | 9,235 | Fort Snelling State Park | County Roads 204 & 205 | $625,000 | 7/18/2014 |
| 018-600-029 | CROW WING | 12/29/2014 | ROW | (3,480) | Camp Lake | White Pine Rd | $235,000 | 12/17/2012 |
| 027-600-009 | HENNEPIN | 12/29/2014 | CONST | 3,480 | Fort Snelling State Park | County Roads 204 & 205 | $625,000 | 7/18/2014 |
| | | | | **3,777,205** | | | | |

# REFERENCE MATERIAL

# Maintenance Facilities

**Spring 2016**

| | | | | | |
|---|---|---|---|---|---|
| | **CY 1997** | | | | |
| Cook | | 665,000.00 | * | Original Bond $650,000-added 15,000 when refinanced | |
| Rice | | 108,004.47 | | Computerized Fuel System | |
| | | 773,004.47 | | | |
| | **CY 1998** | | | | |
| Koochiching | | 118,543.41 | | International Falls Storage Shed | |
| Lake of the Woods | | 300,872.29 | | Maintenance Facility | |
| Pipestone | | 31,131.16 | | Fueling System & Remodeling | |
| | | 450,546.86 | | | |
| | **CY 1999** | | | | |
| Morrison | | 33,590.98 | | 2 salt storage buildings | |
| Waseca | | 1,800,000.00 | * | Maintenance Facility | |
| | | 1,833,590.98 | | | |
| | **CY 2000** | | | | |
| Carver | | 343,632.04 | | Public Work Bldg | |
| Mahnomen | | 422,867.00 | | Maintenance Facility | |
| Pine | | 363,848.03 | | Sandstone Bldg Addition | |
| | | 1,130,347.07 | | | |
| | **CY 2001** | | | | |
| Carver | | 500,000.00 | | Public Work Bldg | |
| Nobles | | 500,000.00 | | Maintenance Facility | |
| | | 1,000,000.00 | | | |
| | **CY 2002** | | | | |
| Carver | | 168,398.26 | | Public Work Bldg | |
| Dodge | | 109,816.45 | | Access to maintenance facility | |
| Hennepin | | 260,000.00 | | Salt/Sand storage facility-Orono | |
| | | 538,214.71 | | | |
| | **CY 2003** | | | | |
| Cottonwood | | 90,458.55 | | Salt shed | |
| Watonwan | | 56,808.83 | | St James Shop | Pymts in 2003 & 2004 |
| | | 56,808.83 | | | |
| | **CY 2004** | | | | |
| Carlton | | 550,000.00 | | Maintenance Facility | |
| Cottonwood | | 147,429.02 | | Windom Addition | Pymts in 2003 & 2004 |
| | | 697,429.02 | | | |

# Maintenance Facilities

**Spring 2016**

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

# MAINTENANCE FACILITIES – CURRENT PROCESS

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

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

## Approval Process

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

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

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

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

## Partial Payment Process

1. County obtains State Aid Project number from SALT.

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

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

## Final Payment Process

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

# Hardship Transfers

**Spring 2016**

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

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

| Hardship Transfers | | |
|---|---|---|
| **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 2016

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

# CSAH Variances Approved

Spring 2016

| Salt Request No. | Local Agency Requesting Variance | Hearing Date Or Admin. Process | Request: Rule Number, Description Of Standard Proposed/Lieu Of Standard Required | Approval Date And Status (Full Approval or Pend HH) | Project Number, Route Name, Number, Location, Termini, Tied Project Numbers |
|---|---|---|---|---|---|
| 2016-06 | Wabasha County | | 8820.9936 Min. Design Standards, Urban: New or Reconstruction Projects;<br>Requested: 10' traffic lane widths in lieu of 11' lane traffic widths. | Admin Approval April 11th, 2016 | SAP 079-663-001 ; CSAH 63 in the City of Minneiska; Bennett Ave btwn Wellington St and Taylor Hill Dr. (station 14+00 to 18+00). |
| 2014-06 | Clay County | 20-Mar-14 | 8820.9920 Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects<br>26.5' clear zone distance in lieu of 30' required minimum clear zone distance. | 20-Mar-14 | SP 14-618-013 CSAH 18 from TH 75 to approximately 1 mile east of CSAH 11 |
| 2014-07 | Rock County | 20-Mar-14 | 8820.9920 Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects<br>18' clear zone with 1:6 slopes in lieu of 25' minimum in area of bridge replacements. | 20-Mar-14 | SP 067-613-004 & SP 067-613-005; CSAH 13 ; Replace Bridge L2135 with Bridge 67K23; Replace Bridge L2136 with 67K24 |
| 2014-09 | Le Sueur County | 19-Jun-14 | 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.<br>20 mph in lieu of 30 mph vertical curve design speed | 24-Jun-14 | Tyrone Twp. (Twp Rd 194) – SP 40-599-023 ; Replace Bridge L5907 with Bridge (culvert) |
| 2014-10 | Faribault County | 19-Jun-14 | 8820.9961 Minimum Design Standards For 45-Degree And 60-Degree Pull-In Diagonal Parking<br>Angle parking backing distance of 2' in lieu of 14'<br>Angle parking stall depth of 18' in lieu of 20'. | 24-Jun-14 | SP 022-606-020 ; Main Street in City of Blue Earth (CSAH 6) |
| 2014-11 | Fillmore County | 19-Jun-14 | 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.<br>o Lane width of 10' in lieu of 11'<br>o -Clear zone of 0' in lieu of 7' | 24-Jun-14 | Preble Twp (441st Ave) Bridge Replacement – SP 023-599-186 ; Replace Bridge L4665 with Bridge 23K31 (culvert) |
| 2014-12 | Carver County | Administrative | 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.<br>7-ton pavement strength in lieu of 9-ton | 22-Jul-14 | SAP 010-600-004<br>State Park Road Acct funded project on Scenic Drive Road in Lake Minnewashta Regional Park From CSHA 41 (Hazeltine Blvd) to the beach access parking lot. |
| 2013-18 Tied to 2012-6 | Hennepin County | Admin | Chapter 8820.9941 Minimum Design Standards: On-Road Bicycle Facility For Urban; New Or Reconstruction Projects:<br>· Standard Bicycle Lane Width: 6 feet<br>· Variance Bicycle Lane Width: 5 feet | Jan 2, 2014 Admin Approval | |
| 2010-6 | Ramsey County | 6/24/2010 | 8820.9936 – to allow a 20 mph horizontal curve in lieu of the 30 mph horizontal curve | 7/2/2010 | Central Corridor Light Rail Transit: Robert Street and University Avenue intersection |
| 2010-19 | Chisago County | 12/16/2010 | 8820.9936 – to allow a 25 mph horizontal design curve in lieu of the 30 mph horizontal curve | 12/29/2010 | SAP 13-609-30 CSAH 9 Summit Avenue in Center City |

# CSAH Variances Approved

Spring 2016

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

# CSAH Variances Approved

Spring 2016

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

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

**ADVANCE STATUS IS CURRENTLY CODE GREEN**

## State Aid Advances

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

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

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

## State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

**SEVERE**

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

**GUARDED**

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

**LOW**

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

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

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

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

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

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

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

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

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

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

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

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

# Local Road Research Board

## Program Overview

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

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

## Board Members

The Board consists of 10 members, including:

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

## Committees

### Research Implementation Committee

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

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

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

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

### Outreach Subcommittee

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

## Funding

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

| | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|
| **Amount Allocated** | $2.7 M | $2.9 M | $3.1 M | $3.2 M | $3.3 M |
| **Number of Projects** | 22 | 21 | 24 | 25 | 25 |

## For More Information

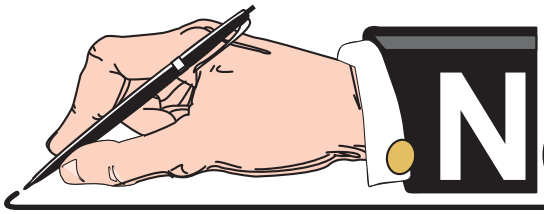
The LRRB publishes an annual **LRRB At-a-Glance Report.** This is a summary of completed reports and active projects and describes its goals and resources.

Website: www.lrrb.org

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

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

Revised: 2/2016



# NOTES and COMMENTS

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

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

**Attendance**

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

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

**Alternates in Attendance**

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

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

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

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

**Approval of Screening Board Minutes**

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

**Review of the Screening Board Book**

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

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

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

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

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

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

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

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

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

## C. State Park Road Account

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

## D. Traffic Projection Factors

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

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

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

## E. Mileage Requests and Banked Mileage

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

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

**F. Research Account**

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

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

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

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

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

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

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

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

## OCTOBER 29, 2015 - Screening Board Minutes

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

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

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

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

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

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

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

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

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

Respectively Submitted,

Nicholas A. Anderson
Screening Board Secretary
Big Stone County Engineer

# Current Resolutions of the County State Aid Screening Board

Spring 2016

BE IT RESOLVED:

## ADMINISTRATIVE

### Improper Needs Report

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

### Type of Needs Study

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

### Appearance at Screening Board

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

### Construction Cut Off Date

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

### Screening Board Vice-chair

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

### Screening Board Meeting Dates and Locations

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

**Screening Board Secretary**

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

**Research Account**

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

**Annual District Meeting**

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

**General Subcommittee**

That the Screening Board Chair appoints a Subcommittee to:

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

The Subcommittee will make recommendations to the Screening Board.

The Subcommittee will consist of five members. Three members with initial terms of one, two and three years, and representing the North (Districts 1, 2, 3 and 4), the South (Districts 6, 7 and 8) and the Metro area of the state. Two additional at-large members shall be appointed by the Screening Board Chair. An effort shall be made to appoint members that balances representation across the state geographically as well as the various sizes and population densities of the counties. Initially, the two at-large members of the subcommittee will consist of past members of the Needs Task Force for a full 3 year term. All subsequent terms will be for three years.

**Mileage Subcommittee**

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

## NEEDS ADJUSTMENTS

### Restriction of 25-Year Construction Needs

That the CSAH construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs shall be restricted to 10 percentage points greater than or 10 percentage points less than the statewide average percent change from the previous year's restricted CSAH needs to the current year's 25-year CSAH construction needs.

### County State Aid Construction Fund Balances

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

### Minimum County Adjustment

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

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

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

### Money Needs Adjustment

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

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

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

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

## MILEAGE

### CSAH Mileage Limitations

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

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

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

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

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

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

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

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

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

## TRAFFIC

### Traffic Projection Factors

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

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

## ROAD NEEDS

### Method of Study

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

### Storm Sewer

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

### Construction Accomplishments

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

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

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

### Additional Interchange Needs

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

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

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

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

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

1) The construction or reconstruction of a TH Bridge that carries a CSAH route results in an annual county cost (calculated by taking the county share of the total project costs divided by 85) in excess of the sum total of the calculated annual construction, right-of-way, structure, RR crossing, and signal needs (if applicable) for that same segment length of CSAH involved in the TH Bridge project.

2) The construction or reconstruction of a Bridge that spans a CSAH route results in an annual county cost (calculated by taking the county share of the total project costs divided by 85). In this case, the segment length shall be treated as a node and no reduction in the actual county costs shall be made by the calculated segment needs.

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

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

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

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# State Aid for Local Transportation

May 4, 2016

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

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