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Issue Number 87, March 2019

# State Aid E-Scene

## Emergency preparations

By: Lynnette Roshell, Federal Aid Agreement & Special Programs Engineer

With all of the snow we've had throughout the state this year, there are concerns about flooding once the snow melts. We are monitoring the predictions with MnDOT Emergency Management Staff and hoping for a slow melt.

FHWA Emergency Relief funds could become available if flood damage to major collectors or above exceeds \$700,000 and the Governor declares

an emergency. The FEMA process begins with a Presidential Declaration if damage exceeds the county's threshold.

If you have damage, please contact both your DSAE and your county emergency management coordinator. If it looks like an event is going to occur, we will bring training and provide further notifications via the listserv email.

Remember, take a lot of pictures of the damage and the aftermath. Emergency restoration funding is only available to make the road passible for essential traffic. Permanent repairs require NEPA clearance and major damage requires involvement of the FHWA.

If you have questions, contact Lynnette Roshell at 651-366-3822 or [lynnette.roshell@state.mn.us](mailto:lynnette.roshell@state.mn.us) or Bill Meinholz at 651-366-3832 or [william.meinholz@state.mn.us](mailto:william.meinholz@state.mn.us).



## HSIP solicitation for 2020-2023 update

MnDOT's Office of Traffic Engineering have selected projects for the Highway Safety Improvement Plan (HSIP) from the 2020-2023 solicitation. Notifications to award recipients were mailed out the second week of March. A selected project list will soon be available on the [Traffic Engineering HSIP webpage](#).

If you have any questions, please contact Tara Olds at 651-366-3830 or [tara.olds@state.mn.us](mailto:tara.olds@state.mn.us) or Girma Feyissa at 651-366-3813 or [girma.feyissa@state.mn.us](mailto:girma.feyissa@state.mn.us).



# Proposed amendment to rules governing environmental review

The Environmental Quality Board (EQB) intends to adopt rules after a public hearing following the procedures in the rules of the Office of Administrative Hearings, Minnesota Rules, parts 1400.2200 to 1400.2240, and the Administrative Procedure Act, Minnesota Statutes, sections 14.131 to 14.20. The agency will hold a public hearing in Room 100 of the Minnesota Pollution Control Agency, located at 520 Lafayette Road in St. Paul. The hearing will **start at 1:30pm on Friday, May 31st** and continuing until the hearing is completed.

The hearing (via a video-conference connection) will also be available at the following locations:

- Brainerd MPCA Office, 7678 College Road, Suite 105, Baxter, MN 56425
- Detroit Lakes MPCA Office, 714 Lake Ave., Suite 220, Detroit Lakes, MN 56501

- Duluth MPCA Office, 525 Lake Ave. S., Suite 400, Duluth, MN 55802
- Marshall MPCA Office, 504 Fairgrounds Road, Suite 200, Marshall, MN 56258
- Rochester MPCA Office, 18 Wood Lake Drive SE, Rochester, MN 55904

In the November 13, 2018, State Register, on pages 531 to 546, and in the December 31, 2018, State Register, on pages 775 to 778, the EQB published a Notice of Intent to Adopt Rules relating to Environmental Review categories. The notice stated that a hearing would be held on the proposed rules if 25 or more persons submitted written requests for a hearing. In response, the EQB received 177 requests for a hearing. **The hearing(s) on Friday March 8, 2019 and**

**on March 12, 2019 have been cancelled** and rescheduled for the Friday, March 31st hearing.

The EQB will schedule additional days of hearing if necessary. All interested or affected persons will have an opportunity to participate by submitting either oral or written data, statements, or arguments. Statements may be submitted without appearing at the hearing.

If you have any questions, please contact Gary Reihl, Project Development Engineer at 651-366-3819 or [gary.reihl@state.mn.us](mailto:gary.reihl@state.mn.us).



## LPA access to AASHTO TC3 online training library

*By: Dave Conkel, State Aid Bridge Engineer*

It was recently brought to our attention that some MnDOT related construction, materials, and maintenance certification classes may now come with a prerequisite to take several AASHTO eLearning modules through AASHTO TC3. AASHTO TC3 is a technical service program within AASHTO that focuses on developing training products for technical staff in the areas of construction, maintenance, and materials. As you access the TC3 library, you may notice an associated and relatively significant non-member fee. However, because the FHWA has purchased the access for local and tribal



transportation professionals to AASHTO's complete TC3 online training library, this fee is waived for local public agencies!

At this time we would encourage you to visit the [Minnesota LTAP Training and Education website](#). Once you enter this website, you'll see specific AASHTO TC3 Library registration

instructions located under Professional Associations. These instructions will gain you free access to the TC3 online training library. If you have any questions or problems accessing the TC3 library, please contact Minnesota LTAP at [mnltp@umn.edu](mailto:mnltp@umn.edu) or 612-626-1077.

# MN LRRB update

By: Joel Ulring, Pavement Engineer

The 2019 Local Road Research Board (LRRB) research cycle is under way! Several research projects have or are wrapping up and several more are beginning. Typically, LRRB funds about 20 research projects per year with a budget of about \$3 million. Following are lists including a few of the recently completed and newly commissioned research projects:

## Recently completed research (partial list).

- High Friction Surface Treatments
- Infiltration Basins: Standards and Procedures to Ensure Performance
- Evaluation of Stabilized Full Depth Reclamation (SFDR)
- Improving the Quality of Bridge Inspections Using Unmanned Aircraft Systems
- In-Vehicle Dynamic Curve-Speed Warnings at High-Risk Rural Curves
- Using Mobile Device Samples to Estimate Traffic Volumes
- Minnesota Guide for Stream Connectivity and Aquatic Organism Passage Through Culverts
- Regional Optimization of Roadside Turfgrass Seed Mixtures



## Newly funded research (partial list).

- Evaluation of Environmental Impacts of Potassium Acetate Used as a Road Salt Alternative
- Effectiveness of Geotextiles/ Geogrids in Roadway Construction; Determine a Granular Equivalent (GE) Factor
- Optimizing Asphalt Mixture Designs for Low-Volume Roads of Minnesota
- Towards Implementation of Max-Pressure Signal Timing on Minnesotan Roads
- Evaluation of Curing Effects on Cold In-Place Recycling (CIR)
- Construction Incentives, Are They Working?
- Base Stabilization Additives - Effect on GE



You are encouraged to go online to the [LRRB website](#) to search and view all the available research documents. If any of the newly funded research projects really interests you, don't hesitate to inquire about being a part of the Technical Advisory Panel (TAP) to help direct and review the research. The LRRB is always looking for TAP members.

# Dealing with those blasted bridges

By: Mark Vogel, MnDOT Office of Environmental Stewardship

MnDOT has changed over to using a recyclable abrasive (steel grit) as a blasting media for removing paint from bridge steel structures. Steel grit can be separated from the waste material at the project site following paint removal operations, allowing for reuse of the media by the contractor up to 200 times. This separation process also results in a much lower volume of waste to landfill for disposal, thus conserving much needed landfill space. Using the new blasting media meets the goal of Minnesota Waste Hierarchy Law, statute 115A.02, to protect the state's land, air, water, and other natural resources and public health by improving waste management in the state by generating 1/30 of the waste as before.

Use of recyclable abrasive media generates substantially less dust than the other method, making it easier to control dust during paint removal operations and waste containment. It also removes paint approximately 20 percent more efficiently than the old method because of its greater hardness. This helps with new paint quality and adhesion.

Management of the blasting waste resulting from the use of recyclable abrasive is subject to new regulations. Training is recommended to construction inspectors and staff prior to any paint removal operations. MnDOT Bridge wrote new specs to cover this. The new specs are located on the [Paint Removal Program webpage](#) and give the guidelines to the containment and management of waste materials.

# New State Aid liaison at USACE

By: Gary Reihl, Project Delivery Engineer

Jamie Hyslop is the new DOT/ State Aid Liaison at the U.S. Army Corps of Engineers Regulatory Branch in the St. Paul District Office. He will be responsible for evaluation of Corps jurisdictional determinations and permit requests from MnDOT and federally funded city and county projects.

His contact information is:

Jamie Hyslop  
Senior Project Manager I USACE  
180 5th Street East, Suite 700  
St. Paul, MN 55101

Phone: 651-290-5358

Email: [jamie.r.hyslop@usace.army.mil](mailto:jamie.r.hyslop@usace.army.mil)

Also remember the USACE is introducing their new paperless communication procedures. Requests for action (pre-application consultations, permit applications, requests for delineation concurrences, requests for jurisdictional determinations, and mitigation bank proposals) should be sent directly to the following email:

[usace\\_requests\\_mn@usace.army.mil](mailto:usace_requests_mn@usace.army.mil).

Please include the county name in the subject line of the email (e.g. Washington County). These changes will improve efficiency, reduce costs and reduce the environmental footprint. Additional information can be found on the [USACE website](#).



## Northern area SALT Construction Specialist named

By: Merry Daher, Project Delivery Engineer

We are excited to announce that Ross Hendrickson has been selected as the State Aid North Area Construction Specialist he will be starting his new role on April 3rd. In his previous position as MnDOT District 2 project supervisor, he monitored contracts on project plans and provisions. He also has experience implementing new technologies.

Having “come up through the ranks,” Ross gained the experience and knowledge to help him and his team with contract administration from construction surveying, contract administration, daily diaries, material testing, GPS data collection and with the transportation design and contract administration software AASHTOWare. He seeks information, feedback, and understanding of practices.

Along with the multiple duties of being a project supervisor, he was a member

of the departments' Grading and Base Committee - reviewing specification changes, material testing, implementation and direction. In addition, he served on the “New Inspector Academy” committee for the past three years. On this committee one to two individuals from each district meet two times a year to put together training tools, spreadsheets, video aides, problem solving and “what to look for” for help and guidance for newly hired staff. As a team, they established multiple links on the MnDOT construction website for references. It has everything from plan reading tips, project staking tips, how-to, calculating grades, calculating percent of slopes for pipes, quantity calculations and variety of tips and tricks.

Ross will have his office at the Bemidji District Office. Ross will be

working with Ron Bumann for training until this coming June when Ron will retire. This should allow for a smoother transition for our local partners.



(Ross Hendrickson)

# Out of sight, out of mind

By: John Korth & Terry Haukom, Office of Traffic, Safety, and Technology

It's easy to forget about the underground utilities on the right of way.

Most know that utilities only perpendicularly cross state freeway and interstate right of way, what is easy to forget is that MnDOT's Regional Transportation Management Center (RTMC) has fiber optic cables on almost all metropolitan freeway and interstates and on many arterial highways. The green on this map shows an example of all of the locations traffic management networks are installed for the DOT.

Communicating proposed construction and impacts sounds easy enough, but without good information and current contacts this process is not as easy as it sounds. Every year there are four to eight projects a year that slip through the cracks until the last minute. Sometimes this means there is a backhoe waiting to dig but a locator has painted out underground cable, and others it means the 95 percent plan has been turned in and someone recognizes that there is another impact that is not handled within the plan and everyone needs to scramble and figure out funding and plans to accommodate this issue.

So that's why we are reaching out to the E-Scene community, by making you aware of our presence in these locations your ability to reach out and ask questions will help us improve this process and many times allow for design considerations to mitigate the issues and save money with smarter designs. MnDOT is working on improving internal communications within our functional areas, so combining our efforts with the E-Scene's community efforts can help reduce or eliminate these last minute problems and allow everyone the proper time in the design process.



MnDOT uses the fiber optic network for many things, most of these are roadway technology that flow back to the RTMC in Roseville and is used in real time by our state patrol dispatch, maintenance dispatch, traffic management group, traffic signals group. Having impacts on the network can take cameras, signs and signals offline and effectively taking the tools away from this group who are managing traffic



and traffic incidents. These traffic impacts affect all of us and have a direct impact on the safety of the traveling public. And as the technology and the evolution of the smart cars occur, we see an even closer tie to the public that will rely on this network and the need for it to be protected and ensure its integrity.

Continue to work with your state aid contacts to ensure your work on the right of way does not impact others.

# 2018 SRTS awarded projects

By: Sara Pflaum, Program Support Engineer

State Aid awarded 12 projects funding assistance through the Safe Routes to Schools (SRTS) solicitation. The SRTS program provides funding to cities, counties, townships, and school districts for infrastructure construction to improve safety and encourage kids to walk and bike to school.

During the 2017 regular session and 2018 special session the legislature appropriated a total of \$2 million from general obligation bonds to the SRTS program for projects selected from an open solicitation process administered by State Aid. The statewide solicitation was conducted with the Greater Minnesota Transportation Alternatives solicitation.

We received 29 applications, six were for funding for local match required by projects that were already selected by an earlier solicitation for federal funds and 23 were new construction projects.

The selection criteria considered current policies and activities to support walking and biking to school, percent of free and reduced lunch, project information and readiness, safety, potential to increase number of students walking and biking, geographical distribution, and comments from the Area Transportation Partnerships.

Local match projects in the cities of Deer River, Pierz, Breckenridge, Parkers Prairie, Blue Earth, and St Paul will receive some funding assistance, and new construction projects in Cook County, Moose Lake, Thief River Falls, Holdingford, Hawley, and Minneapolis will receive up to \$300,000 in funding for their projects.



## Employee news

Chelsey Palmateer has rejoined State Aid after completing her two year graduate rotation with MnDOT. Chelsey has a Ph.D. in Distributive Justice in Transportation Engineering, an M.S. in Transportation Engineering, and a Bachelor of Civil Engineering all from the U of M. While in the graduate engineer rotation program at MnDOT, Chelsey rotated through the following offices: CO State Aid, District 7 Planning and State Aid, Re-Thinking I-94, Metro Design, Golden Valley Construction as part of the I-35W Lake Street Project, and Metro Maintenance Engineering Services. Chelsey will be working in the Federal Aid group, assisting in plan reviews.

Cindy Degener has been promoted to State Aid Finance Supervisor. Cindy had been working out of class in the position but now has the position permanently. Cindy has been with the State Aid Finance Unit since 1996. Prior to that, she had 15 years of experience in county highway cost accounting and financial reporting.

Amie Wunderlich is also returning to the State Aid Finance after taking a temporary assignment. Amie will have the position most recently held by Mike Ayers, and held long-term in the past by Sandra Martinez. Amie will be working with the State Transportation bonds and the advances. She also will work with special funding for State Parks, Turn-backs, Town Bridge, and Special Town Bridge.

