

2018 COUNTY SCREENING BOARD DATA



Hubbard County

CSAH 28

Grading, Stabilized Agg Base, Bituminous Paving

Spring 2018

2017 SP 029-628-002 / SP 2904-18

- From TH 71 to TH 34
- Project cost: \$2.1 Million
- Project length: 3.8 miles
- Common Excavation: 135,000 Cubic Yards
- Common Borrow: 23,000 Cubic Yards
- Base: 52,000 Cubic Yards 8"
- Used Base One to stabilize base top 4"



- ◆ Most of the grading work was performed in 2016 then paved in 2017.
- ◆ Disturbed 41 acres, therefore MPCA permit was required, constructed new 6 acre infiltration basin.
- ◆ Turned 2.8 miles of TWP road over to county. Now a 10 ton road with 12' lanes and 6' shlds.
- ◆ R/W was purchased.
- ◆ Coordination with local airport for realignment, because of future airport expansion
- ◆ Entire project constructed under traffic

Winner of 2017 Grading & Base Awards

AGC Award Info found here:

<https://www.agcmn.org/>



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.

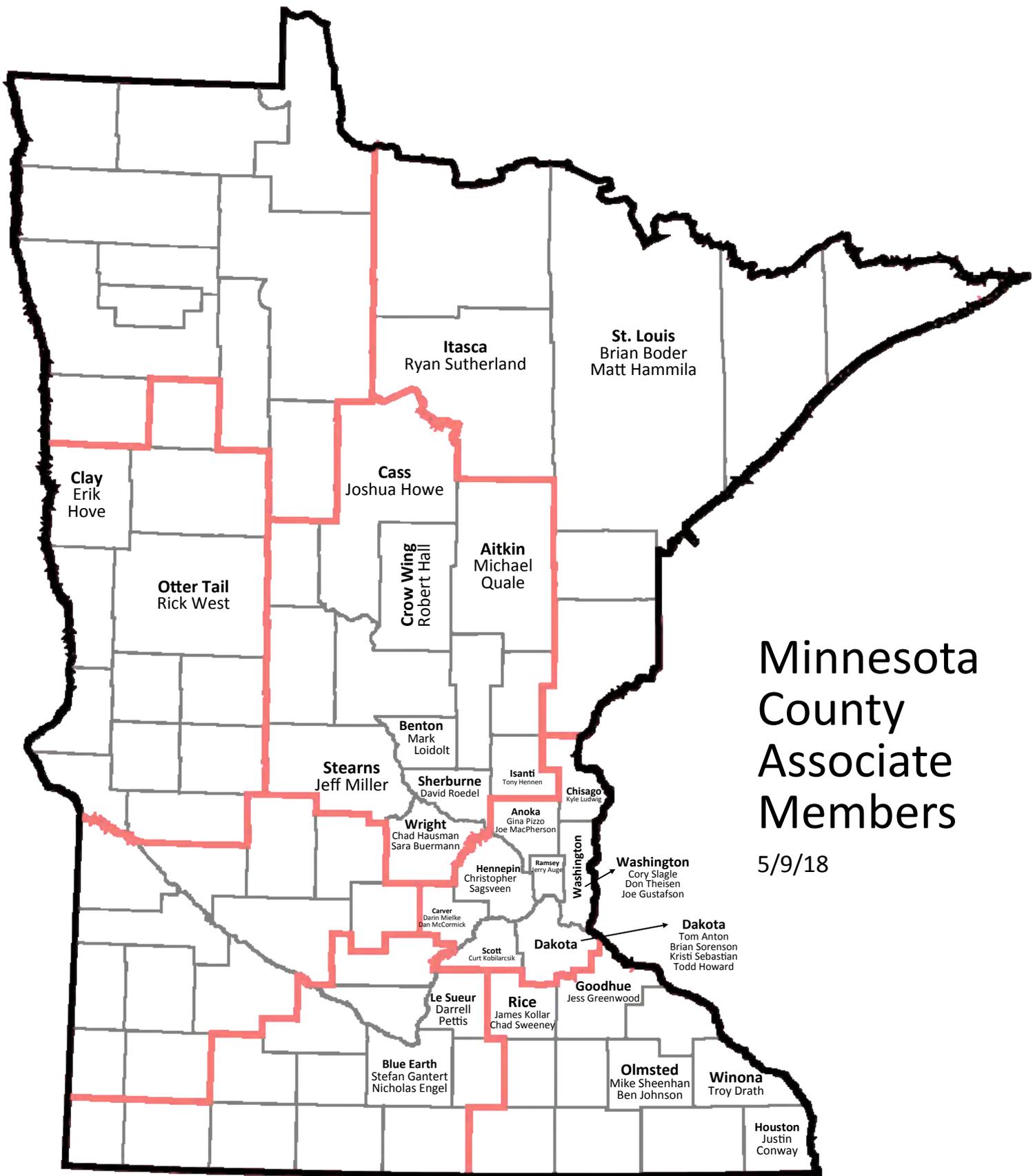
A community interest highway or street may be selected for the state-aid system if it:

- 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 Associate Members

5/9/18

2018 COUNTY SCREENING BOARD

Karin Grandia	(18-19)	Itasca County	District 1
Tim Erickson	(18-19)	Lake of the Woods County	District 2
Tim Bray	(17-18)	Crow Wing County	District 3
Jim Olson	(18-19)	Becker County	District 4
Tony Winiecki	(18-21)	Scott County	Metro
Lyndon Robjent	(16-19)	Carver County	Metro
Brian Pogodzinski	(18-19)	Houston County	District 6
Tim Becker (Chair)	(17-18)	Sibley County	District 7
Aaron VanMoer	(17-18)	Lyon County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Ted Schoenecker	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
Jerilyn Swenson, Secretary	(17-20)	Norman County	

2018 SCREENING BOARD ALTERNATES

Joe Sutherland		Koochiching County	District 1
Jed Nordin		Hubbard County	District 2
Ryan Odden		Wadena County	District 3
Todd Larson		Stevens County	District 4
Joe Triplett		Chisago County	Metro
Ron Gregg		Fillmore County	District 6
Mark Daly		Faribault County	District 7
Jeff Marlowe		Renville County	District 8

2018 CSAH MILEAGE SUBCOMMITTEE

Andy Sander	October 2018	Yellow Medicine County
Lyndon Robjent	October 2019	Carver County
Tim Erickson	October 2020	Lake of the Woods

2018 CSAH GENERAL SUBCOMMITTEE

Greg Isakson	June 2018	Goodhue County
Wayne Sandberg	June 2019	Washington County
Jodi Teich	June 2020	Stearns County
Brain Giese		NTF Member - Outstate Rep
Mark Krebsbach		NTF Member - Metro Rep

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

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

Introduction

Spring 2018

The primary task of the Screening Board spring meeting is to establish new unit prices to be used for the 2018 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 2012 construction projects and added the 2017 construction projects. The awarded bids on all state aid and federal aid projects, let from 2013 through 2017, are the basic source of information for compiling the data used for computing the recommended 2018 unit prices. The needs application calculates the construction, ROW and preservation costs for each county.

Minutes of the General Subcommittee meeting held May 7, 2018 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 7, 2018

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

Attendees: Greg Isakson, Goodhue County – South
Jodi Teich, Stearns County – North
Ted Schoenecker, Ramsey County - Metro
Brian Giese, Pope County – NTF GM
Mark Krebsbach, Dakota County – NTF Metro
Patti Loken, State Aid
Kim DeLaRosa, State Aid
John Pantelis, State Aid

The General Subcommittee met to recommend unit prices for the Spring Screening Board meeting, discuss the ultra-thin bonded wear course projects for inclusion in preservation cost and make a recommendation on re-segmentation and mileage reconciliation.

Unit Prices

The Subcommittee recommends the following unit prices:

Rail Protection Costs

	2017	2018
Signs	\$1,500	\$1,500
Signals Only	\$275,000	\$275,000
Signals & Gates	\$325,000	\$325,000
X-ing surfacing	\$1,350	\$1,350

Railroad costs are supplied by the Office of Freight and Commercial Vehicle Operations. There was no change in projected costs.

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

Traffic Signals

The NTF proposed a needs cost of \$56,250 per leg based on a \$225,000 system replacement cost for the 2015 needs study. The 2016 GSC looked at costs from county projects and decided to wait until the data justifies a price increase. The Municipal State Aid section is using a cost of \$50,462 per leg based on 2015 and 2016 project costs on new systems. The GSC again recommends keeping the current \$56,250 per leg until bids justify an increase.

Bridges

The average bridge costs from 2013-2017 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 2013-2017 bridge construction were:

\$155/sq. ft. for 0 – 149 ft. long bridges
\$146/sq. ft. for 150 ft. + bridges

Culverts

A statewide cost per cubic foot is multiplied by the volume of the culvert to calculate the needs for each existing culvert. The costs for the pipe and end sections are divided by the volume of the structure to come up with the unit cost. Based on two years of needs collected costs and three years of Steve Brown's data, the new statewide average cost is \$15.75 per ft³.

Gravel Surface

The 2013-2017 statewide average gravel surfacing unit cost is \$10.01 per ton, used for the preservation cost of gravel roads with a projected AADT of less than 150. Three projects were dropped from 2012 and there were no new 2017 SA projects added. It was mentioned that counties may have to look to the townships for gravel surface costs if there is no state aid data.

Preservation Costs

There was a request from a county to use their cost for 2353.504 Ultrathin Bonded Wear Course as part of their bituminous cost for preservation needs.

Mark Krebsbach explained the process and decision to use this product in lieu of doing a mill and overlay. When converted to a tonnage cost the 2353 spec is about \$140/ton.

Brian pointed out that the Needs Task Force chose the unit cost of bituminous as a proxy for preservation. Quantities were adjusted in the different traffic categories to compensate for concrete design. It is nearly impossible to account for all processes and engineering decisions for preserving pavement in the needs.

The GSC recommends not includes those costs and projects in the bituminous costs but considers it a good option for counties to maintain their roads.

Re-Segmentation and Mileage Reconciliation

It has been discussed since the acceptance of the new application and computation to re-segment and reconcile actual mileage in the needs application.

The goal of this task is to 'clean-up' the database of any inaccuracies or inconsistencies. We have spent several years working on the calculations and costs, we should have an accurate, reliable data source of the county state aid system.

There are several issues that need to be considered in the process:

- The old system limited the degree of accuracy to enter the actual length.
- The old methods of measuring segment lengths were inaccurate.
- Segments were created based on project termini and a multitude of other factors no longer tracked in the needs database.
- It is a time consuming task to change the segments and enter new data.
- There are concerns about consistency and all counties being able to handle this task in the same manner.
- There is concern of what happens if counties lose or gain a significant amount of mileage.

The GSC is recommending the needs group do a sample of counties this year and report back in October with concerns, issues and results to be discussed so that the Screening Board can make a determination on how to proceed. It is expected that this effort will have little to no impact on the calculation of needs. The application is able to calculate regardless of the number of segments.

There is guidance on what constitutes a segment and how the difference of mileage will be handled.

Meeting adjourned at 2:30 p.m.

Segments have to change:

- At corporate limits (this is used to determine the CSAH Municipal and CSAH Regular mileage)
- Design change – rural or urban (this is used calculate Needs based on one of the eight traffic categories)
- Number of thru traffic lanes, not including turn lanes (this is used to calculate the lane mileage portion of the distribution)
- Average Daily Traffic Volume (ADT) change
- Logical termini - i.e. at an intersection (this is used for ease of understanding the limits of the segment)

Mileage:

- Nearest 100th of a decimal
- County cannot bank miles and is not required to use miles from bank
- Has to be verified using an electronic/digital/online mapping tool. (Google Earth, ArcMap, etc.)

Proposed Unit Prices

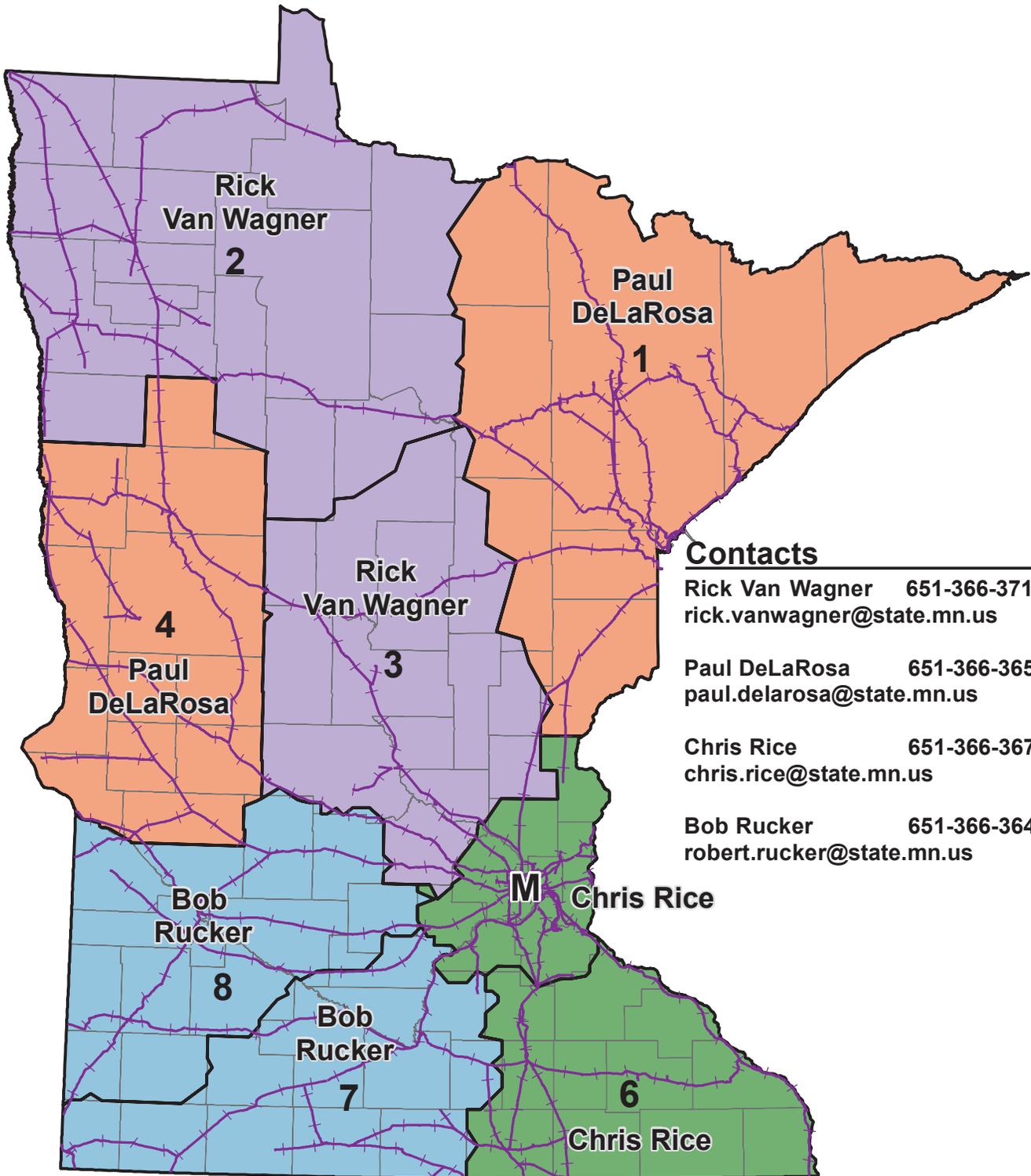
Spring 2018

		2011	2012-2014	2015	2016	2017	2018
RR x-ing Protection items:							
Signs	Each	--		\$1,400	\$1,500	\$1,500	\$1,500
Signals	Each	--		\$175,000	\$250,000	\$275,000	\$275,000
Signals & gates	Each	--		\$250,000	\$300,000	\$325,000	\$325,000
			F				
Surfacing	Lin. Ft.	--	R	\$1,000	\$1,200	\$1,350	\$1,350
			O				
Traffic signals	Leg	--	Z	\$56,250	\$56,250	\$56,250	\$56,250
			E				
Bridge <150	Sq. Ft.	\$114	N	\$114	\$141	\$152	\$155
Bridge >150	Sq Ft.	\$155		\$147	\$144	\$138	\$146
Culverts	Cu. ft.	varied		\$14.86	\$14.83*	\$15.47	\$15.75
Gravel	Ton	\$7.93		\$9.90	\$9.90*	\$10.30*	\$10.01*

*Generated by the application.
 Signals based on a \$225,000 system.

Rail Safety and Coordination Project Managers

Contacts for Railroad-Highway Projects



Contacts

Rick Van Wagner 651-366-3713
rick.vanwagner@state.mn.us

Paul DeLaRosa 651-366-3659
paul.delarosa@state.mn.us

Chris Rice 651-366-3673
chris.rice@state.mn.us

Bob Rucker 651-366-3641
robert.rucker@state.mn.us

Memo

Date: 04/27/2018

To: Kimberlie DeLaRosa
CSAH Needs Manager

From: Julie Whitcher
State Rail Safety Engineer

RE: Projected Railroad Grade Crossing Improvements – Costs for 2018

We have projected 2018 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals & Gates (single track, low speed, average price)*	\$275,000 - \$300,000
Signals & Gates (multiple track, high/low speed, average price)*	\$300,000 - \$375,000
Signs (advance warning signs)	\$1,500 per crossing
Pavement Markings (tape)	\$4,500 per crossing
Pavement Markings (paint)	\$600 per crossing
Crossing Surface (concrete, complete reconstruction)	\$1,200 - \$1,500 per track ft.

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

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

Please coordinate all projects involving and adjacent to a railroad through the appropriate project manager in the Rail Safety and Coordination unit of the Office of Freight and Commercial Vehicle Operations (OFCVO). Contact information for the project managers can be found at: <http://www.dot.state.mn.us/ofrw/contacts.html>

Succeed

Bridge Projects 2013-2017

Spring 2018

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

BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2013	70J52	SAP 070-608-021	30.00	C-ARCH	1,490	\$724,015	\$486
2013	69A13	*SAP* 069-598-042	41.67	C-SLAB	1,305	285,377	219
2013	23587	SAP 023-599-173	48.00	C-SLAB	1,408	221,455	157
2013	43559	SAP 043-715-004	51.67	C-SLAB	2,756	361,355	131
2013	22617	SAP 022-600-002	51.67	PCB	1,206	276,024	229
2013	13527	SAP 013-608-009	52.00	C-SLAB	1,838	466,460	254
2013	09531	*SAP* 009-598-013	52.75	C-SLAB	1,758	272,957	155
2013	82534	SAP 082-621-027	59.67	C-SLAB	2,138	409,316	191
2013	69A09	*SAP* 069-656-017	63.67	C-SLAB	2,504	513,853	205
2013	24554	SAP 024-609-008	64.67	C-SLAB	2,285	274,776	120
2013	24557	SAP 024-598-020	66.00	PCB	2,332	274,782	118
2013	25615	SAP 025-599-108	66.92	PCB	1,963	238,886	122
2013	29532	SAP 029-618-016	67.50	C-SLAB	2,391	475,245	199
2013	07592	SAP 007-646-007	69.33	PCB	2,565	440,468	172
2013	22616	SP 022-604-013	75.00	PCB	2,950	294,100	100
2013	51535	SAP 051-628-017	76.17	PCB	2,996	259,754	87
2013	72545	SAP 072-599-057	76.67	C-SLAB	2,403	272,592	113
2013	66554	SAP 066-626-013	76.85	PCB	3,023	271,486	90
2013	23586	SAP 023-599-191	77.50	C-SLAB	2,429	265,461	109
2013	71528	SAP 071-603-019	77.67	C-SLAB	3,366	381,015	113
2013	32572	SAP 032-599-096	78.50	PCB	2,460	264,081	107
2013	73577	SAP 073-607-028	78.92	PCB	3,420	463,979	136
2013	09530	*SAP* 009-598-015	79.50	PCB	2,650	356,390	134
2013	50595	SP 050-597-007	79.67	C-SLAB	2,496	275,278	110
2013	42567	SAP 042-607-026	80.50	C-SLAB	3,166	348,392	110
2013	83550	SAP 083-632-002	81.00	C-SLAB	3,188	293,551	92
2013	30519	SAP 030-598-002	81.15	PCB	2,868	351,606	123
2013	12553	SAP 012-599-085	82.73	C-SLAB	2,592	269,290	104

Bridge Projects 2013-2017

Spring 2018

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	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
2013 Average Cost per Square Foot							\$140
2014	27B87	SAP 027-701-026	41.73	C-SLAB	1,809	\$414,111	\$229
2014	31566	SAP 031-668-007	49.42	PCB	1,763	309,779	176
2014	69A21	SAP 069-598-054	52.74	PCB	1,864	453,197	243
2014	32574	SAP 032-599-099	61.00	C-SLAB	1,911	248,928	130
2014	40526	SAP 040-599-022	63.92	PCB	2,003	263,432	132

Bridge Projects 2013-2017

Spring 2018

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	27B91	SAP 027-701-017	65.67	PCB	4,531	2,212,853	\$488
2014	28553	SP 028-599-077	67.02	C-SLAB	1,966	212,044	108
2014	31564	SAP 031-614-015	68.94	PCB	2,436	346,286	142
2014	04528	SAP 004-598-019	70.92	PCB	2,234	319,077	143
2014	64585	SAP 064-598-019	72.92	PCB	2,577	249,410	97
2014	23588	SAP 023-599-171	73.91	PCB	2,008	346,027	172
2014	78531	SP 078-606-025	75.00	C-SLAB	2,950	353,087	120
2014	67568	SAP 067-608-014	77.92	PCB	2,753	358,189	130
2014	24558	SAP 024-625-024	79.67	C-SLAB	2,815	320,875	114
2014	72543	SP 072-613-014	82.42	PCB	3,242	359,037	111
2014	07594	SAP 007-614-009	83.00	PCB	3,085	761,235	247
2014	07597	SAP 007-599-056	83.50	PCB	2,505	300,217	120
2014	22615	SAP 022-606-018	85.25	C-SLAB	3,012	407,873	135
2014	74555	SAP 074-599-030	86.25	PCB	2,703	349,211	129
2014	02585	SP 002-651-007	86.67	PCB	9,736	1,267,341	130
2014	10545	SAP 010-640-010	89.67	C-SLAB	3,886	660,493	170
2014	25613	SAP 025-599-102	98.35	PCB	3,476	404,416	116
2014	25616	SAP 025-599-105	99.92	C-SLAB	2,968	312,413	105
2014	50594	SAP 050-601-031	105.67	C-SLAB	3,734	399,407	107
2014	31567	SAP 031-612-011	106.67	C-SLAB	4,195	461,835	110
2014	28555	SAP 028-603-022	136.35	PCB	4,818	577,343	120
2014	13522	SAP 013-611-003	144.17	PCB	5,094	655,374	129
2014	69A19	SAP 069-622-021	149.67	PCB	5,288	1,136,984	215
2014 Average Cost per Square Foot							\$156
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

Bridge Projects 2013-2017

Spring 2018

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

BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2015	64587	SAP 064-598-021	79.92	PCB	2,824	252,839	\$90
2015	10548	SAP 010-630-030	82.08	PCB	3,539	420,470	119
2015	42568	SAP 042-598-043	82.67	C-SLAB	2,591	273,317	105
2015	22620	SAP 022-619-019	91.00	C-SLAB	3,579	452,242	126
2015	66557	SAP 066-612-008	93.50	C-SLAB	3,678	442,081	120
2015	73578	SAP 073-617-037	93.92	PCB	3,694	479,353	130
2015	28556	SAP 028-598-009	102.42	PCB	3,619	342,353	95
2015	23591	SAP 023-599-196	103.13	C-SLAB	3,231	287,391	89
2015	78526	SAP 078-598-030	107.00	C-SLAB	3,763	367,485	98
2015	49555	SAP 049-643-015	117.90	PCB	4,637	615,309	133
2015	51536	SAP 051-599-096	124.77	C-SLAB	3,910	381,905	98
2015	71529	SP 071-624-001	134.08	PCB	7,554	1,257,984	167
2015	48535	SAP 048-598-013	139.75	C-SLAB	4,938	736,581	149
2015	72551	SAP 072-599-062	143.50	PCB	4,496	700,501	156
2015	31568	SAP 031-622-004	146.69	PCB	5,159	1,121,576	217
2015 Average Cost per Square Foot							\$153
2016	09J32	SAP 009-608-017	32.00	C-ARCH	6,720	\$1,227,210	\$183
2016	27B86	SP 027-746-005	38.17	PCB	1,635	435,865	267
2016	32578	SAP 032-599-095	40.00	C-SLAB	1,254	224,176	179
2016	35539	SAP 035-599-116	43.67	C-SLAB	1,369	276,436	202
2016	77537	SAP 077-599-060	45.17	PCB	1,378	270,262	196
2016	27B85	SP 027-735-003	51.68	PCB	1,826	797,055	437
2016	32577	SAP 032-599-098	54.00	TTS	1,620	335,747	207
2016	31570	SAP 031-598-022	63.17	PCB	2,232	321,888	144
2016	20561	SAP 020-599-113	65.00	C-SLAB	2,297	315,136	137
2016	83551	SAP 083-599-075	65.00	C-SLAB	2,297	344,810	150
2016	25617	SAP 025-599-112	66.67	PCB	2,102	277,093	132
2016	11532	SAP 011-599-015	68.00	TTS	2,176	393,492	181
2016	17534	SAP 017-601-021	76.00	PCB	3,294	410,669	125
2016	69A53	SAP 069-621-034	80.93	PCB	3,508	716,205	204
2016	49556	SAP 049-599-068	87.00	PCB	3,074	388,203	126
2016	69A43	SAP 069-599-040	88.09	C-SLAB	3,176	762,330	240
2016	78527	SAP 078-598-031	92.00	C-SLAB	3,235	324,854	100

Bridge Projects 2013-2017

Spring 2018

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

BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2016	58556	SAP 058-653-010	92.92	PCB	4,027	529,041	\$131
2016	64588	SP 064-598-022	101.04	C-SLAB	3,490	331,525	95
2016	27B84	SAP 027-646-007	103.67	PCB	7,447	2,370,452	318
2016	71530	SP 071-598-008	112.17	PCB	4,412	\$531,750	121
2016	67571	SP 067-615-009	112.50	C-SLAB	3,975	462,261	116
2016	12554	SAP 012-599-094	113.31	C-SLAB	3,551	397,793	112
2016	23593	SAP 023-601-028	115.67	PCB	5,012	608,294	121
2016	42579	SAP 042-610-038	117.00	C-SLAB	4,602	473,926	103
2016	64590	SAP 064-599-108	117.46	C-SLAB	4,150	377,813	91
2016	22621	SP 022-606-017	118.67	C-SLAB	5,756	954,305	166
2016	50587	SAP 050-597-006	124.96	PCB	8,789	2,088,989	238
2016	23592	SAP 023-601-027	138.67	PCB	6,009	670,694	112
2016	69A35	SAP 069-659-002	149.29	PCB	5,313	784,107	148
2016 Average Cost per Square Foot							\$169
2017	34529	SP 034-605-030	32.67	C-SLAB	2,013	\$434,736	\$216
2017	50596	SAP 050-628-009	38.75	PCB	1,525	241,256	158
2017	18533	SAP 018-597-009	48.17	PCB	1,060	262,054	247
2017	69A54	SAP 069-641-004	58.92	PCB	2,097	440,298	210
2017	17535	SAP 017-604-020	60.00	PCB	1,860	218,311	117
2017	66558	SAP 066-621-005	64.92	PCB	2,554	352,360	138
2017	69A40	SAP 069-599-041	67.69	C-SLAB	2,121	469,407	221
2017	23594	SP 023-601-024	68.53	PCB	2,947	391,106	133
2017	10551	SAP 010-661-006	69.92	PCB	5,722	953,178	167
2017	69A46	SAP 069-652-017	71.38	PCB	2,236	405,818	181
2017	24563	SAP 024-604-014	74.92	PCB	2,647	362,073	137
2017	69A27	SP 069-597-007	75.67	PCB	3,322	844,151	254
2017	50593	SAP 050-598-004	76.00	PCB	2,685	339,565	126
2017	42576	SAP 042-600-003	77.67	C-SLAB	2,227	543,564	244
2017	64594	SAP 064-608-028	79.17	PCB	3,088	416,590	135
2017	65571	SAP 065-599-074	80.90	PCB	2,831	289,589	102
2017	67569	SAP 067-598-016	83.67	C-SLAB	2,957	296,183	100
2017	22606	SAP 022-599-100	84.00	PCB	2,968	461,577	156
2017	28557	SAP 028-619-001	87.34	PCB	3,200	392,774	123

Bridge Projects 2013-2017

Spring 2018

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.
2017	42578	SAP 042-600-003	89.67	C-SLAB	2,571	580,922	\$226
2017	31575	SAP 031-598-024	90.17	PCB	3,186	408,346	128
2017	37555	SAP 037-599-107	97.00	C-SLAB	3,427	386,747	113
2017	42577	SAP 042-600-003	99.67	C-SLAB	2,858	640,719	224
2017	69A50	SAP 069-597-008	100.21	PCB	3,724	864,629	232
2017	74560	SAP 074-599-031	104.00	PCB	3,675	374,987	102
2017	77536	SAP 077-601-021	104.17	PCB	3,889	463,371	119
2017	14557	SAP 014-598-068	104.67	C-SLAB	3,280	396,884	121
2017	25619	SAP 025-599-116	111.92	PCB	3,283	346,477	106
2017	14558	SAP 014-599-102	118.73	C-SLAB	3,721	409,957	110
2017	32576	SP 032-624-035	123.00	PCB	4,838	521,501	108
2017	67570	SAP 067-617-011	128.67	C-SLAB	4,547	541,874	119
2017 Average Cost per Square Foot							\$157
TOTAL							\$155

Bridge Projects 2013-2017

Spring 2018

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

BRIDGE LENGTH 150 FEET & OVER

Award Year	New Bridge Number		Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2013	14553	SAP	014-598-009	151.00	C-SLAB	5,335	\$589,182	\$110
2013	48531	SAP	048-612-019	157.67	PCB	6,202	589,462	95
2013	31556	SAP	031-614-012	173.67	C-SLAB	6,136	631,001	103
2013	45576	SAP	045-598-022	184.75	PCB	5,789	734,174	127
2013	37536	SAP	037-620-010	190.92	PCB	7,350	843,519	115
2013	64580	SAP	064-615-013	234.90	PCB	8,299	756,177	91
2013	76542	SP	076-617-011	279.33	PCB	10,986	1,348,386	123
2013	62634	SP	062-636-005	842.24	PCB	33,779	6,446,302	191
2013 Average Cost per Square Foot								\$119
2014	10550	SAP	010-610-047	167.46	PCB	10,921	\$2,265,483	\$207
2014	69A18	SAP	069-689-010	185.94	PCB	9,244	2,493,417	270
2014	35538	SAP	035-604-025	198.20	PCB	7,003	1,047,236	150
2014	74556	SAP	074-612-039	227.14	PCB	11,887	1,498,147	126
2014 Average Cost per Square Foot								\$188
2015	84536	SAP	084-601-007	154.67	PCB	5,439	\$774,283	\$142
2015	69A20	SAP	069-710-025	159.11	PCB	7,515	1,362,125	181
2015	58554	SAP	058-607-023	275.92	PCB	11,957	1,529,991	128
2015 Average Cost per Square Foot								\$150
2016	87581	SAP	087-599-132	170.17	PCB	6,013	\$495,531	\$82
2016	80539	SAP	080-626-021	176.00	PCB	6,076	839,461	136
2016	69A41	SP	069-605-044	302.17	PCB	10,677	1,447,655	136
2016 Average Cost per Square Foot								\$118
2017	43561	SAP	043-599-043	160.38	PCB	5,667	\$867,902	\$153
2017	31574	SAP	031-598-025	175.17	PCB	5,489	\$1,050,133	\$191
2017	03513	SAP	003-607-022	192.17	PCB	9,624	\$2,038,065	\$212
2017	87563	SP	087-598-025	252.42	PCB	8,919	\$951,385	\$107
2017	13526	SAP	013-620-026	354.17	PCB	15,348	1,782,433	\$116
2017 Average Cost per Square Foot								\$156
Overall Average Cost per Square Foot								\$146

Culvert Projects 2013-2017

Spring 2018

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Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
13J15	013-598-004	2/26/2013	\$152,399	102	160	16,320	\$9.34
59J63	059-599-079	3/5/2013	149,600	39	288	11,232	13.32
59j68	059-599-082	3/5/2013	237,500	36	500	18,000	13.19
53J76	053-614-026	3/11/2013	258,600	58	420	24,360	10.62
66J49	066-616-016	3/12/2013	135,700	140	100	14,000	9.69
34J38	034-604-024	3/18/2013	71,898	74	40	2,960	24.29
78J26	078-598-033	3/19/2013	44,900	40	60	2,400	18.71
78J27	078-598-034	3/19/2013	92,580	42	168	7,056	13.12
78J30	078-598-036	3/19/2013	44,000	40	48	1,920	22.92
78J29	078-599-057	3/19/2013	41,240	38	48	1,824	22.61
78J28	078-613-008	3/19/2013	46,324	46	56	2,576	17.98
69k05	069-598-053	3/20/2013	138,159	56	190	10,640	12.98
48J14	048-598-008	3/25/2013	119,291	48	196	9,408	12.68
23K20	023-607-003	3/26/2013	85,800	62	98	6,076	14.12
23K21	023-607-004	3/26/2013	70,600	54	112	6,048	11.67
69k06	069-616-052	4/9/2013	272,676	74	368	27,232	10.01
24j51	024-633-007	4/16/2013	59,650	68	90	6,120	9.75
24J52	024-633-008	4/16/2013	52,340	68	60	4,080	12.83
24J61	024-634-022	4/16/2013	64,940	88	66	5,808	11.18
60L32	060-597-001	4/16/2013	154,487	44	250	11,000	14.04
24J60	024-604-013	4/16/2013	236,965	112	240	26,880	8.82
66J58	066-623-010	4/23/2013	156,850	75	216	16,200	9.68
14J88	014-598-038	4/23/2013	38,384	36	84	3,024	12.69
14K28	014-599-091	4/23/2013	51,334	38	98	3,724	13.78
14K31	014-599-095	4/23/2013	39,703	35	56	1,960	20.26
14K30	014-599-096	4/23/2013	51,002	36	96	3,456	14.76
14K34	014-617-007	4/23/2013	52,130	50	108	5,400	9.65
14K29	014-619-016	4/23/2013	39,619	43	60	2,580	15.36
85J37	085-599-066	4/23/2013	74,000	40	140	5,600	13.21
50K34	050-599-131	4/23/2013	71,400	36	144	5,184	13.77
50K36	050-607-035	4/23/2013	197,200	84	163.6	13,742	14.35
50K37	050-611-010	4/23/2013	217,200	56	378	21,168	10.26
69k01	069-621-033	5/7/2013	256,800	82	266	21,812	11.77
49J37	049-599-044	5/7/2013	81,400	36	120	4,320	18.84
49J72	049-599-063	5/7/2013	37,700	34	48	1,632	23.10
49J71	049-599-064	5/7/2013	52,064	32	80	2,560	20.34
49L74	049-647-016	5/7/2013	55,800	54	84	4,536	12.30
09j29	009-612-022	5/13/2013	183,080	72	182	13,104	13.97
09j26	009-598-009	5/14/2013	107,400	48	204	9,792	10.97
09j28	009-598-012	5/14/2013	131,960	48	210	10,080	13.09

Culvert Projects 2013-2017

Spring 2018

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Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
09j30	009-602-019	5/14/2013	\$194,600	96	210	20,160	\$9.65
65j55	065-599-066	5/14/2013	137,600	70	240	16,800	8.19
20J39	020-624-018	5/14/2013	57,730	84	60	5,040	11.45
18J25	018-623-012	5/14/2013	166,818	74	196	14,504	11.50
81J13	081-604-022	5/20/2013	79,100	68	70	4,760	16.62
81j15	081-611-010	5/20/2013	67,500	54	70	3,780	17.86
25J63	025-599-103	5/21/2013	108,020	106	108	11,448	9.44
67K14	067-599-159	5/21/2013	90,340	38	180	6,840	13.21
67K05	067-599-162	5/21/2013	65,380	36	90	3,240	20.18
67K15	067-601-010	5/21/2013	74,080	54	112	6,048	12.25
67K11	067-603-027	5/21/2013	152,568	58	192	11,136	13.70
67K13	067-608-013	5/21/2013	44,800	58	40	2,320	19.31
22J13	022-613-021	5/21/2013	76,524	78	96	7,488	10.22
76J24	076-599-049	6/4/2013	123,020	40	288	11,520	10.68
76J22	076-599-051	6/4/2013	131,100	40	288	11,520	11.38
19J58	019-685-010	6/4/2013	165,300	74	236	17,464	9.47
08j14	008-599-046	6/5/2013	60,438	47	80	3,760	16.07
08J17	008-599-054	6/5/2013	71,023	48	90	4,320	16.44
66J66	066-627-004	6/11/2013	49,750	73	40	2,920	17.04
69j97	069-598-041	6/11/2013	92,730	54	102	5,508	16.84
65J56	065-598-016	6/11/2013	358,854	74	588	43,512	8.25
55J95	055-634-009	6/12/2013	23,707	84	40	3,360	7.06
28J32	028-599-063	6/18/2013	183,800	85	192	16,320	11.26
08j16	008-599-051	6/18/2013	103,140	67	112	7,504	13.74
83j26	083-598-023	6/18/2013	75,838	54	126	6,804	11.15
83J25	083-599-072	6/18/2013	76,272	56	112	6,272	12.16
43J16	043-598-013	6/19/2013	67,000	60	72	4,320	15.51
69k03	069-598-048	6/21/2013	193,520	34	368	12,512	15.47
69k09	069-599-038	6/25/2013	80,000	45	80	3,600	22.22
39J36	039-598-065	6/25/2013	49,060	36	84	3,024	16.22
39J35	039-604-007	6/25/2013	60,870	42	112	4,704	12.94
69j99	069-599-037	6/27/2013	64,662	48	72	3,456	18.71
12J48	012-642-001	7/1/2013	76,800	77	50	3,850	19.95
17J42	017-599-097	7/2/2013	57,164	48	84	4,032	14.18
17J40	017-603-018	7/2/2013	266,240	84	320	26,880	9.90
17J38	017-629-003	7/2/2013	180,400	52	280	14,560	12.39
17J39	017-598-004	7/2/2013	75,200	52	96	4,992	15.06
35J53	035-606-022	7/2/2013	110,400	54	140	7,560	14.60
81J14	081-626-004	7/2/2013	103,600	128	60	7,680	13.49
01J36	001-632-004	7/6/2013	48,300	60	50	3,000	16.10

Culvert Projects 2013-2017

Spring 2018

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Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
28J44	028-608-013	7/9/2013	\$254,970	228	96	21,888	\$11.65
38j33	038-598-007	7/15/2013	257,800	90	280	25,200	10.23
37J77	037-599-104	7/16/2013	241,500	35	512	17,920	13.48
37J78	037-599-105	7/16/2013	163,600	56	232	12,992	12.59
37J79	037-599-106	7/16/2013	84,000	40	140	5,600	15.00
37J76	037-639-004	7/16/2013	124,200	54	160	8,640	14.38
34j40	034-607-022	7/16/2013	192,345	56	352	19,712	9.76
55J93	055-607-015	7/16/2013	131,062	82	128	10,496	12.49
21J16	021-601-031	7/23/2013	313,214	76	320	24,320	12.88
25J74	025-624-017	7/24/2013	465,468	206	240	49,440	9.41
42J36	042-610-037	7/30/2013	71,000	80	50	4,000	17.75
53J80	053-599-186	7/30/2013	222,160	40	428	17,120	12.98
61J22	061-599-039	8/6/2013	76,452	42	72	3,024	25.28
61J23	061-624-018	8/6/2013	80,108	56	108	6,048	13.25
36j13	036-599-011	8/8/2013	63,440	40	96	3,840	16.52
36j14	036-606-010	8/8/2013	174,756	54	245.4	13,252	13.19
10J28	010-643-012	8/8/2013	372,222	104	320	33,280	11.18
73J29	073-599-080	8/13/2013	63,200	54	60	3,240	19.51
58j31	058-599-040	8/18/2013	85,000	40	80	3,200	26.56
58j32	058-599-041	8/19/2013	73,200	48	72	3,456	21.18
58j30	058-617-018	8/19/2013	160,000	52	168	8,736	18.32
81J16	081-611-011	9/3/2013	102,820	72	80	5,760	17.85
81J11	081-629-003	9/3/2013	121,730	114	70	7,980	15.25
85J29	085-599-060	9/9/2013	116,080	42	180	7,560	15.35
85J30	085-599-062	9/9/2013	181,200	40	228	9,120	19.87
03J43	003-599-025	9/10/2013	154,228	44	224	9,856	15.65
41J47	041-599-039	9/17/2013	152,400	88	126	11,088	13.74
41J48	041-599-040	9/17/2013	157,600	72	140	10,080	15.63
66J67	066-678-001	9/24/2013	99,435	87	120	10,440	9.52
07J25	007-599-057	9/24/2013	100,616	64	96	6,144	16.38
64J41	064-598-020	9/25/2013	224,000	100	288	28,800	7.78
80J24	080-599-024	9/30/2013	109,973	36	192	6,912	15.91
64J43	064-599-097	10/1/2013	142,000	60	224	13,440	10.57
64J42	064-599-098	10/1/2013	90,000	60	140	8,400	10.71
50K24	050-599-127	10/1/2013	87,760	36	144	5,184	16.93
36j12	036-598-029	10/2/2013	81,440	32	140	4,480	18.18
23k02	023-599-184	10/8/2013	97,500	90	80	7,200	13.54
73J30	073-598-018	10/8/2013	118,700	54	140	7,560	15.70
33J23	033-598-017	10/9/2013	95,688	44	120	5,280	18.12
09j27	009-598-011	10/14/2013	126,080	48	204	9,792	12.88

Culvert Projects 2013-2017

Spring 2018

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Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
66J69	066-599-045	10/22/2013	\$71,953	92	100	9,200	\$7.82
05J16	005-606-019	11/5/2013	186,301	76	192	14,592	12.77
69j74	069-598-044	11/14/2013	133,200	60	168	10,080	13.21
69j48	069-598-045	11/14/2013	147,420	42	280	11,760	12.54
69k00	069-599-036	11/14/2013	129,120	42	192	8,064	16.01
69k08	069-610-010	11/14/2013	129,000	84	128	10,752	12.00
79J62	079-610-013	12/17/2013	305,400	152	180	27,360	11.16
2013 Average Costs							\$14.18
2013 Number of Projects							127
01J29	010-618-013	2/10/2014	\$177,746	164	85	13,940	\$12.75
24J46	024-599-045	3/18/2014	101,920	48	192	9,216	11.06
24J48	024-599-047	3/18/2014	93,076	46	132	6,072	15.33
24J50	024-599-049	3/18/2014	190,290	52	300	15,600	12.20
24J69	024-599-059	3/18/2014	44,920	56	51.7	2,895	15.52
35J54	035-599-117	4/1/2014	33,020	36	50	1,800	18.34
35J55	035-599-118	4/1/2014	55,860	38	96	3,648	15.31
24J26	024-599-030	4/1/2014	117,756	72	144	10,368	11.36
24J32	024-599-035	4/1/2014	59,314	40	99.1	3,964	14.96
49J76	049-626-021	4/8/2014	45,500	52	50	2,600	17.50
77J77	077-597-004	4/12/2014	60,000	48	128	6,144	9.77
64J46	064-615-013	4/16/2014	67,232	60	48	2,880	23.34
50K45	050-646-005	4/22/2014	303,276	76	324	24,624	12.32
50K38	050-599-132	4/28/2014	103,740	36	192	6,912	15.01
50K40	050-599-133	4/28/2014	90,300	36	132	4,752	19.00
50K39	050-599-134	4/28/2014	42,676	36	72	2,592	16.46
50K41	050-599-135	4/28/2014	162,209	36	245	8,820	18.39
50K42	050-599-136	4/28/2014	205,121	40	297.3	11,892	17.25
50K43	050-599-137	4/28/2014	76,248	42	103	4,326	17.63
50k44	050-599-138	4/28/2014	85,600	38	100	3,800	22.53
50K46	050-599-139	4/28/2014	94,608	36	168	6,048	15.64
43J20	043-599-037	5/8/2014	64,000	56	80	4,480	14.29
43J21	043-599-038	5/8/2014	86,920	88	70	6,160	14.11
43J19	043-599-039	5/8/2014	77,500	74	80	5,920	13.09
43J22	043-599-040	5/8/2014	71,500	66	80	5,280	13.54
28J31	028-599-073	5/13/2014	121,200	58	144	8,352	14.51
77J87	077-598-027	5/17/2014	50,000	40	50	2,000	25.00
59J79	059-599-083	6/3/2014	145,840	76	180	13,680	10.66
59J69	059-599-085	6/3/2014	128,800	40	224	8,960	14.38
59J90	059-606-018	6/3/2014	279,440	53	640	33,920	8.24

Culvert Projects 2013-2017

Spring 2018

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

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway Opening	Volume	Unit Cost
59J91	059-606-019	6/3/2014	\$318,675	53	540	28,620	\$11.13
59J92	059-606-020	6/3/2014	66,445	85	60	5,100	13.03
59J93	059-606-021	6/3/2014	325,830	53	594	31,482	10.35
67K16	067-599-163	6/3/2014	97,888	37	192	7,104	13.78
67K17	067-599-164	6/3/2014	47,748	36	70	2,520	18.95
67K18	067-599-165	6/3/2014	64,902	37	96	3,552	18.27
67K19	067-599-166	6/3/2014	76,400	36	144	5,184	14.74
67K21	067-599-167	6/3/2014	76,400	36	144	5,184	14.74
67K20	067-599-168	6/3/2014	64,336	36	80	2,880	22.34
67K25	067-599-170	6/3/2014	67,788	38	100	3,800	17.84
23K25	023-599-192	6/3/2014	82,750	45	84	3,780	21.89
59j88	059-616-030	6/4/2014	127,640	60	168	10,080	12.66
69K14	069-628-001	6/5/2014	78,400	42	126	5,292	14.81
11J14	011-601-022	6/17/2014	153,440	74	160	11,840	12.96
11J15	011-601-022	6/17/2014	89,680	78	72	5,616	15.97
66J62	066-621-003	6/24/2014	108,008	72	140	10,080	10.72
55J97	055-599-097	6/24/2014	107,600	60	80	4,800	22.42
23K13	023-599-189	6/24/2014	112,650	87	70	6,090	18.50
23K28	023-599-193	6/24/2014	136,400	76	168	12,768	10.68
23K30	023-599-194	6/24/2014	102,000	40	168	6,720	15.18
31J18	031-604-011	6/24/2014	152,667	52	132	6,864	22.24
67K22	067-601-011	7/1/2014	121,616	56	140	7,840	15.51
67K23	067-613-004	7/1/2014	112,600	59	120	7,080	15.90
67K24	067-613-005	7/1/2014	125,700	63	144	9,072	13.86
87J56	087-599-128	7/8/2014	216,000	32	400	12,800	16.88
87j54	087-599-131	7/8/2014	204,000	32	352	11,264	18.11
87J55	087-599-133	7/8/2014	75,600	48	90	4,320	17.50
87J58	087-599-134	7/8/2014	73,500	38	96	3,648	20.15
65J29	065-603-010	7/8/2014	97,860	62	126	7,812	12.53
65J58	065-603-011	7/8/2014	114,120	108	80	8,640	13.21
65J64	065-616-027	7/8/2014	158,000	128	126	16,128	9.80
19J61	019-609-018	7/8/2014	219,304	112	200	22,400	9.79
25J75	025-606-018	7/15/2014	147,716	98	100	9,800	15.07
25J76	025-606-018	7/15/2014	178,912	146	80	11,680	15.32
25J77	025-606-018	7/15/2014	64,146	82	50	4,100	15.65
25J78	025-606-018	7/15/2014	344,892	197	264	52,008	6.63
25J79	025-606-018	7/15/2014	122,900	84	100	8,400	14.63
25J80	025-606-018	7/15/2014	70,834	96	40	3,840	18.45
58J35	058-605-007	7/15/2014	91,600	56	128	7,168	12.78
58J36	058-605-007	7/15/2014	48,400	56	40	2,240	21.61

Culvert Projects 2013-2017

Spring 2018

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

Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
17J44	017-599-095	7/22/2014	\$193,200	42	352	14,784	\$13.07
51J47	051-599-095	7/22/2014	49,350	38	48	1,824	27.06
65J60	065-599-067	7/31/2014	83,977	92	60	5,520	15.21
65J61	065-599-068	7/31/2014	188,172	92	176	16,192	11.62
01J28	001-628-013	8/1/2014	94,300	48	192	9,216	10.23
77J83	077-598-025	8/5/2014	105,600	46	160	7,360	14.35
77J84	077-598-026	8/5/2014	132,400	52	192	9,984	13.26
77J89	077-599-063	8/5/2014	45,600	42	50	2,100	21.71
55J94	055-598-056	8/5/2014	324,700	90	434	39,060	8.31
53J84	053-599-188	8/5/2014	185,960	36	304	10,944	16.99
53K03	053-601-020	8/5/2014	395,757	74	532	39,368	10.05
53K01	053-601-020	8/5/2014	415,887	78	532	41,496	10.02
53J82	053-617-005	8/5/2014	88,462	64	96	6,144	14.40
14K40	014-598-066	8/5/2014	96,860	40	168	6,720	14.41
14K39	014-598-067	8/5/2014	48,640	35	72	2,520	19.30
14K42	014-599-093	8/5/2014	42,551	35	56	1,960	21.71
14K41	014-599-098	8/5/2014	70,384	36	120	4,320	16.29
14K38	014-599-099	8/5/2014	228,820	70	320	22,400	10.22
14J37	014-599-100	8/5/2014	90,536	42	160	6,720	13.47
59J71	059-610-031	8/12/2014	221,910	57	294	16,758	13.24
59J73	059-610-033	8/12/2014	76,325	53	84	4,452	17.14
59J74	059-610-034	8/12/2014	63,090	54	50	2,700	23.37
59J75	059-610-035	8/12/2014	116,400	64	98	6,272	18.56
59j76	059-610-036	8/12/2014	66,000	46	70	3,220	20.50
59j77	059-610-037	8/12/2014	79,000	60	84	5,040	15.67
68J48	068-598-036	8/12/2014	120,500	100	163.6	16,360	7.37
42J38	042-611-031	8/18/2014	87,672	76	70	5,320	16.48
42J37	042-599-147	8/19/2014	215,300	46	332	15,272	14.10
66J68	066-623-011	8/26/2014	59,800	73	50	3,650	16.38
03J47	003-599-029	8/26/2014	53,250	38	56	2,128	25.02
54J27	054-640-009	8/29/2014	37,902	38	50	1,900	19.95
19J65	019-599-037	9/9/2014	108,160	56	96	5,376	20.12
07J26	007-598-030	9/9/2014	76,772	42	90	3,780	20.31
31J22	031-599-013	9/9/2014	50,500	80	73	5,840	8.65
68J47	068-617-007	9/12/2014	80,252	64	112	7,168	11.20
80J23	080-598-019	9/16/2014	94,060	40	108	4,320	21.77
33J24	033-604-019	9/24/2014	76,904	60	48	2,880	26.70
33J25	033-619-013	9/24/2014	153,557	72	144	10,368	14.81
70J63	070-616-028	9/24/2014	31,080	172	72	12,384	2.51
64J44	064-599-100	10/7/2014	146,750	85	72	6,120	23.98

Culvert Projects 2013-2017

Spring 2018

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Struct #	Project Number	Award Date	Cost	Length	Area of Waterway		Unit Cost
					Opening	Volume	
64J47	064-599-103	10/7/2014	\$104,000	50	120	6,000	\$17.33
17J43	017-599-096	10/14/2014	87,000	60	80	4,800	18.13
40J30	040-599-023	10/21/2014	257,800	98	192	18,816	13.70
27B88	027-701-025	10/27/2014	232,674	111	196	21,756	10.69
26J22	026-599-020	11/7/2014	36,380	36	40	1,440	25.26
10J32	010-599-018	12/11/2014	220,700	52	280	14,560	15.16
2014 Average Unit Cost							\$15.65
2014 Number of Projects							116
2015 Average Unit Cost							\$16.37
2015 Number of Projects							88
2016 Average Unit Cost							\$16.61
2016 Number of Projects							75
2017 Average Unit Cost							\$15.96
2017 Number of Projects							99
5 Year Average Unit Cost							\$15.75

Bridge and Culvert Cost reports - <http://www.dot.state.mn.us/stateaid/bridge/resources.html>

Summary Signal ONLY Needs

Greater MN

Intersection Configuration	Cost Construct	Cost Remove Exiting	Grand Total Signal ONLY	Contract Total	Contract Holder	Location	Year Built
Smaller 4 Legged	\$150,471	Incidental	\$157,159	\$14,320,706	MnDOT	Detroit Lakes	2016
Smaller 4 Legged	\$190,000	\$3,400	\$193,400	\$2,037,500	MnDOT	Morris	2015
Larger 4 Legged	\$241,000	\$8,500	\$261,030	\$1,197,442	MnDOT	Baxter	2016

Metro

Intersection Configuration	Cost Construct	Cost Remove Exiting	Grand Total Signal ONLY	Contract Total	Contract Holder	Location	Year Built
Larger 4 Legged	\$204,510	Incidental	\$214,200	\$962,925	Hennepin County	Richfield	2015
Smaller 4 Legged	\$175,000	\$2,710	\$183,460	\$15,574,002	Hennepin County	Minnetonka	2015

Average Cost	
Greater MN	\$203,863
Metro	\$198,830
Statewide	\$201,850

NOTES:

These estimates do NOT account for temporary signal systems, curb and gutter, pavement, pavement marking, traffic signing, truncated domes or pedestrian ramps, interconnection, etc.

These estimates account for signal mast arms, signal heads, handholes, loops, EVP, push buttons, etc.

By: GF and MEV
On: 041118

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

Spring 2017

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

Portion of Minnesota Rules For State Aid Operations

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

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

- (A) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;***
- (B) connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and***
- (C) provides an integrated and coordinated highway system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.***

History of CSAH Additional Mileage Requests

Fall 2018

Approved by the County Engineers' Screening Board

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

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

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

History of CSAH Additional Mileage Requests

Fall 2018

Approved by the County Engineers' Screening Board

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

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

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

History of CSAH Additional Mileage Requests

Fall 2018

Approved by the County Engineers' Screening Board

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

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

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

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

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

Historical Documentation for the Anoka County CSAH Mileage Request

Spring 2018

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

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

These designations are left to be completed:

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

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

Historical Documentation for the Carver County CSAH Mileage Request

Spring 2018

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

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

These designations are left to be completed:

Marsh Lake Road from CSAH 43 to CSAH 11	<u>Miles</u> 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 2018

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 TH3 to CSAH 73	1.01	336.61	337.62
10/6/2016	A - CoRd 28 from TH 149 to TH3	1.60	337.62	339.22

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
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
	31.40

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

Historical Documentation for the Olmsted County CSAH Mileage Request

Spring 2018

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
5/8/2017	Revoke CSAH 4 - CSAH 22 to MSAS 104	2.55	318.16	320.71
5/8/2017	Revoke CSAH 25 - CSAH 22 to S. Broadway	1.23	320.71	321.94

These revocations need to be completed:

	<u>Miles</u>
CSAH 2 - CSAH 22 to MSAS 110	(1.34)
CSAH 9 - CSAH 22 to MSAS 105	(0.50)
CSAH 7 - CSAH 22 to MN 42	(0.89)
CSAH 3 between CSAH 4 and TH 14	(2.70)
CSAH 22 (37th St NW) - TH 63 to TH 52	(2.24)
	<hr style="width: 100%; border: 0.5px solid black;"/> (7.67)

These designations are left to be completed:

	<u>Miles</u>
CR 104/60th Ave from TH 14 to CSAH 14	5.18
CR 112 from CSAH 18 to CSAH 14	4.10
55th St as a new CSAH 22	3.24
CR 112 from CSAH 14 to CSAH 22 (55th St.)	1.98
CR 104 - TH 14 to CR 117	4.10
Willow Creek- CR 104 to TH52 @CSAH 36	1.70
	<hr style="width: 100%; border: 0.5px solid black;"/> 20.30

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

Historical Documentation for the Wright County CSAH Mileage Request

Spring 2018

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
1/1/2006	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
2/2/2018	Revoked CSAH 37 194 ramps to 70th St NE	(3.17)	411.32	408.15
2/2/2018	Desig.CSAH 38 70th St. (CoRd 37 to CSAH 19)	3.09	408.15	411.24

These revocations need to be completed:

CSAH 37 (CSAH 19 to I94 westbound ramps)	(0.93)
CSAH 19 (CSAH 34 to CSAH 39)	(8.75)
CSAH 37 (Kadler/Jaber int to CSAH 19)	(1.50)
	<u>(11.18)</u>

These designations are left to be completed:

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
	<u>11.28</u>

Banked CSAH Mileage

Spring 2018

CSAH Mileage Limitations:

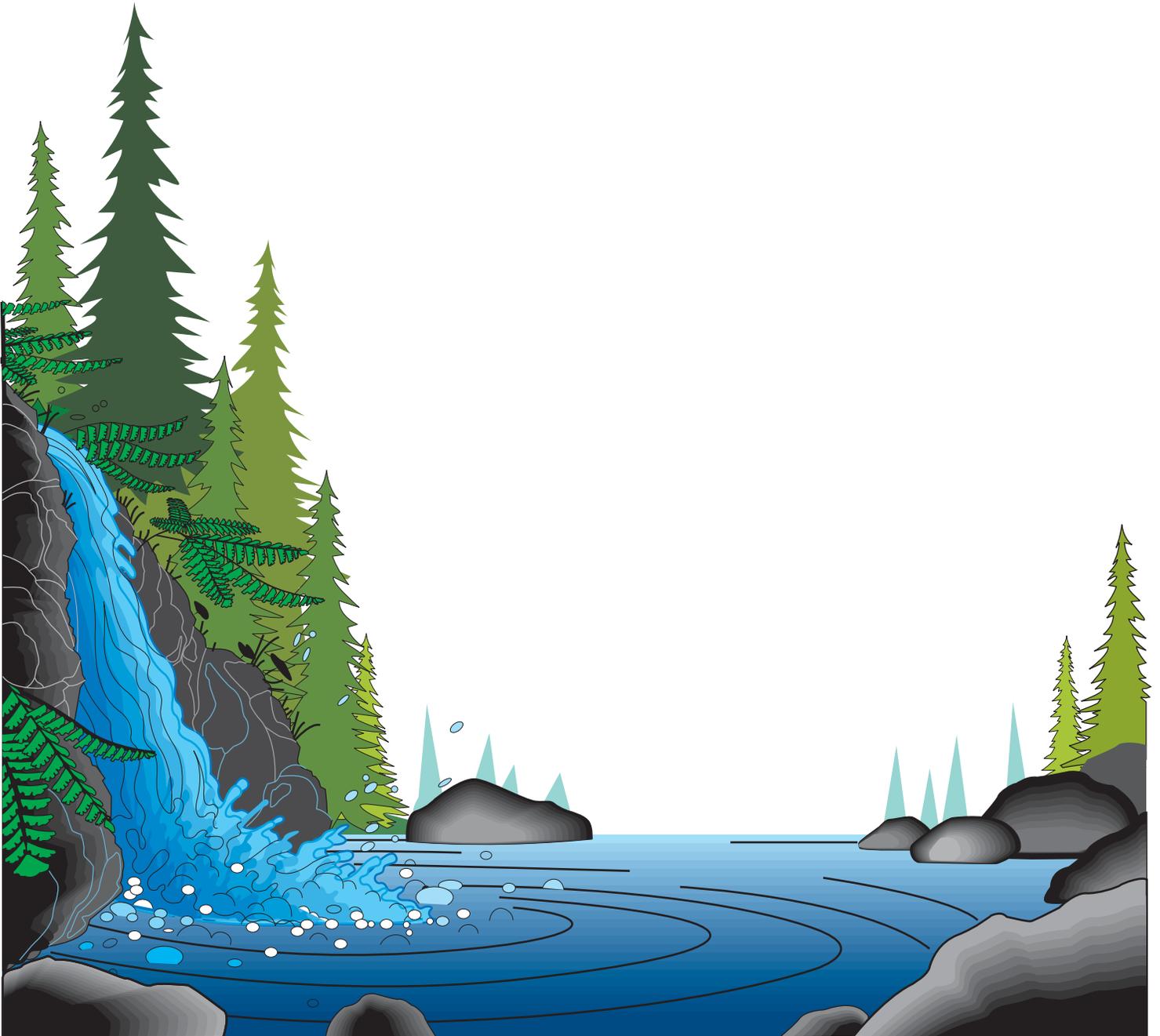
Any revocation of CSAH mileage resulting in the reduction of existing CSAH mileage shall be reflected by the reduction of the same mileage within the appropriate traffic category in the needs calculation system. These revoked miles shall be deposited into a mileage bank and may be designated elsewhere.

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

County	Banked Mileage Available
Aitkin	0.00
Anoka	0.68
Becker	0.11
Beltrami	2.06
Benton	0.28
Big Stone	0.05
Blue Earth	0.60
Brown	0.61
Carlton	1.02
Carver	0.10
Cass	0.85
Chippewa	0.32
Chisago	0.01
Clay	0.37
Clearwater	0.01
Cook	0.01
Cottonwood	1.00
Crow Wing	0.41
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	0.65
Kittson	0.00
Koochiching	0.44
Lac Qui Parle	0.00
Lake	0.00
Lake of the Woods	0.00
Le Sueur	0.59
Lincoln	0.20
Lyon	0.00
McLeod	2.58
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	0.00
Otter Tail	0.06
Pennington	0.37
Pine	0.46
Pipestone	0.60
Polk	1.50
Pope	0.61
Ramsey	0.46
Red Lake	0.00
Redwood	0.01
Renville	2.47
Rice	0.18
Rock	0.17
Roseau	0.30
St. Louis	3.39
Scott	0.28
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	0.00
Wadena	3.67
Waseca	0.32
Washington	1.99
Watsonwan	0.68
Wilkin	0.00
Winona	0.00
Wright	1.27
Yellow Medicine	0.24
Total Banked Mileage	55.23

STATE PARK ROAD ACCOUNT



State Park Road Account

Fall 2018

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: Merry Daher (651) 366-3821

DNR Contact: Dave Sobania (218) 828-2620

State Park Road Account

Spring 2017

Allocation Year: 2018

Annual Master Acct Allocation: \$4,623,966

Balance Available to Allocate: (\$66,750)

Current Year Transfers : \$4,690,716

Project Number	County	Trans Date	Type Work	Location	Rec Area	Orig. Encumb	Original Date
	Pipestone		CONST	\$26,074	CSAH 20	Split Rock Creek State Park	\$26,074
	Cass - Sylvan Twp		CONST	\$630,000	13th Ave & Hardy Lake Rd	Crow Wing State Park	\$630,000 4/25/2018
	Chisago		CONST	\$405,200	Ferry Road (Twp)	Wild River State Park	\$405,200
	Jackson		CONST	\$17,017	510th Ave	Fish Lake	\$17,017
	Jackson		CONST	\$203,749	CSAH 24	Kilen Woods State Park	\$203,749
	Cass		CONST	\$360,000	CR 157 & CR 128	Boy Lake PWA (Total EE = \$1,185,000)	\$360,000 4/26/2018
	Aitkin		CONST	\$290,000	280th St/315th Ave	Clear Lake PWA & WMA	\$290,000 4/26/2018
	Stearns (Melrose Twp)		CONST	\$294,300	Birch Lake Road	Birch Lake State Forest & Campground	\$294,300 4/26/2018
029-600-013	Hubbard		CONST	\$225,000	Beachview Rd/TWP	Long Lake PWA	\$225,000 4/26/2018
	Sherburne		CONST	\$456,600	233rd Ave NW & 147th St NE	Sand Dunes State Forest (incl 86,000 Eng & Constr Admin & Easement acq= \$22,500)	\$456,600 4/26/2018
	Carlton		CONST	\$975,000	CR 151 Jay Cooke Rd	W. Munger Trail, Hemlock Ravine Sci & Natural Area, J. Cooke State Pk	\$975,000
047-600-009	Meeker		CONST	\$200,000	215th St	Washington Lake PWA	\$200,000 4/26/2018
	Mille Lacs		CONST	\$175,000	340th St	Mille Lacs WMA	\$175,000 5/1/2018
	St. Louis Co		CONST	\$69,400	Ricehaven Rd	Ricehaven WMA	\$69,400 5/1/2018
007-614-013	Blue Earth	\$268,522	CONST	\$268,522	CSAH 14	Latourelle & Thompson WMA's (Total cost = 4,897,000)	\$268,522 4/26/2018
	Sherburne	\$94,854	CONST	\$94,854	168th St NW	from CSAH 4 to Lake Ann Campground entr at 257th Ave NW	\$94,854 4/26/2018
							\$4,690,716

Allocation Year: 2017

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

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

Current Year Transfers : \$3,304,508

Project Number	County	Trans Date	Type Work	Location	Rec Area	Orig. Encumb	Original Date
029-600-013	HUBBARD	3/24/2017	CONST	\$305,000	Inland Drive	Island Lake PWA	\$305,000 3/21/2017
030-600-007	ISANTI	3/24/2017	CONST	\$452,900	Typo Creek Drive NE	Area Lake Access	\$452,900 3/21/2017
077-600-008	TODD	3/24/2017	CONST	\$200,000	Angler Drive	Birch Lake State Forest Campground	\$200,000 3/21/2017
003-600-012	BECKER	3/24/2017	CONST	\$25,401	Hubbel Pond Rd.	Hubbel Pond	\$24,401 2/28/2017
021-600-021	DOUGLAS	3/24/2017	CONST	\$135,500	Central Ave.	Lake Osakis PWA	\$135,500 3/21/2017
021-600-022	DOUGLAS	3/24/2017	CONST	\$500,000	CR 114	Brophy Landing PWA & County Park, Central Lakes State Trail	\$500,000 3/21/2017
026-600-002	GRANT	3/24/2017	CONST	\$185,000	CR 34	Pine Ridge Park, Mustinka River	\$185,000 3/21/2017
079-600-014	WABASHA	3/24/2017	CONST	\$75,000	622nd St	Mississippi River Access, W. Newton, Halfmoon, Pool 5	\$75,000 3/21/2017
079-600-013	WABASHA	3/24/2017	CONST	\$92,500	CR 84	Upper Miss. Wildlife Refuge, McCarthy Lk. WMA, Et al.	\$92,500 3/21/2017
017-615-022	COTTONWOOD	3/24/2017	CONST	\$764,000	CSAH 15 & 7	Talcot Lake Wildlife Mgmt	\$764,000 3/21/2017
047-600-008	MEEKER	3/24/2017	CONST	\$181,461	587th, 215th & 586th	Star Lake PWA	\$181,461 3/21/2017
007-614-011	BLUE EARTH	3/24/2017	CONST	\$387,746	CSAH 14	Hobza Wildlife Management Unit	\$387,746 3/21/2017
Not Encumbered	ST. LOUIS	N/a	CONST	\$450,000	From Grand, on new alignment	Kayak Bay River Access	Not Encumbered 2/28/2017
							\$3,754,508
							\$3,303,508

State Park Road Account

Spring 2017

Allocation Year: 2016

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

Balance Available to Allocate: \$0

Current Year Transfers : \$0

Project Number	County	Trans Date	Type Work	Location	Rec Area	Orig. Encumb	Original Date
067-600-002	ROCK	2/2/2016	CONST	(\$7,075) 150th St	Blue Mounds State Park	\$72,500	5/12/2014
042-600-003	LYON	2/3/2016	CONST	\$313,870 CR 83	Camden State Park	\$850,000	12/16/2013
059-600-002	PIPESTONE	2/19/2016	CONST	\$7,933 Sweet TWP 267	Pipestone WMA	\$500,000	6/4/2013
070-600-002	SCOTT	3/15/2016	CONST	(\$10,000) Spring Lake Cir	unallocated funds	\$10,000	12/12/2008
003-600-011	BECKER	3/15/2016	CONST	\$18,505 Hubble Pond Rd	Hubble Pond Rd	\$30,504	5/14/2014
081-600-005	WASECA	3/17/2016	CONST	(\$26,000) unallocated funds			
003-600-011	BECKER	3/24/2016	CONST	(\$30,504) Unallocated funds	Hubble Pond Rd	\$30,504	5/14/2014
069-600-041	ST. LOUIS	4/19/2016	CONST	(\$226,039) Old TH 169 - bike path	under run	\$2,394,114	12/21/2010
013-600-012	CHISAGO	4/21/2016	CONST	\$58,700 Cedarcrest Court	Big Horseshoe Lake PWA	\$58,700	4/7/2016
013-600-013	CHISAGO	4/21/2016	CONST	\$350,800 Skogman Lake Road	Skogman Lake PWA	\$350,800	4/7/2016
013-600-014	CHISAGO	4/21/2016	CONST	\$217,800 Bending Avenue	Rabour Lake PWA	\$217,800	4/7/2016
016-600-002	COOK	4/21/2016	CONST	\$11,800 Schroeder Tote Road	Temperance State Park	\$11,800	4/7/2016
016-600-003	COOK	4/21/2016	CONST	\$32,100 Father Baragas Cross Road	Lake Superior State Water Trail PWA	\$32,100	4/7/2016
004-600-017	BELTRAMI	4/21/2016	CONST	\$181,500 Lake Beltrami Road NE	Lake Beltrami PWA Access	\$181,500	4/7/2016
004-600-018	BELTRAMI	4/21/2016	CONST	\$190,000 Beach Lane NE	Lake Beltrami PWA Access Two Rivers PWA Gilbert	\$190,000	4/7/2016
035-600-002	KITSON	4/21/2016	CONST	\$224,409 Gilbert Olson Park Road	Olson Park	\$224,409	4/7/2016
007-600-002	BLUE EARTH	4/21/2016	CONST	\$160,000 Lake View Rd. & 622nd Lane	Madison Lake PWA	\$160,000	4/7/2016
040-600-004	LE SUEUR	4/21/2016	CONST	\$200,000 Clear Lake Lane	Clear Lake PWA	\$200,000	4/7/2016
056-600-027	OTTER TAIL	4/29/2016	CONST	\$102,449 Bankers Drive	Ten Mile Lake PWA	\$102,449	4/7/2016
009-600-004	CARLTON	5/3/2016	CONST	\$86,256 Kettle Lake Road		\$86,256	4/8/2015
069-600-045	ST. LOUIS	5/4/2016	CONST	\$57,095 Commonwealth Ave.	Boy Scout Landing	\$375,260	4/8/2015
018-600-031	CROW WING	5/11/2016	CONST	\$106,000 North Drive	Pelican Lake PWA	\$106,000	4/7/2016
023-600-005	FILLMORE	5/11/2016	CONST	(\$504,500) 180th St / Old Cave Road	Mystery Cave State Park	Declined Project	4/8/2014
018-600-032	CROW WING	6/15/2016	CONST	\$330,400 215th St and 455th Place	DNR Public Landing		
007-600-002	BLUE EARTH	7/12/2016	CONST	\$183,600 Lake View Rd. & 622nd Lane	Madison Lake PWA	\$160,000	4/7/2016
029-600-012	HUBBARD	8/25/2016	CONST	(\$60,452) Second Street NE	Garfield Lake	\$174,000	4/8/2015
033-600-006	KANABEC	8/26/2016	CONST	\$410,000			
033-600-005	KANABEC	8/26/2016	CONST	\$460,000			
007-600-002	BLUE EARTH	8/29/2016	CONST	\$18,800 Lake View Rd. & 622nd Lane	Madison Lake PWA	\$160,000	4/7/2016
086-600-007	WRIGHT	8/29/2016	CONST	\$218,780			
004-600-015	BELTRAMI	9/12/2016	CONST	(\$10,246) Lake Beltrami	Lake Beltrami Road NE	\$49,000	4/29/2014
061-641-007	POPE	9/12/2016	CONST	(\$6,169) CSAH 41	Glacial Lakes State Park	\$550,000	4/8/2015
004-600-016	BELTRAMI	9/22/2016	CONST	\$3,684 Black Duck Lake	Hines TWP Rd	\$69,000	4/29/2014
024-638-004	FREEBORN	10/5/2016	CONST	\$440,000 Myre Big Island State Park	CSAH 38 (Entrance)		N/A
023-600-006	FILLMORE	10/5/2016	CONST	\$173,900 Grosbeck Road			
023-600-008	FILLMORE	10/5/2016	CONST	\$99,200 Root River	Rushford		
069-600-024	ST. LOUIS	12/1/2016	CONST	(\$5,791)			
024-638-004	FREEBORN	12/8/2016	CONST	\$250,000 Myre Big Island State Park	CSAH 38 (Entrance)		N/A
001-600-017	AITKIN	12/12/2016	CONST	(\$31,302) Hazelton TWP	Mallard Lake PWA	\$49,000	4/29/2014
049-600-031	MORRISON	12/20/2016	CONST	\$44,280			
040-600-004	LESUEUR	12/20/2016	CONST	\$148,988 Clear Lake Lane	Clear Lake PWA	\$200,000	4/7/2016
				\$4,182,771			



BLUE EARTH COUNTY

*Effectively and Efficiently
Delivering Essential Services*

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COMMISSIONERS

- District 1 Drew Campbell
- District 2 Vance Stuehrenberg
- District 3 Mark Plepho
- District 4 Will Purvis
- District 5 Kip Bruender

October 26, 2017



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

**SAU 745; BLUE EARTH COUNTY
 CSAH 14 FROM MNTH 30 TO CSAH 4**

RE: Request for State Park Road Account funds for Reconstruction of CSAH 14 from MNTH 30 to CSAH 4

Dear David:

Blue Earth County hereby requests funding from the State Park Road Account to assist with the reconstruction of Blue Earth County CSAH 14 from Minnesota Highway 30 to CSAH 4. This segment of CSAH 14 provides direct access to the MnDNR Latourelle and Thompson Slough Wildlife Management Areas (WMA) and is in significantly deteriorated condition with poor sight distances, steep vertical curves, very narrow road shoulders and steep in-slopes. The reconstruction of CSAH 14 will provide the travelling public, the users of the Latourelle and Thompson Slough WMA's significantly improved access with a wider, stronger and safer road leading to the public access points. This segment of CSAH 14 should therefore be eligible for State Park Road account funds for reconstruction.

The 5.25-mile reconstruction project will be designed to meet all DNR SPRA and MNDOT State Aid geometric requirements. The road will be constructed as a 10 Ton per axle rural section with a 55 mile per hour minimum design standard with softer horizontal and vertical curves to improve sight distances and driver reaction time. The road will be widened to include 12' driving lanes with 6' shoulders (2' paved + 4' gravel) with flattened and safer inslopes, new drainage pipes under the road and approach driveways, pavement recycling with additional aggregate base, pavement underdrains, and new bituminous pavement. Detailed project plans are currently being developed for construction to begin in spring of 2018.

We estimate the 2018 project reconstruction cost at \$3,770,000 and the 2019 final layer of pavement project cost at \$1,127,000 for a total project cost of \$4,897,000. At a minimum, we are requesting State Park Road Account funding in the approximate amount of \$268,522.00 for reconstruction of the 1520' segments of CSAH 14 adjacent to the Latourelle and Thompson Slough WMA's. The County agrees to administer State funding and be the contracting agency for the project. A planning level preliminary cost estimate is included with the attached page from our Capital Improvement Program for your information.

- Historic Courthouse**
204 S. Fifth St.
PO Box 8608
Mankato, MN 56002
Administration
TEL: 507-304-4150
FAX: 507-304-4344
- Extension**
TEL: 507-304-4325
FAX: 507-304-4059
- Finance**
TEL: 507-304-4182
FAX: 507-304-4077
- Physical Plant**
TEL: 507-304-4249
- Taxpayer Services**
PO Box 3567
TEL: 507-304-4251
FAX: 507-304-4075
- Government Center**
410 S. Fifth St.
Mankato, MN 56001
- Human Services**
PO Box 3526
TEL: 507-304-4319
FAX: 507-304-4379
- Environmental Services**
PO Box 3566
TEL: 507-304-4381
FAX: 507-304-4431
- Taxpayer Services/
License Center**
PO Box 3524
TEL: 507-304-4340
FAX: 507-304-4396
- Veterans Services**
PO Box 8608
TEL: 507-304-4246
FAX: 507-304-4225
- Information Technology**
PO Box 8608
TEL: 507-304-4204
FAX: 507-304-4355
- Public Works**
35 Map Dr.
PO Box 3083
Mankato, MN 56002
TEL: 507-304-4025
FAX: 507-304-4049
- Justice Center**
401 Carver Road
PO Box 8608
Mankato, MN 56002
- Sheriff's Office**
PO Box 228
TEL: 507-304-4800
FAX: 507-304-4818
- County Attorney**
PO Box 3129
TEL: 507-304-4600
FAX: 507-304-4620
- Probation**
PO Box 3543
TEL: 507-304-4750
FAX: 507-304-4710
- Library**
100 E. Main St.
Mankato, MN 56001
TEL: 507-304-4001
FAX: 507-304-4009
www.beclibrary.org
TDD: 507-304-4399



BLUE EARTH COUNTY

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Delivering Essential Services*

www.blueearthcountymn.gov

COMMISSIONERS

- District 1 Drew Campbell
- District 2 Vance Stuehrenberg
- District 3 Mark Piepho
- District 4 Will Purvis
- District 5 Kip Bruender

If you have questions or would like to discuss, please call me at 507-304-4025. We look forward to your response regarding this worthy project.

Sincerely,

Ryan Thilges, P.E.
Public Works Director / County Engineer
Blue Earth County Highway Department

- Attachments: Preliminary Cost Estimate & Project Overview from CIP (2)
 Project Limits Maps and site photos from CIP (1)
 Google Earth Map of project limits (1)
 Letter of Support from the DNR Unit Manager (1)
 CSAH 14 Typical Section (1)

- cf: Kip Bruender, Blue Earth County Commissioner
 Stefan Gantert, P.E. – Assistant County Engineer
 Joe Stangel, MNDNR Nicollet Area Wildlife Supervisor

h:\word-r\thilges\2017\14 (mn 30-csah 4)dnr spra request letter.docx

Historic Courthouse

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PO Box 8608
Mankato, MN 56002

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TDD: 507-304-4399

CSAH 14 - MNTH 30 to CSAH 4

Project Type	CSAH, Rural Reconstruction
Purpose & Need	<ol style="list-style-type: none"> 1) Improve safety by constructing shoulders, ditch slopes, horizontal and vertical curves, recovery area meeting current geometric standards. 2) Provide 10 ton per axle smooth pavement serving farm to market freight traffic and quality access for our citizens. 3) Improve drainage obstructed by sediment filled ditches and deteriorated pipes.
Description	Vertical and Horizontal curves will be re-graded, shoulders widened and the pavement will be recycled with a new bituminous wearing surface providing a strengthened 10 ton design meeting or exceeding State standards on this 5.3 mile segment. The final (top) lift of the bituminous wearing course will be completed in 2019.
Estimated Cost	\$3,770,000
Potential Funding Sources	CSAH Regular, Transportation Sales Tax
Transportation Sales Tax Project	Yes

CSAH 14 - MNTH 30 to CSAH 10

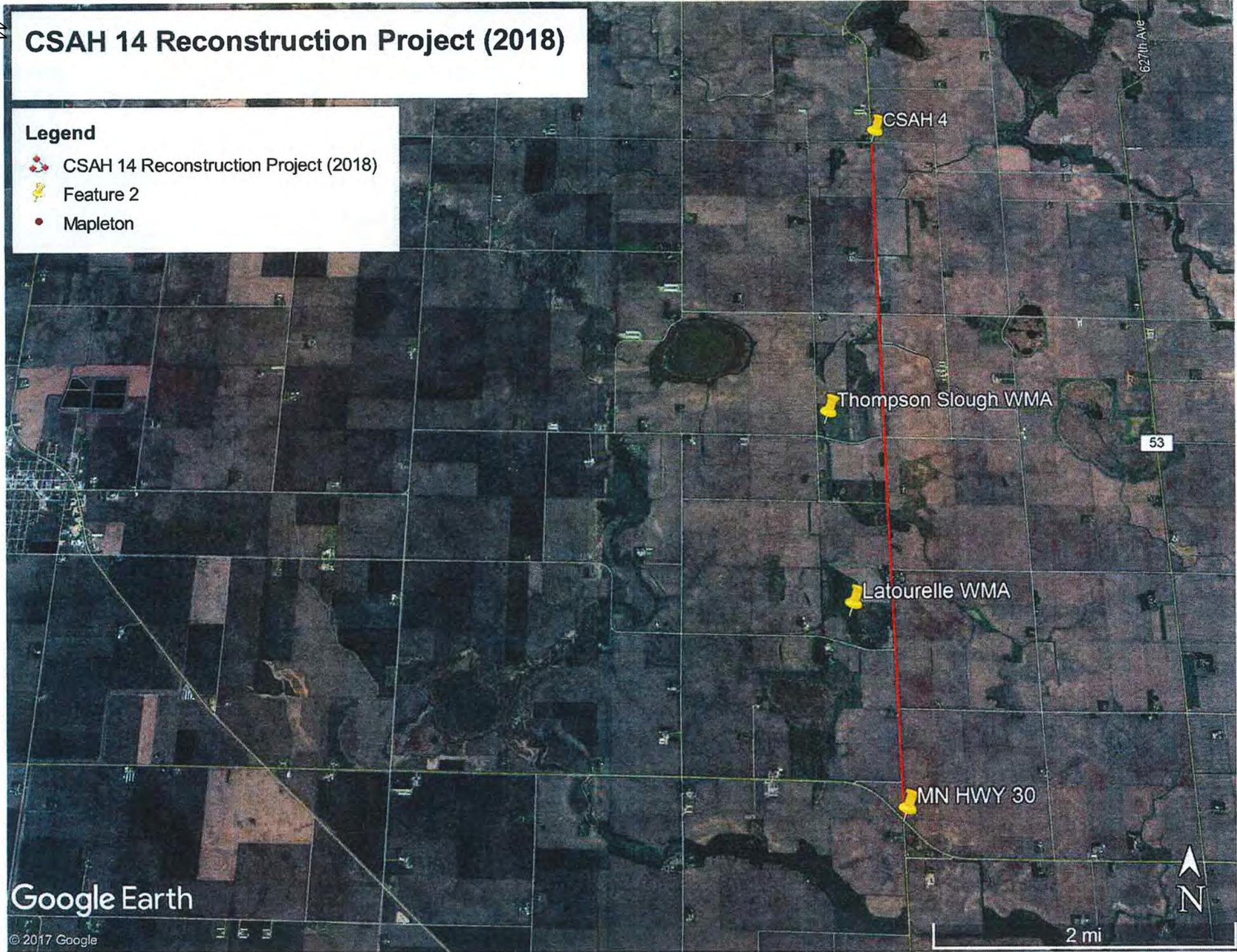
Project Type	CSAH, Paving
Purpose & Need	<ol style="list-style-type: none"> 1) Improve safety by constructing shoulders, ditch slopes, horizontal and vertical curves, recovery area meeting current geometric standards. 2) Provide 10 ton per axle smooth pavement serving farm to market freight traffic and quality access for our citizens. 3) Improve drainage obstructed by sediment filled ditches and deteriorated pipes.
Description	This will place the final 2" bituminous wear course on the 2017 and 2018 re-grading and paving project of this road section.
Estimated Cost	\$1,127,000
Potential Funding Sources	Transportation Sales Tax
Transportation Sales Tax Project	Yes

44

CSAH 14 Reconstruction Project (2018)

Legend

-  CSAH 14 Reconstruction Project (2018)
-  Feature 2
-  Mapleton



Google Earth

© 2017 Google

2 mi





MINNESOTA DEPARTMENT OF NATURAL RESOURCES
NICOLLET AREA WILDLIFE OFFICE
501 9TH ST.
NICOLLET MN 56074
507-225-3572

Date: 10/24/17

Ryan Thilges, P.E.
Blue Earth County Engineer / Public Works Director
35 Map Drive, PO Box 3083
Mankato, MN 56002-3083

Dear Ryan,

I am writing to voice support on behalf of MN DNR Section of Wildlife for the request by Blue Earth County Public Works for State Park Road Account funding for Blue Earth County CSAH 14 re-construction adjacent to Latourelle and Thompson Slough WMA's. This project will benefit the MN DNR as well as the public at large in a variety of ways.

Currently CSAH 14 services both Latourelle and Thompson Slough Wildlife Management Areas, with minimal access and small areas. The current parking area entrances are located on the West side of CSAH 14 and have about 1,520 feet of road frontage along the WMA. Both enter the existing road alignment from wooded areas which also presents safety issues. Often, WMA users pull on to the road at low speeds which can also cause a dangerous issue on a busy rural road. As you already know, MNDOT traffic studies show this road to be a busy thoroughfare at 350 cars per day, many of which are using CSAH 14 to access the WMA for recreation or wildlife viewing.

Proposed re-construction actions on the 1,520 frontage feet of WMA would improve access and safety in the following ways. Improved site lines, improved off road access to the WMA which would in turn allow the DNR to develop better off right of way parking areas. Lastly, shoulder reconstruction would improve the overall frontage for safety if hunters and other outdoor enthusiasts choose to pull off or park off road or view wildlife.

Sincerely,

Joe Stangel
Nicollet Area Wildlife Supervisor
Acting Assistant Regional Wildlife Manager

mndnr.gov



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AN EQUAL OPPORTUNITY EMPLOYER.

Jackson County Public Works

Phone (507) 847-2525
FAX (507) 847-2539
53053 780th Street
Jackson, Minnesota 56143

October 30, 2017

David B. Sobania, Principal Engineer
Department of Natural Resources
Management Resources
1601 Minnesota Drive
Brainerd, MN 56401
Phone: (218) 203-4389
Fax: (218) 855-5079
e-mail: Dave.Sobania@state.mn.us

**SAU 747; JACKSON COUNTY
CSAH 24/KILEN WOODS STATE PK RD**

Re: State Park Road Account Program (SPRA)
Kilen Woods State Park Road (CSAH 24) in Jackson County



Dear Mr. Sobania:

Jackson County would like to apply for State Park Road Account funding for improving our County State Aid Highway (CSAH) 24. This roadway is the main access route into Kilen Woods State Park. The 5½ mile segment begins at Trunk Highway 86 north of Lakefield Minnesota and ends at the entrance of the park.

In 2003, Jackson County placed a 1½" bituminous overlay on this section of road using county funds. The overlay actually extended into the park on all paved surfaces. In the following year, as Jackson County's standard practice, a seal coat was placed on the previous year overlay to protect the bituminous surface.

Historically, Jackson County has found that the life of a seal coat is approximately 12 years. After that time some type of surface repair is needed to extend the life of the roadway.

Our proposed project for SPRA funding will consist of Micro Surfacing the roadway surface. Micro Surfacing is a newer roadway surface rehabilitation technic that Jackson County first employed in 2013. We have found great success with Micro Surfacing and initiated a Micro Surfacing program every year following the success of the 2013 project.

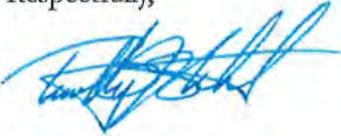
We believe that Micro Surfacing CSAH 24 is the correct rehabilitation for this segment of roadway at this time. Micro Surfacing costs are approximately one-half the cost of a standard bituminous overlay. Micro Surfacing greatly improves the roadway surface by filling in the transverse dips that are created by failing joints and the elimination of lane rutting. An additional benefit of Micro Surfacing is an increase in surface friction which improves the safety of the road.

If funding is available, we request that the work be completed in 2018 in conjunction with Jackson County's other Micro Seal projects. Combining projects will help keep funding from the SPRA minimized. We are currently estimating the cost of the Micro Surfacing of CSAH 24 to be \$203,749 if we tie it to the larger 21 mile project.

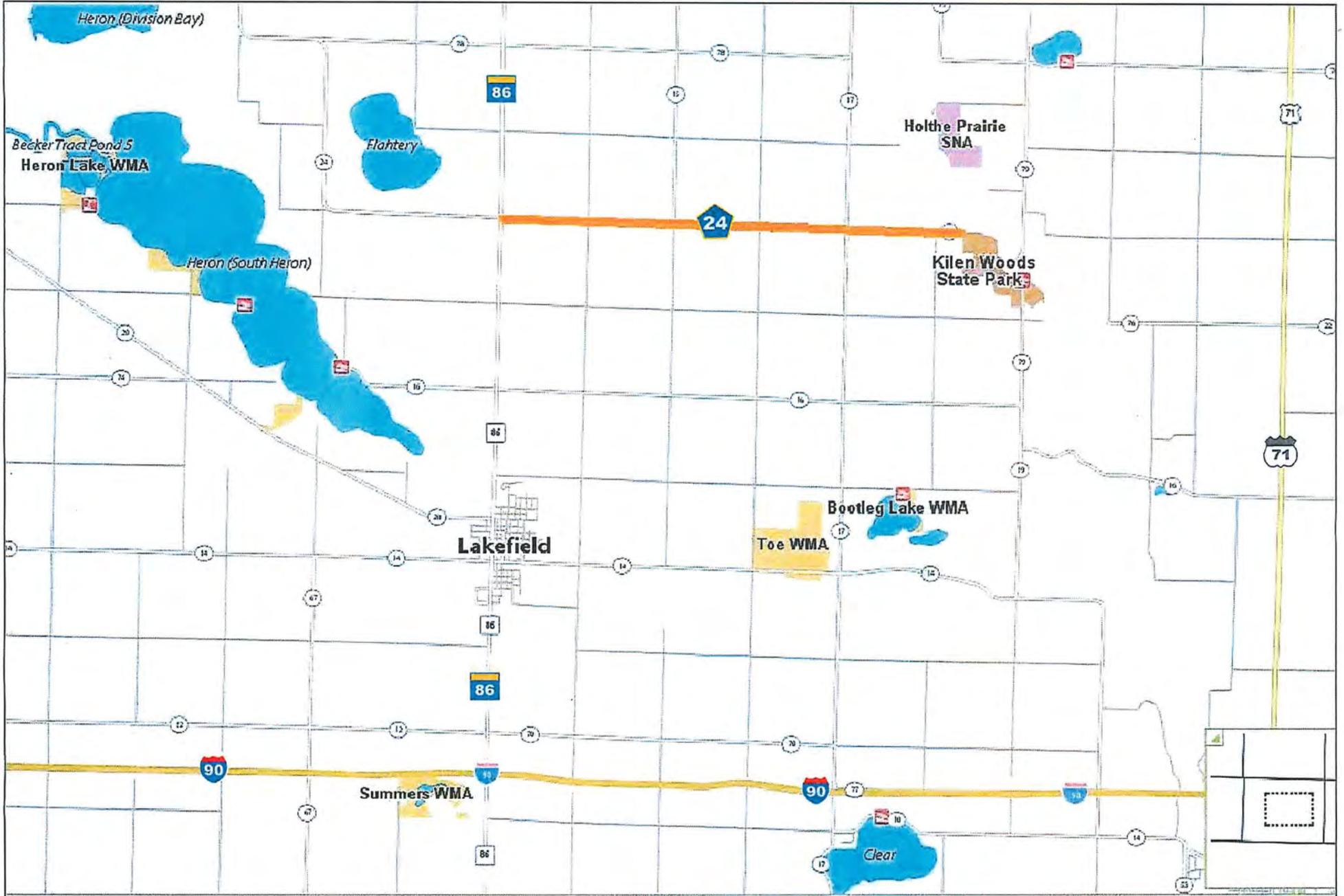
We have included, along with this letter, a project map, Micro Surfacing project description, detailed project map, preliminary cost estimate, and a letter of support from Phil Nasby, MNDNR Parks and Trails Supervisor.

Thank you for considering this project for State Park Road Account funding. If you have any questions or require additional information for your review, please do not hesitate to call my direct number (507) 849-7252.

Respectfully,



Timothy J. Stahl
Director/Engineer
Jackson County Public Works





**Kilen Woods
State Park**

Timothy J Stahl, PE
County Engineer

Wes Liepold
Assistant Engineer

Jackson County Public Works

Phone (507) 847-2525
FAX (507) 847-2539
53053 780th Street
Jackson, Minnesota 56143

October 24, 2017

Cost estimate to Micro Surface CSAH 24 from Hwy 86 to the entrance of Kilen Woods State Park.

Description	Unit	Unit Price	Quantity	Total
Mobilization	Lump Sum	\$15,000.00	1	\$15,000
Bituminous Material for Micro-Surfacing	Gallon	\$2.85	30,175	\$85,999
Miro-Surfacing Scratch Course	Ton	\$79.50	422	\$33,549
Miro-Surfacing Surface Course	Ton	\$79.50	562	\$44,679
Traffic Control	Lump Sum	\$6,000.00	1	\$6,000

Estimated Construction Cost \$185,227

Plus 10% Contingencies \$18,523

Total Estimated Construction Cost \$203,749

SCOTT MCCLURE
5th DISTRICT

DON WACHAL
2ND DISTRICT

CATHERINE HOHENSTEIN
3RD DISTRICT

KIM HUMMEL
4TH DISTRICT

JAMES EIGENBERG
5TH DISTRICT



MINNESOTA DEPARTMENT OF NATURAL RESOURCES
Division of Parks and Trails
175 County Road 26
Windom, MN 56101
(507) 831-2900

October 31, 2017

Timothy Stahl
Jackson County Public Works Director\Highway Engineer
53053 780th Street
Jackson, MN 56143

Dear Mr. Stahl,

I would like to extend my support for the proposed improvement\maintenance to County State Aid Highway 24 which is the entrance to Kilen Woods State Park as presented in your application to use funding through the State Park Road Account. This project will provide much needed maintenance to the only entrance to Kilen Woods. Instituting 100% reservable camping reservations at Kilen Woods in 2016 has increased annual overnight camping visits from approximately 300 to over 1300 in two years. With increased visitation and usage maintenance to county 24 is overdue and it would also help with the aesthetics of entering Kilen Woods as state highway 86 to county 24 is the main route to Kilen Woods from Interstate 90.

I have worked in recent years with Jackson County and the Friends of the Jackson County Trails group to help develop and improve the nearby city and county trails and county parks. This proposed improvement is a part of a much larger plan to enhance many of Jackson County's numerous amenities through safe, well maintained and accessible paths. This group clearly has the vision and is willing to set in motion the development of improvements that will expand visitation to their parks and Kilen Woods to enhance tourism in southwestern Minnesota. This project is a fitting part of this plan.

Please accept this letter as evidence of my support for this planned improvement proposal that will be significant for Kilen Woods and Jackson County tourism.

Sincerely,

A handwritten signature in black ink, appearing to read 'Phil Nasby'.

Phil Nasby
Area 4B Parks and Trails Supervisor

Cc: Gregg Soupir, District 10 Supervisor

mndnr.gov



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AN EQUAL OPPORTUNITY EMPLOYER

REFERENCE MATERIAL



Maintenance Facilities

	CY 1997	Project #	
Cook	665,000.00	* Bond	Original Bond \$650,000-added
Rice	108,004.47		15,000 when refinanced
	<u>773,004.47</u>		Computerized Fuel System
CY 1998			
Koochiching	118,543.41	Maintenance	International Falls Storage Shed
Lake of the Woods	300,872.29	C to M	Maintenance Facility
Pipestone	31,131.16	Maintenance	Fueling System & Remodeling
	<u>450,546.86</u>		
CY 1999			
Morrison	33,590.98	C to M	2 salt storage buildings
Waseca	1,800,000.00	* Bond	Maintenance Facility
	<u>1,833,590.98</u>		
CY 2000			
Carver	343,632.04	C to M	Public Work Bldg
Mahnomen	422,867.00	C to M	Maintenance Facility
Pine	363,848.03	Maintenance	Sandstone Bldg Addition
	<u>1,130,347.07</u>		
CY 2001			
Carver	500,000.00	C to M	Public Work Bldg
Nobles	500,000.00	C to M	Maintenance Facility
	<u>1,000,000.00</u>		
CY 2002			
Carver	168,398.26	Maintenance	Public Work Bldg
Dodge	109,816.45	020-625-001	Access to maintenance facility
Hennepin	260,000.00	C to M	Salt/Sand storage facility-Orono
	<u>538,214.71</u>		
CY 2003			
Cottonwood	90,458.55	C to M	Salt shed
Watowan	56,808.83	083-040-001	St James Shop
	<u>56,808.83</u>		Pymts in 2003 & 2004
CY 2004			
Carlton	550,000.00	C to M	Maintenance Facility
Cottonwood	147,429.02	017-040-001	Windom Addition
	<u>697,429.02</u>		Pymts in 2003 & 2004
CY 2005			
Dodge	160,000.00	020-040-001	Maintenance Facility
Morrison	1,134,368.89	C to M	Public Works Bldg
Swift	417,102.00	C to M	Admin office & outshops
	<u>1,711,470.89</u>		
CY 2006			
Hubbard	280,000.00	029-040-001	Maintenance Facility
Kandiyohi	1,164,576.40	034-040-001	Maintenance Facility
Meeker	1,000,000.00	047-040-001	Maintenance Facility
Pennington	66,811.40	057-040-001	Hwy Fac Upgrade
Renville	313,500.00		Franklin Facility
	<u>2,824,887.80</u>		Paid 2/15/2006 Paid 95% 2006 - 5% 2007 Paid 95% 3/20/07 - 5% 2008 Paid 2/2007 No pay request yet
CY 2007			

Lake of the Woods	<u>95,943.50</u> 95,943.50	039-040-001	Salt/Sand Storage	Paid 95% 2007 - 5% 2009
CY 2008				
Pope Co.	<u>900,000.00</u> 900,000.00	061-040-001	Glenwood Maint. Bldg.	
CY 2009				
Martin Co.	<u>85,410.08</u> 85,410.08	046-040-001	Maint. Bldg.	
CY 2015				
Washington Co.	<u>2,200,000.00</u> 2,200,000.00	082-040-001	Public Works Maintenance Bldg	Paid 2015
CY 2016				
Pipestone Co.	56,127.25	059-040-001	Fuel Facility	Paid 2017
Watonswan Co.	<u>190,111.19</u>	083-040-002	Salt Shed replacement	Paid 100% 2017
	246,238.44			
CY 2017				
Grant Co.	<u>1,023,949.67</u> 1,023,949.67	026-040-001	Maintenance Facility	Paid 95% of \$935,650.33 Const & 100% 88,299.34 Eng
Total to date	<u><u>15,567,842.32</u></u>			

* - Projects funded with bonds

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

MAINTENANCE FACILITIES – CURRENT PROCESS

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

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

Approval Process

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

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

2. DSAE reviews request, makes recommendation for reimbursement and forwards to SALT Engineer for review and final approval.
3. SALT Engineer notifies county of the approved percent or lump sum and forwards copy of county request and approval letter to State Aid Finance (SAF).

Partial Payment Process

1. County obtains State Aid Project number from SALT.
2. County submits State Aid Payment Request identifying the costs as Maintenance Facility in the "Other Costs" section of the form, for up to 95% of the estimated cost of the facility.
 - The amount requested should use the same percentage of total cost or lump sum amount as approved by SALT.
 - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities. Payment request may be sent directly to SALT.
3. If the facility is being funded with State Aid Bonds
 - The county must submit a bond schedule to SAF.
 - A State Aid Payment Request is required to be applied against the bond.
 - If the final cost is less than bond principal, excess funds must be repaid to the county or municipalities state aid account or bond principal payments reduced to total cost and remaining principal paid from local funds.

Final Payment Process

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

Hardship Transfers

Spring 2018

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

Subpart 1. **Hardship.** When the county board desires to use a part of its State Aid allocation off an approved State Aid system, it shall certify by resolution that it is experiencing a hardship condition in regard to financing its local roads 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 demonstrates that the request is made for good cause (flooding, disaster, etc.). If the hardship condition is approved, without requiring progress reports and within 30 days, an immediate payment of at least 50 percent of the total amount authorized will be made, with the balance to be paid within 90 days, or an immediate payment of the entire amount authorized will be made upon determining that sufficient funds are available.

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

Approved CSAH Variances

Spring 2018

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
2018-02	Washington County	3/22/2018	<u>8820.9941: Minimum Standards: On road Bicycle Facility for Urban; New or Reconstruction Projects.</u> Requested: Allow shared bicycle lane in CSAH 12 corridor from 650' East of TH 244 to CSAH 9		SAP 082-612-022; CSAH 12 (Stillwater Blvd.) Corridor Improvement from 650' East of TH 244 to CSAH 9 (Jamaica Ave. North) in the cities of Willernie, Mahtomedi and Grant.
2018-03	City of Rushford (Fillmore County)	3/22/2018	<u>8820.9981: Minimum Design Standards: Natural Preservation Routes, Designated National Forest Highways within National Forests, and State Park Access Roads Within State Parks; New or Reconstruction Projects.</u> Requested: Allow 10 mph design vertical curves at the levee crossing on the new canoe launch access road.		SAP 023-600-008; State Park Road Acct. funded canoe launch access road along the north bank of the Root River.
2018-04	Wabasha County	3/22/2018	<u>8820.9920: Minimum Design Standards: Rural and Suburban Undivided; New or Reconstruction Projects.</u> Requested: Allow design of vertical and horizontal curves to less than design minimum.		SP 079-070-010; CSAH 59 safety improvement with intersection of TH 61.
2017-01	Washington County	3/23/2017	<u>8820.9936 Min. Design Standards, Urban; New or Reconstruction Projects:</u> Requested: one parking lane width of 8' in lieu of 10' throughout the project termini	3/28/2017	SAP 82-613-033 (Project 01-16 ; WSB 2121-64); CSAH 13 (Olson Lake Trail) Reconstruction from 44th St N to 50th St N in Lake Elmo and Oakdale
2017-03	Hennepin County	3/23/2017	<u>8820.9941 Min Design Standards: On-Road Bicycle Facility for Urban; New or Reconstruction Projects.</u> Requested: one travel lane in lieu of two travel lanes for eastbound Glenwood Ave from Royalston Ave to 10th Street (700 feet).	3/28/2017	SAP 27-640-006 (County Project 1540); CSAH 40 (Glenwood Avenue N) Reconstruction from Aldrich Ave to 7th Street
2017-05	Waseca County	3/23/2017	<u>8820.2800 Construction Requirements.</u> Requested: To allow state aid funding despite opening bids prior to plan approval by the State Aid Engineer.	3/28/2017	SAP 081-614-012; CSAH 14 (TH Project SP 8103-113) - Rdwy Reconstr from east project termini of Steele County line to west termini TH 14 EB traffic off ramp at CSAH 14
2017-07	Hennepin	Admin	<u>8820.1500, Subpart 6 Engineering Costs - The sum of the project development and construction engineering charges must be limited to 25 percent of the eligible construction costs.</u> To allow Engineering costs of 32% in lieu of the maximum 25%	3/29/2017	SAP 27-752-027; CSAH 152 (Washington Ave) from CSAH 52 (Hennepin Ave) to 5th Ave S
2017-11	Anoka County	Admin	<u>8820.9936 Minimum Design Standards, Urban; New or Reconstruction Projects:</u> Requested: To allow a 0' curb reaction distance in lieu of the required 2' between 8th Ave and 500' west of Wedgewood Dr.	7/5/2017	SAP 02-614-040; CSAH 14 (Main Street East in the City of Anoka) Reconstruction from 7th Ave to CSAH 9 / Round Lake Blvd
2017-14	Anoka County	Admin	<u>8820.9936 Minimum Design Standards, Urban; New or Reconstruction Projects.</u> Requested: To allow a 0' curb reaction distance in lieu of the required 2' curb reaction distance	October 2, 2017	SAP 002-614-040 CSAH 14 (Main Street East in the City of Anoka) Reconstruction from 7th Ave to CSAH 9 / Round Lake Blvd
2017-18	Anoka County Resolution	12/14/2017	<u>Per resolution requested variance from 8820.9995: Minimum Bicycle Path Standards.</u> Requested: To retain an existing 6 foot two way trail width in lieu of the minimum 8 foot required width.	12/14/2017	SP 002-678-022; CSAH 78 (Hanson Blvd.) Project.
2017-19	Benton County Resolution 2017-43 & 2017-31 City of Foley Resolution 2017-28	Admin	<u>Per resolution requested variance from 8820.9961: Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking.</u> Requested: To allow 18 foot width for 45-Degree Angled Parking stalls from required 20 foot.	10/2/2017	SAP 005-627-004 (2nd Ave. N, 3rd Ave N & Dewey St. Improvements
2017-20	Renville County Resolution 38-17	12/14/2017	<u>Per resolution requested variance from 8820.9961: Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking.</u> Requested: Allow 18 foot parking stall depth in lieu of required 20 feet depth.	12/14/2017	SAP 065-608-013; Reconstruction of CSAH 8 from US 212 to the No City Limits of Buffalo Lake in the City of Buffalo Lake.

For Variance Requests, Submittal, Meeting Dates or Historical Information,
Please visit the State Aid Website for more details:

<http://www.dot.state.mn.us/stateaid/variance.html>

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

ADVANCE STATUS IS CURRENTLY CODE GREEN

State Aid Advances

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

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

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

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE

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

GUARDED

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

LOW

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

General Guidelines for State Aid & Federal Aid Advance Construction

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

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

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

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

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

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

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

Priority System

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

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

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

Advance Limitations

Statutory - None

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

State Aid Rules - None

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

State Aid Guidelines

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

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

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
October 25-26, 2017
Rutger's Bay Lake
Deerwood, MN

The fall meeting of the County Engineer's Screening Board was called to order by Chair Kaye Bieniek, Olmsted County Engineer, at 1:32 p.m., October 25, 2017. Chair Bieniek called for any additions to the agenda and hearing none she declared the agenda complete.

Attendance

A roll call of the Screening Board members by Secretary Jerilyn Swenson, Norman County, showed the following board members in attendance:

Krysten Foster, Lake County	District 1
Rich Sanders, Polk County	District 2
Tim Bray, Crow Wing County	District 3
Tracey Von Bargaen, Grant County	District 4
Joe Triplett, Chisago County	Metro
Lyndon Robjent, Carver County	Metro - Absent
Kaye Bieniek, Olmsted County - Chair	District 6
Tim Becker, Sibley County	District 7
Aaron VanMoer, Lyon County	District 8
Doug Fisher, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Jim Grube, Hennepin County	Urban
Jim Tolaas, Ramsey County	Urban
Jim Foldesi, St. Louis County	Urban
Wayne Sandberg, Washington County	Urban

Alternates in Attendance

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

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

Chair Bieniek recognized others in attendance including State Aid and MnDOT representatives.

Approval of Screening Board Minutes

Chair Bieniek requested a motion to approve the minutes of the spring 2017 Screening Board meeting. *Motion to approve the spring 2017 minutes was made by Rich Sanders, Polk County and seconded by Jim Foldesi, St. Louis County. With no discussion being presented, the vote was called and the motion passed unanimously.*

Review of the Screening Board Report

Chair Bieniek introduced Ms. Kim DeLaRosa, State Aid to discuss the fall 2017 Screening Board Data Book. Ms. DeLaRosa stated the purpose of the meeting as outlined in Minnesota State Statutes is to approve the mileage and the needs that will be used for the 2018 distribution of state aid dollars. In addition, the Screening Board would ultimately sign off on the letter as outlined on page 19 of the fall 2017 Screening Board Data book.

Kim discussed the following information from the fall 2017 Screening Board Data book.

A. General Information and Basic Needs Data and Adjustments

Ms. DeLaRosa detailed the history of the mileage, needs and those funds identified on pages 2 and 3 of the Screening Board Book. The raw calculation of your needs in the new application, using a five-year construction period from 2012 to 2016, is shown on pages 4 and 5. This is what is used as defined by state statutes as the 25-year construction needs. Data from 2011 was dropped from the calculation and projects from 2016 were added which resulted in a similar number of projects that were dropped versus added. Ms. DeLaRosa requested that the Screening Board comment on how to handle about 12 eligible project from 2016 that still need to be added into the needs calculation. The cutoff for entering this data was March 30, 2017, but due to a variety of reason these projects were not entered into the needs system. Ms. DeLaRosa is requesting that the Screening Board discuss and provide direction as to if these projects should be added for the 2018 distribution, or since they are past the deadline, include in the 2019 distribution and beyond.

Ms. DeLaRosa continued to state that there are still the potential for calculation adjustments. The first adjustment as identified on pages 6 and 7 is an adjustment that holds needs in a range so that your needs do not fluctuate beyond a certain limit. The restriction range includes 10% above and 10% below the statewide average changes as shown on page 7. That state total is a positive 1.2% and this follows a similar trend from prior years. The second adjustment is the construction funds needs reduction as shown on page 8. Many of the deductions will change and this adjustment will be rerun on December 31, 2017. The third adjustment is a statutory dedicated adjustment on the mill levy as shown on pages 10-12. The fourth adjustment shown on page 13-14, is the minimum county adjustment for the five (5) select counties.

Ms. DeLaRosa stated that pages 28-29 shows the tentative 2018 distribution. Ms. DeLaRosa asked if there were any questions and comments from the Board, hearing none she continued.

B. Mileage Requests

Ms. DeLaRosa stated no mileage requests are needing approval today. She stated that page 34, shows the number of banked miles for each county. In order to reduce the mileage bank, counties need to follow the proper procedures to allocate these miles to roadway segments.

C. State Park Road Account

Ms. DeLaRosa mentioned that at the spring 2017 Screening Board meeting there was a lengthy discussion on how the State Park Road Account projects are selected. Pages 47-49 are all of the projects that have been awarded in prior years. Minnesota State Statutes requires that any that any work on the CSAH system using the State Park Road Account requires Screening Board approval. Ms. DeLaRosa discussed the three (3) projects that will require Screening Board action. These projects are a Chippewa County request, Pipestone County request, and Chisago County request. Ms. DeLaRosa asked if there were any questions and comments from the Board, hearing none she continued.

D. Reference Material

Ms. DeLaRosa continued with explanation of the reference materials. County traffic projection factors are identified on page 54. These factors are based on 12-years of traffic data and the Screening Board resolution does not allow any county to have a projection factor below 1.0%. Pages 55 and 56 show the maintenance facilities and hardship transfers. Pages 58 through 60 provide the state aid construction account advancement guidelines

Ms. DeLaRosa stated that the Screening Board needs to take action regarding money going to Local Road Research Board (LLRB). The proposed amount would be about \$2.78 million.

Ms. DeLaRosa continued with a discussion on a recent topic regarding revising the roadway segments on the county state aid system. The segment modifications would look at realistic termini points and verify segment lengths. Ms. DeLaRosa would like to have a small group to start the discussion and provide recommendations to the Board. The group would determine if the results might not be worth the time and effort that would be involved, or a potential process if implemented. Historically the Board has never allowed a county to adjust their mileage without a commissioner order. The process would need to be fair to each county. There was extensive discussion between the Board and others in attendance. *Motion to send the segment modifications discussion to the General Subcommittee was made by Doug Fischer, Anoka County and seconded by Rich Sanders, Polk County. With no discussion being presented, the vote was called and the motion passed unanimously.*

Mr. Mark Krebsbach, Dakota County asked Ms. Kim DeLaRosa to further describe the current process with entering projects into the needs and how this is an issue for some counties. Ms. DeLaRosa provided the process overview. The process begins in January and all projects need to be entered by March 30th of each year. State Aid is continuously working with District State Aid Engineers and the county engineers with entering data. There are external issues with changes in personal and metro complex projects is why there is a delay in entering the projects by March 30th. Ms. DeLaRosa is seeking guidance on if the counties and state aid can correct and update the 12-projects that are not correctly entered into the needs system.

Chair Bieniek asked if there were any other items that require discussion and hearing none, she stated that the Board will reconvene tomorrow, October 26th, 2017 at 8:30 am. There will be a couple of action items tomorrow including the mileage and needs, the State Park Road Account requests, LRRB funding, and to provide direction to Ms. DeLaRosa regarding entering the additional projects in the needs.

Chair Bieniek requested a motion to adjourn the fall 2017 Screening Board meeting. At 2:30 pm, a motion to adjourn the fall 2017 Screening Board meeting was offered by Joe Triplett, Chisago County and seconded by Tim Bray, Crow Wing County. The motion passed unanimously.

October 26, 2017 - Screening Board Minutes

The meeting reconvened on October 26, 2017 with all representation present. Chair Kaye Bieniek, Olmsted County called the meeting to order at 8:38 am.

Chair Bieniek called for discussion or a motion to approve the mileage and needs calculations. A motion to approve the mileage and needs calculations was offered by Krysten Foster, Lake County and seconded by Jim Grube, Hennepin County. After calling for further discussion and hearing none, Chair Bieniek called for the vote. The motion passed unanimously.

Chair Bieniek called for discussion or a motion on the Chippewa County, Pipestone County and Chisago County State Park Road Account Requests. A motion to accept the Chippewa County, Pipestone County and Chisago County State Park Account Road requests was offered by Rich Sanders, Polk County and seconded by Doug Fischer, Anoka County. The motion passed unanimously.

Chair Bieniek asked if the Board wished to offer a motion to fund the Local Road Research Board (LRRB) Account in 2018. Jim Foldesi, St. Louis County offered the following motion, seconded by Mark Krebsbach, Dakota County. The motion passed unanimously.

Be it resolved that an amount of \$2,777,608, an amount that is not to exceed ½ of 1% of the 2017 CSAH Distribution Sum of \$555,521,599 and an amount not to exceed the total distribution to any minimum county, shall be set aside from the 2018 Distribution Fund and be credited to the Research Account.

Chair Bieniek thanked the outgoing member Jon Large, Mahnomen County for serving on the mileage subcommittee. Chair Bieniek announced that Tim Erickson, Lake of the Woods County will serve as the newest member on the mileage subcommittee.

Chair Bieniek announced that Jodi Teich will fill the vacancy on the general subcommittee. Chair Beiniek also mentioned that the general subcommittee will be addressing the road segmenting evaluation.

Chair Bieniek thanked the outgoing district members of the Screening Board for their service. The outgoing representatives being thanked were: Representative Krysten Foster, Lake County-District 1; Representative Rich Sanders Polk County-District 2; Representative Tracey Von Bargaen, Grant County-District 4; Representative Kaye Bieniek, Olmsted County–District 6; and Joe Triplett, Chisago County - Metro.

Mitch Rasmussen, State Aid provided an update concerning the recently implemented process and procedures for the LRRB project selection. Ted Schoenecker, State Aid provided an updated on Central Office staffing.

Chair Bieniek mentioned that Tim Becker, Sibley County will be the Chair of the 2018 Screening Board.

The 2018 Spring Screening Board meeting will be held during the summer conference at Arrowwood in Alexandria on June 13-15, 2018.

At 8:53 am, a motion to adjourn the fall 2017 Screening Board meeting was offered by Rich Sanders, Polk County and Seconded by Doug Fischer, Anoka County. The motion passed unanimously.

Respectively Submitted,

A handwritten signature in cursive script that reads "Jerilyn Swenson".

Jerilyn Swenson
Screening Board Secretary
Norman County Engineer

Needs Calculation System Summary Document October 2015

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

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

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

NEEDS CALCULATION SYSTEM DESCRIPTION:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Restrictions and Adjustments:

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

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

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

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

Current Resolutions of the County State Aid Screening Board

Fall 2016

BE IT RESOLVED:

ADMINISTRATIVE

Improper Needs Report

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

Type of Needs Study

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

Appearance at Screening Board

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

Construction Cut Off Date

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

Screening Board Vice-chair

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

Screening Board Meeting Dates and Locations

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

Screening Board Secretary

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

Research Account

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

Annual District Meeting

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

General Subcommittee

That the Screening Board Chair appoints a Subcommittee to:

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

The Subcommittee will make recommendations to the Screening Board.

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

Mileage Subcommittee

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

NEEDS ADJUSTMENTS

Restriction of 25-Year Construction Needs

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

County State Aid Construction Fund Balances

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

Minimum County Adjustment

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

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

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

Money Needs Adjustment

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

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

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

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

MILEAGE

CSAH Mileage Limitations

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

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

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

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

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

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

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

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

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

TRAFFIC

Traffic Projection Factors

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

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

ROAD NEEDS

Method of Study

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

Storm Sewer

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

Construction Accomplishments

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

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

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

Additional Interchange Needs

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

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

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

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

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

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

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

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

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

County Engineers

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

County Engineers

011 Darrick Anderson
D3 Cass County Engineer
8045 County 12 NW
PO Box 579
Walker, MN 56484
Main: 218-547-7121
Email: darrick.anderson@co.cass.mn.us
Fax: 218-547-1099

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

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

017 Nick Klisch
D7 Cottonwood County Engineer
1355 9th Avenue
Windom, MN 56101
Main: 507-831-1389
Email: nick.klisch@co.cottonwood.mn.us
Fax: 507-831-2367

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

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

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

016 Krysten Foster (Acting)
D1 Cook County Engineer
609 E 4th Avenue
Grand Marais, MN 55604-1150
Main: 218-387-3695
Email: krysten.foster@co.cook.mn.us
Fax: 218-387-3012

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

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

County Engineers

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

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

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

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

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

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

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

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

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

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

County Engineers

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

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

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

034 Mel Odens
D8 Kandiyohi County Engineer
1801 East Highway 12
Willmar, MN 56201
Main: 320-235-3266
Email: mel.odens@kcmn.us
Fax: 320-235-0055

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

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

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

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

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

040 Dave Tiegs
D7 Lesueur County Engineer
88 South Park Avenue
LeCenter, MN 56057
Main: 507-357-8204
Email: dtiegs@co.le-sueur.mn.us
Fax: 507-357-4520

County Engineers

041 Joe Wilson
D8 Lincoln County Engineer
221 N Wallace Ave
PO Box 97
Ivanhoe, MN 56142
Main: 507-694-1124
Email: jwilson@co.lincoln.mn.us
Fax: 507-694-1101

042 Aaron Vanmoer
D8 Lyon County Engineer
504 Fairgrounds Road
Marshall, MN 56258
Main: 507-532-8200
Email: aaronvanmoer@co.lyon.mn.us
Fax: 507-532-8216

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

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

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

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

047 Phil Schmalz
D8 Meeker County Engineer
422 S Johnson Drive
Litchfield, MN 55355-4549
Main: 320-693-5360
Email: phillip.schmalz@co.meeker.mn.us
Fax: 320-693-5369

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

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

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

County Engineers

051 Randy Groves
D8 Murray County Engineer
3051 20th Street
Slayton, MN 56172-9212
Main: 507-836-6327
Email: rgroves@co.murray.mn.us
Fax: 507-836-8891

052 Seth Greenwood
D7 Nicollet County Engineer
1700 Sunrise Drive
St Peter, MN 56082
Main: 507-931-1760
Email: seth.greenwood@co.nicollet.mn.us
Fax: 507-931-6978

053 Stephen P Schnieder
D7 Nobles County Engineer
960 Diagonal Road
PO Box 187
Worthington, MN 56187-0187
Main: 507-295-5322
Email: sschnieder@co.nobles.mn.us
Fax: 507-372-8348

054 Jerilyn Swenson
D2 Norman County Engineer
814 East Main Street
Ada, MN 56510-1318
Main: 218-784-7126
Email: jerilyn.swenson@co.norman.mn.us
Fax: 218-784-3430

055 Kaye Bieniek
D6 Olmsted County Engineer
2122 Campus Drive SE
Rochester, MN 55904-4744
Main: 507-328-7070
Email: bieniek.kaye@co.olmsted.mn.us
Fax: 507-287-2320

056 Chuck Grotte
D4 Otter Tail County Engineer
505 S Court Street
Suite 1
Fergus Falls, MN 56537
Main: 218-998-8475
Email: cgrotte@co.ottertail.mn.us
Fax: 218-998-8488

057 Michael Flaagan
D2 Pennington County Engineer
250 125th Avenue NE
Thief River Falls, MN 56701
Main: 218-683-7017
Email: mflaagan@co.pennington.mn.us
Fax: 218-683-7016

058 Mark LeBrun
D1 Pine County Engineer
405 Airport Road NE
Pine City, MN 55063
Main: 320-216-4203
Email: mark.lebrun@co.pine.mn.us
Fax: 320-629-6736

059 Nick Bergman
D8 Pipestone County Engineer
600 4th Street NW
PO Box 276
Pipestone, MN 56164
Main: 507-825-1245
Email: nick.bergman@co.pipestone.mn.us
Fax: 507-825-6712

060 Rich Sanders
D2 Polk County Engineer
Polk County Highway Department
820 Old Highway 75 South
Crookston, MN 56716
Main: 218-470-8253
Email: rsanders@co.polk.mn.us
Fax: 218-281-3976

County Engineers

- 061 Brian Giese**
D4 Pope County Engineer
16139 State Highway 29
Glenwood, MN 56334
Main: 320-634-7745
Email: brian.giese@co.pope.mn.us
Fax: 320-634-4388
- 062 Ted Schoenecker**
D5 Ramsey County Engineer
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Main: 651-266-7116
Email: ted.schoenecker@co.ramsey.mn.us
Fax: 651-266-7110
- 063 Corky Kleven**
D2 Red Lake County Engineer
204 7th Street SE
Red Lake Falls, MN 56750
Main: 218-253-2697
Email: ckleven@aol.com
Fax: 218-253-2954
- 064 Keith Berndt**
D8 Redwood County Engineer
635 W Bridge Street
PO Box 6
Redwood Falls, MN 56283
Main: 507-637-4056
Email: keith_b@co.redwood.mn.us
Fax: 507-637-4068
- 065 Jeff Marlowe**
D8 Renville County Engineer
Renville County Office Building
410 E Depue Room 319
Olivia, MN 56277
Main: 320-523-3759
Email: jeffma@renvillecountymn.com
Fax: 320-523-3755
- 066 Dennis Luebbe**
D6 Rice County Engineer
610 NW 20th Street
Faribault, MN 55021
Main: 507-210-7786
Email: dluebbe@co.rice.mn.us
Fax: 507-332-8335
- 067 Mark Sehr**
D7 Rock County Engineer
1120 N Blue Mound Avenue
PO Box 808
Luverne, MN 56156-0808
Main: 507-283-5010
Email: mark.sehr@co.rock.mn.us
Fax: 507-283-5012
- 068 Brian Ketring**
D2 Roseau County Engineer
407 5th Avenue NW
Roseau, MN 56751
Main: 218-463-2063
Email: brian.ketring@co.roseau.mn.us
Fax: 218-463-2064
- 070 Tony Winiecki**
D5 Scott County Engineer
600 Country Trail East
Jordan, MN 55352-9339
Main: 952-496-8008
Email: twiniecki@co.scott.mn.us
Fax: 952-496-8365
- 071 Andrew Witter**
D3 Sherburne County Engineer
13880 Business Center Dr. NW
Elk River, MN 55330-1692
Main: 763-765-3300
Email: andrew.witter@co.sherburne.mn.us
Fax: 763-765-3366

County Engineers

- 072 Tim Becker**
D7 Sibley County Engineer
SCSC, 111 8th Street
PO Box 897
Gaylord, MN 55334
Main: 507-237-4092
Email: timb@co.sibley.mn.us
Fax: 507-237-4356
- 073 Jodi A Teich**
D3 Stearns County Engineer
455 28th Avenue South
PO Box 246
Waite Park, MN 56387
Main: 320-255-6180
Email: jodi.teich@co.stearns.mn.us
Fax: 320-255-6186
- 075 Todd Larson**
D4 Stevens County Engineer
1762 State Hwy 9
PO Box 191
Morris, MN 56267-0191
Main: 320-589-7430
Email: toddlarson@co.stevens.mn.us
Fax:
- 077 Loren Fellbaum**
D3 Todd County Engineer
Todd County Public Works
44 Riverside Drive
Long Prairie, MN 56347
Main: 320-732-2722
Email: loren.fellbaum@co.todd.mn.us
Fax: 320-732-4525
- 079 Dietrich Flesch**
D6 Wabasha County Engineer
821 Hiawatha Drive W
Wabasha, MN 55981
Main: 651-565-3366
Email: dflesch@co.wabasha.mn.us
Fax: 651-565-4696
- 069 Jim Foldesi**
D1 St. Louis County Engineer
4787 Midway Road
Duluth, MN 55811-9794
Main: 218-625-3830
Email: foldesij@stlouiscountymn.gov
Fax: 218-625-3888
- 074 Greg Ilkka**
D6 Steele County Engineer
635 Florence Avenue
PO Box 890
Owatonna, MN 55060
Main: 507-444-7671
Email: gregory.ilkka@co.steele.mn.us
Fax: 507-444-7684
- 076 Andy Sander**
D4 Swift County Engineer
1635 Hoban Avenue
Benson, MN 56215
Main: 320-842-5251
Email: andrew.sander@co.swift.mn.us
Fax: 320-843-3543
- 078 Chad Gillespie**
D4 Traverse County Engineer
708 3rd Avenue N
PO Box 485
Wheaton, MN 56296
Main: 320-563-4848
Email: chad.gillespie@co.traverse.mn.us
Fax: 320-563-8734
- 080 Ryan Odden**
D3 Wadena County Engineer
221 Harry Rich Drive
Wadena, MN 56482-2411
Main: 218-631-7636
Email: ryan.odden@co.wadena.mn.us
Fax: 218-631-7638

County Engineers

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

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

083 Nick Klisch (Interim)
D7 Watonwan County Engineer
1304 7th Avenue S
St James, MN 56081
Main: 507-375-3393
Email:
Fax: 507-375-1301

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

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

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

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

State Aid for Local Transportation

April 9, 2018

Key:

-  = direct reports
-  = report to others

