

# 2019 COUNTY SCREENING BOARD DATA



Chippewa County

CSAH 9

Bituminous Mill & Overlay, Reconstruction with Curb & Gutter

**Spring 2019**



**2018 SAP 012-609-021**

- From CSAH 14 to North County Line
- Project length: 11.9miles
- Rural Reconditioning
- Urban Reconstruction
- ADA Improvements along with Curb & Gutter





# The State Aid Program Mission Study

## Mission Statement:

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

## Program Goals:

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

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

## Key Program Concepts:

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

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

- A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial
- B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.
- C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

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

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

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

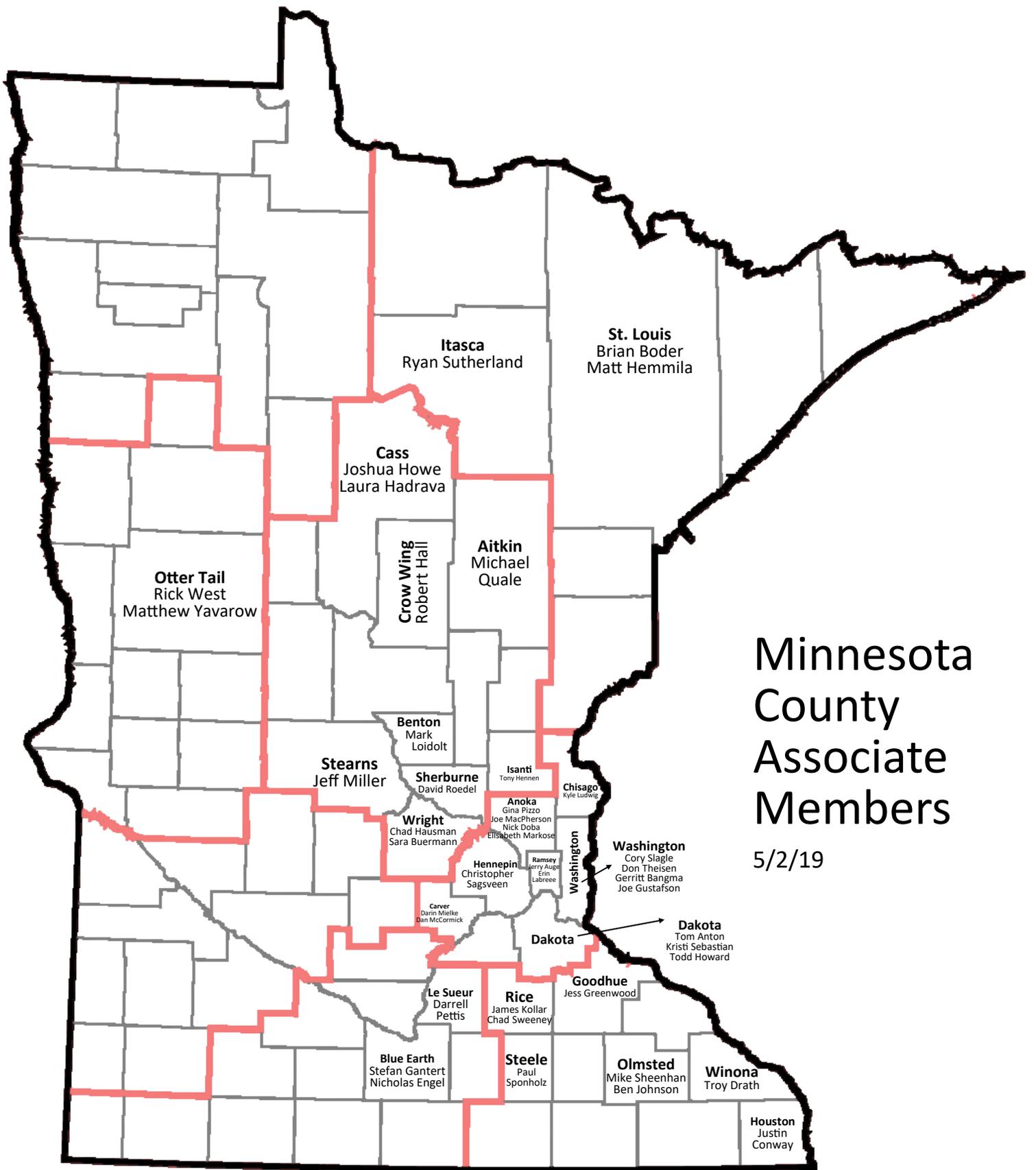




# Minnesota County Highway Engineers

5/2/19





# Minnesota County Associate Members

5/2/19



## 2019 COUNTY SCREENING BOARD

Karin Grandia - Chair	(18-19)	Itasca County	District 1
Tim Erickson	(18-19)	Lake of the Woods County	District 2
Ryan Odden	(19-20)	Wadena 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
Mark Daly	(19-20)	Faribault County	District 7
Jeff Marlowe	(19-20)	Renville County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Carla Stueve	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	

## 2019 SCREENING BOARD ALTERNATES

Vacant			District 1
Jed Nordin		Hubbard County	District 2
Chad Gramentz		Kanabec County	District 3
Todd Larson		Stevens County	District 4
Joe Triplett		Chisago County	Metro
Ron Gregg		Fillmore County	District 6
Ryan Thilges		Blue Earth County	District 7
Mel Odens		Kandiyohi County	District 8

## 2019 CSAH MILEAGE SUBCOMMITTEE

Lyndon Robjent	October 2019	Carver County
Tim Erickson	October 2020	Lake of the Woods
	October 2021	D6 Rep?

## 2019 CSAH GENERAL SUBCOMMITTEE

Wayne Sandberg	June 2019	Washington County
Jodi Teich	June 2020	Stearns County
John Brunkhorst	June 2021	McLeod County
Brain Giese		NTF Member - Outstate Rep
Mark Krebsbach		NTF Member - Metro Rep



# **TABLE OF CONTENTS**

## **General Information, Unit Prices**

**Pages 1-14**

Introduction .....	1
CSAH General Subcommittee Meeting Minutes .....	2-3
Proposed 2017 Proposed Unit Prices.....	4
County Bridge Project Cost Support Documentation.....	5-9
County Culvert Project Cost Support Documentation.....	10-13

## **Mileage Requests**

**Pages 15-25**

Criteria Necessary for County State Aid Highway Designation .....	16
History of CSAH Additional Mileage Requests .....	17-24
(Includes Balances for: Anoka, Carver, Dakota, Olmsted and Wright County)	
Banked Mileage .....	25

## **State Park Account**

**Pages 27-33**

State Park Road Account Statute & 2019 Approved Projects List .....	28
Nicollet Co CSAH 12 / Swan Lake WMA .....	29-33

## **Reference Materials**

**Pages 35-67**

Maintenance Facilities: Current Process and Project Info .....	36-38
CSAH Variance Requests (2017 - 2018).....	39-40
Minutes of the October 24 <sup>th</sup> & 25 <sup>th</sup> , 2018 County Engineers Screening Board Meeting.....	41-45
Need Calculation Summary Document (2015) .....	46-51
Current Resolutions of the County Screening Board.....	52-57
County Engineer's Phone/E-Mail listing.....	58-66
State Aid Organization Chart .....	67

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 2019**

The primary task of the Screening Board spring meeting is to establish new unit prices to be used for the 2019 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 2013 construction projects and added the 2018 construction projects. The awarded bids on all state aid and federal aid projects, let from 2014 through 2018, are the basic source of information for compiling the data used for computing the recommended 2019 unit prices. The needs application calculates the construction, ROW and preservation costs for each county.

Minutes of the General Subcommittee meeting held April 26, 2019 are included in this report. Costs may vary slightly between now and next January because we do not have 100% of all the counties updates in the system.

# Minutes of the CSAH General Subcommittee Meeting

April 26, 2019

Stearns County Public Works Building 1:00 pm

Attendees: Wayne Sandberg, Washington County- Metro  
Jodi Teich, Stearns County – North  
John Brunkhorst, McLeod County - South  
Brian Giese, Pope County – NTF GM  
Mark Krebsbach, Dakota County – NTF Metro  
Kim DeLaRosa, State Aid

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

## Unit Prices

The Subcommittee recommends the following unit prices:

### Rail Protection Costs

	2018	2019
Signs	\$1,500	\$1,500
Signals Only	\$275,000	\$275,000
Signals & Gates	\$325,000	\$325,000
RR 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 \$51,925 per leg based on \$207,700 system cost. They applied the construction cost index of 2.9% to last year's cost. The GSC again recommends keeping the current \$56,250 per leg until bids justify an increase.

## Bridges

The average bridge costs from 2014-2018 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 2014-2018 bridge construction are:

\$163/sq. ft. for 0 – 149 ft. long bridges  
\$147/sq. ft. for 150 ft. + bridges

Bridge rehabs, city projects, pedestrian bridges and railroad bridges are removed from Steve Brown's report. We also removed the Hennepin County project on CSAH 61, which is an 1,807 foot land bridge, due to its uniqueness.

## 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 one year of needs collected costs and four years of Steve Brown's data, the new statewide average cost is \$16.61 per ft<sup>3</sup>. We have just over 3,600 culverts of varying sizes on the CSAH system.

## Gravel Surface

We have not seen state aid projects for gravel surfacing the last two years. I asked the counties last year to send me gravel costs and only St. Louis County submitted information.

The average cost of the five SAP projects is \$10.77, after adding 18 projects from SLC the average dropped to \$9.03. GSC recommends leaving the gravel cost per ton at \$10.01 and attempt to get contractor prices from more counties and townships.

There are 3,756.47 miles of gravel needs. (Total miles 30,760) 12%

Meeting adjourned at 2:30 p.m.

# Proposed Unit Prices

## Spring 2019

		2015	2016	2017	2018	2019
<b>RR x-ing Protection items:</b>						
<b>Signs</b>	Each	\$1,400	\$1,500	\$1,500	\$1,500	\$1,500
<b>Signals</b>	Each	\$175,000	\$250,000	\$275,000	\$275,000	\$275,000
<b>Signals &amp; gates</b>	Each	\$250,000	\$300,000	\$325,000	\$325,000	\$325,000
<b>Surfacing</b>	Lin. Ft.	\$1,000	\$1,200	\$1,350	\$1,350	\$1,350
<b>Traffic signals</b>	Leg	\$56,250	\$56,250	\$56,250	\$56,250	\$56,250
<b>Bridge &lt;150</b>	Sq. Ft.	\$114	\$141	\$152	\$155	\$163
<b>Bridge &gt;150</b>	Sq Ft.	\$147	\$144	\$138	\$146	\$147
<b>Culverts</b>	Cu. ft.	\$14.86	\$14.83*	\$15.47	\$15.75	\$16.61
<b>Gravel</b>	Ton	\$9.90	\$9.90*	\$10.30*	10.01*	\$10.01

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

# Bridge Projects 2014-2018

Spring 2019

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	27B87	SAP 027-701-026	41.73	C-SLAB	1,809	\$414,111	\$229
2014	31566	SAP 031-668-007	49.42	PCB	1,763	309,779	176
2014	69A21	SAP 069-598-054	52.74	PCB	1,864	453,197	243
2014	32574	SAP 032-599-099	61.00	C-SLAB	1,911	248,928	130
2014	40526	SAP 040-599-022	63.92	PCB	2,003	263,432	132
2014	27B91	SAP 027-701-017	65.67	PCB	4,531	2,212,853	488
2014	28553	SP 028-599-077	67.02	C-SLAB	1,966	212,044	108
2014	31564	SAP 031-614-015	68.94	PCB	2,436	346,286	142
2014	04528	SAP 004-598-019	70.92	PCB	2,234	319,077	143
2014	64585	SAP 064-598-019	72.92	PCB	2,577	249,410	97
2014	23588	SAP 023-599-171	73.91	PCB	2,008	346,027	172
2014	78531	SP 078-606-025	75.00	C-SLAB	2,950	353,087	120
2014	67568	SAP 067-608-014	77.92	PCB	2,753	358,189	130
2014	24558	SAP 024-625-024	79.67	C-SLAB	2,815	320,875	114
2014	72543	SP 072-613-014	82.42	PCB	3,242	359,037	111
2014	07594	SAP 007-614-009	83.00	PCB	3,085	761,235	247
2014	07597	SAP 007-599-056	83.50	PCB	2,505	300,217	120
2014	22615	SAP 022-606-018	85.25	C-SLAB	3,012	407,873	135
2014	74555	SAP 074-599-030	86.25	PCB	2,703	349,211	129
2014	02585	SP 002-651-007	86.67	PCB	9,736	1,267,341	130
2014	10545	SAP 010-640-010	89.67	C-SLAB	3,886	660,493	170
2014	25613	SAP 025-599-102	98.35	PCB	3,476	404,416	116
2014	25616	SAP 025-599-105	99.92	C-SLAB	2,968	312,413	105
2014	50594	SAP 050-601-031	105.67	C-SLAB	3,734	399,407	107
2014	31567	SAP 031-612-011	106.67	C-SLAB	4,195	461,835	110
2014	28555	SAP 028-603-022	136.35	PCB	4,818	577,343	120
2014	13522	SAP 013-611-003	144.17	PCB	5,094	655,374	129
2014	69A19	SAP 069-622-021	149.67	PCB	5,288	1,136,984	215
<b>2014 Average Cost per Square Foot</b>							<b>\$156</b>
2015	85575	SAP 085-599-070	32.51	C-SLAB	758	\$222,610	\$294
2015	L1230	SAP 009-598-016	49.92	REHAB	1,177	233,880	199
2015	22613	SAP 022-599-108	51.50	C-SLAB	1,614	250,297	155
2015	31569	SAP 031-619-009	55.50	PCB	1,961	363,337	185
2015	69A28	SAP 069-716-010	59.85	PCB	2,115	553,086	262
2015	85576	SAP 085-599-073	71.67	C-SLAB	1,661	411,031	247
2015	69A29	SAP 069-604-076	74.80	PCB	3,530	630,102	178
2015	23566	SP 028-625-009	77.08	PCB	3,032	384,874	127
2015	67567	SP 067-611-007	78.46	C-SLAB	2,707	349,599	129
2015	64587	SAP 064-598-021	79.92	PCB	2,824	252,839	90
2015	10548	SAP 010-630-030	82.08	PCB	3,539	420,470	119
2015	42568	SAP 042-598-043	82.67	C-SLAB	2,591	273,317	105
2015	22620	SAP 022-619-019	91.00	C-SLAB	3,579	452,242	126
2015	66557	SAP 066-612-008	93.50	C-SLAB	3,678	442,081	120

# Bridge Projects 2014-2018

Spring 2019

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	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
<b>2015 Average Cost per Square Foot</b>							<b>\$153</b>
2016	09J32	SAP 009-608-017	32.00	C-ARCH	6,720	\$1,227,210	\$183
2016	27B86	SP 027-746-005	38.17	PCB	1,635	435,865	267
2016	32578	SAP 032-599-095	40.00	C-SLAB	1,254	224,176	179
2016	35539	SAP 035-599-116	43.67	C-SLAB	1,369	276,436	202
2016	77537	SAP 077-599-060	45.17	PCB	1,378	270,262	196
2016	27B85	SP 027-735-003	51.68	PCB	1,826	797,055	437
2016	32577	SAP 032-599-098	54.00	TTS	1,620	335,747	207
2016	31570	SAP 031-598-022	63.17	PCB	2,232	321,888	144
2016	20561	SAP 020-599-113	65.00	C-SLAB	2,297	315,136	137
2016	83551	SAP 083-599-075	65.00	C-SLAB	2,297	344,810	150
2016	25617	SAP 025-599-112	66.67	PCB	2,102	277,093	132
2016	11532	SAP 011-599-015	68.00	TTS	2,176	393,492	181
2016	17534	SAP 017-601-021	76.00	PCB	3,294	410,669	125
2016	69A53	SAP 069-621-034	80.93	PCB	3,508	716,205	204
2016	49556	SAP 049-599-068	87.00	PCB	3,074	388,203	126
2016	69A43	SAP 069-599-040	88.09	C-SLAB	3,176	762,330	240
2016	78527	SAP 078-598-031	92.00	C-SLAB	3,235	324,854	100
2016	58556	SAP 058-653-010	92.92	PCB	4,027	529,041	131
2016	64588	SP 064-598-022	101.04	C-SLAB	3,490	331,525	95
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
<b>2016 Average Cost per Square Foot</b>							<b>\$169</b>

# Bridge Projects 2014-2018

Spring 2019

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	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
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
<b>2017 Average Cost per Square Foot</b>							<b>\$157</b>

# Bridge Projects 2014-2018

Spring 2019

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.
2018	70554	SAP 070-608-024	41.67	C-SLAB	1,972	547,872	\$278
2018	69A61	SAP 069-599-043	42.17	PCB	1,321	398,332	302
2018	31572	SAP 031-625-004	47.67	C-SLAB	1,685	337,916	201
2018	17536	SAP 017-599-088	49.00	C-SLAB	1,519	180,126	119
2018	79556	SAP 079-599-078	54.00	C-SLAB	1,674	240,315	144
2018	23595	SAP 023-601-029	55.92	PCB	1,957	374,121	191
2018	11531	SAP 011-598-009	64.00	TTS	2,048	442,889	216
2018	32575	SAP 032-605-020	68.00	C-SLAB	2,675	400,033	150
2018	54553	SAP 054-620-012	68.00	PCB	2,403	368,421	153
2018	27C53	SP 027-596-009	68.00	TTS	2,720	1,048,855	386
2018	64593	SAP 064-599-112	74.00	C-SLAB	2,590	395,883	153
2018	42571	SAP 042-603-026	74.67	C-SLAB	2,937	392,240	134
2018	31573	SAP 031-598-023	75.67	C-SLAB	2,674	584,902	219
2018	02588	SAP 002-678-023	76.20	PCB	7,133	1,301,413	182
2018	32568	SAP 032-599-089	81.00	C-SLAB	2,511	368,060	147
2018	27C02	SAP 027-661-048	81.73	PCB	6,483	1,285,438	198
2018	48534	SAP 048-597-003	83.00	C-SLAB	2,532	516,374	204
2018	16525	SAP 016-605-005	89.93	PCB	2,916	679,704	233
2018	67572	SAP 067-599-179	91.67	C-SLAB	2,842	318,368	112
2018	64592	SAP 064-599-111	93.47	C-SLAB	3,271	472,004	144
2018	07599	SAP 007-652-003	97.73	PCB	3,372	461,460	137
2018	37554	SP 037-607-037	100.17	PCB	3,856	682,237	177
2018	65566	SAP 065-608-012	102.92	PCB	4,460	587,557	132
2018	67573	SAP 067-599-178	107.00	C-SLAB	3,317	417,371	126
2018	07601	SAP 007-599-060	108.00	C-SLAB	3,348	412,106	123
2018	69A64	SAP 069-652-020	110.71	PCB	3,912	637,498	163
2018	68542	SP 068-598-035	111.00	C-SLAB	3,885	628,938	162
2018	10552	SAP 010-599-020	119.00	PCB	3,689	462,957	125
2018	73580	SAP 073-665-021	120.00	C-SLAB	4,680	603,473	129
2018	45578	SP 045-598-023	123.10	C-SLAB	4,309	610,061	142
2018	23536	SAP 023-599-150	133.90	C-SLAB	4,156	800,288	193
2018	02589	SAP 002-678-023	136.09	PCB	12,589	3,824,021	304
2018	71531	SAP 071-606-013	140.92	PCB	6,107	877,475	144
2018	45577	SP 045-598-021	141.67	C-SLAB	4,394	903,844	206
2018	83552	SAP 083-599-076	143.67	C-SLAB	5,028	515,631	103
<b>2018 Average Cost per Square Foot</b>							<b>\$178</b>
<b>TOTAL</b>							<b>\$163</b>

## Bridge Projects 2014-2018

Spring 2019

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.
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
<b>2014 Average Cost per Square Foot</b>								<b>\$188</b>
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
<b>2015 Average Cost per Square Foot</b>								<b>\$150</b>
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
<b>2016 Average Cost per Square Foot</b>								<b>\$118</b>
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
<b>2017 Average Cost per Square Foot</b>								<b>\$156</b>
2018	17537	SAP	017-607-020	159.00	C-SLAB	6,837	\$892,953	\$131
2018	71532	SAP	071-603-023	170.84	PCB	7,346	843,391	115
<b>2018 Average Cost per Square Foot</b>								<b>\$123</b>
<b>Overall Average Cost per Square Foot</b>								<b>\$147</b>

# Culvert Projects 2014-2018

Spring 2019

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	
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
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

# Culvert Projects 2014-2018

Spring 2019

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	
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
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

# Culvert Projects 2014-2018

Spring 2019

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	
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
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

# Culvert Projects 2014-2018

Spring 2019

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.

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
2018 Average Unit Cost	\$18.46
2018 Number of Projects	69
5 Year Average Unit Cost	\$16.61

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



# MILEAGE REQUESTS



# **Criteria Necessary For County State Aid Highway Designation**

Spring 2019

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

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

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

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

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

# History of CSAH Additional Mileage Requests

Spring 2019

## 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	9.27 <sup>1</sup>																0.00	Itasca
Koochiching	4.82 <sup>1</sup>	0.56		0.12		10.31	7.30										9.39	Koochiching
Lake	9.25																22.99	Lake
Pine	19.14 <sup>1</sup>						7.60										9.25	Pine
St. Louis	49.70	0.56	0.00	0.12	0.00	10.31	14.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.74	St. Louis
<b>District 1 Totals</b>	<b>49.70</b>	<b>0.56</b>	<b>0.00</b>	<b>0.12</b>	<b>0.00</b>	<b>10.31</b>	<b>14.90</b>	<b>0.00</b>	<b>75.59</b>	<b>District 1 Totals</b>								

Beltrami	7.53 <sup>1</sup>	0.16				2.10											9.79	Beltrami
Clearwater	0.30 <sup>1</sup>	1.00															1.30	Clearwater
Hubbard	1.85	0.26	0.06														2.17	Hubbard
Kittson	6.60 <sup>1</sup>																6.60	Kittson
Lake of Woods	0.89					7.65											8.54	Lake of Woods
Marshall	15.00 <sup>1</sup>	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
<b>District 2 Totals</b>	<b>45.12</b>	<b>4.47</b>	<b>0.73</b>	<b>0.00</b>	<b>0.00</b>	<b>2.10</b>	<b>0.00</b>	<b>60.07</b>	<b>District 2 Totals</b>									

Aitkin	6.10		0.60			7.12											13.82	Aitkin
Benton	3.18 <sup>1</sup>																3.18	Benton
Cass	7.90					2.80											10.70	Cass
Crow Wing	13.00 <sup>1</sup>																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 <sup>1</sup>																1.90	Todd
Wadena																	0.00	Wadena
Wright	0.45		1.38									7.77					9.60	Wright
<b>District 3 Totals</b>	<b>40.53</b>	<b>0.74</b>	<b>5.88</b>	<b>0.00</b>	<b>0.25</b>	<b>19.62</b>	<b>0.00</b>	<b>29.24</b>	<b>0.00</b>	<b>26.68</b>	<b>0.00</b>	<b>7.77</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>130.71</b>	<b>District 3 Totals</b>

# History of CSAH Additional Mileage Requests

Spring 2019

## 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 <sup>1</sup>																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
<b>District 4 Totals</b>	<b>36.57</b>	<b>2.02</b>	<b>0.60</b>	<b>1.60</b>	<b>0.00</b>	<b>0.11</b>	<b>0.00</b>	<b>40.90</b>	<b>District 4 Totals</b>									

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 <sup>1</sup>	5.15	0.12		3.50	38.12											58.98	Scott
<b>District 5 Totals</b>	<b>21.12</b>	<b>5.87</b>	<b>0.97</b>	<b>0.08</b>	<b>13.92</b>	<b>63.11</b>	<b>11.70</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>22.13</b>	<b>0.00</b>	<b>0.00</b>	<b>5.80</b>	<b>0.00</b>	<b>0.00</b>	<b>144.70</b>	<b>District 5 Totals</b>

Dodge																	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 <sup>1</sup>		0.09														13.20	Mower
Olmsted	15.32 <sup>1</sup>											5.35				0.31	20.98	Olmsted
Rice	1.70																1.70	Rice
Steele	1.55																1.55	Steele
Wabasha	0.43 <sup>1</sup>	0.30															0.73	Wabasha
Winona	7.40 <sup>1</sup>																7.40	Winona
<b>District 6 Totals</b>	<b>41.58</b>	<b>1.15</b>	<b>1.19</b>	<b>0.11</b>	<b>0.00</b>	<b>5.35</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.31</b>	<b>49.69</b>	<b>District 6 Totals</b>						

# History of CSAH Additional Mileage Requests

Spring 2019

## 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 <sup>1</sup>	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
<b>District 7 Totals</b>	<b>52.83</b>	<b>3.87</b>	<b>1.56</b>	<b>0.86</b>	<b>0.12</b>	<b>3.46</b>	<b>0.00</b>	<b>0.00</b>	<b>0.54</b>	<b>0.00</b>	<b>63.24</b>	<b>District 7 Totals</b>						

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 <sup>1</sup>																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
<b>District 8 Totals</b>	<b>34.24</b>	<b>3.49</b>	<b>0.13</b>	<b>0.00</b>	<b>1.87</b>	<b>0.00</b>	<b>39.73</b>	<b>District 8 Totals</b>										

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

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

<sup>2</sup> 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 2019**

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

<b>Date</b>	<b>Type of Transaction</b>	<b>Mileage Change</b>	<b>Starting Mileage</b>	<b>Ending Mileage</b>
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 2019**

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

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

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

Marsh Lake Road from CSAH 43 to CSAH 11

CR 151 from Sibley co line to CSAH 52

Miles

1.67

1.00

**2.67**

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

## Historical Documentation for the Dakota County CSAH Mileage Request

Spring 2019

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

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)
	<b>(9.62)</b>

**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
	<b>31.40</b>

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

# Historical Documentation for the Olmsted County CSAH Mileage Request

Spring 2019

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
7/17/2018	Revoke CSAH 2 - CSAH 22 to MSAS 110	(1.32)	321.94	320.62
7/17/2018	Revoke CSAH 22 (37th St) - CSAH33 to TH52	(2.25)	320.62	318.37
7/17/2018	CSAH 22 (55th St)- TH 52 to CSAH 33	3.27	318.37	321.64

**These revocations need to be completed:**

CSAH 9 - CSAH 22 to MSAS 105	Miles (0.50)
CSAH 7 - CSAH 22 to MN 42	(0.89)
CSAH 3 between CSAH 4 and TH 14	(2.70)
	<b>(4.09)</b>

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

CR 104/60th Ave from TH 14 to CSAH 14	Miles 5.18
CR 112 from CSAH 18 to CSAH 14	4.10
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
	<b>17.06</b>

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

## Historical Documentation for the Wright County CSAH Mileage Request

Spring 2019

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)
	<b>(11.18)</b>

**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
	<b>11.28</b>

# Banked CSAH Mileage

## Spring 2019

**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.

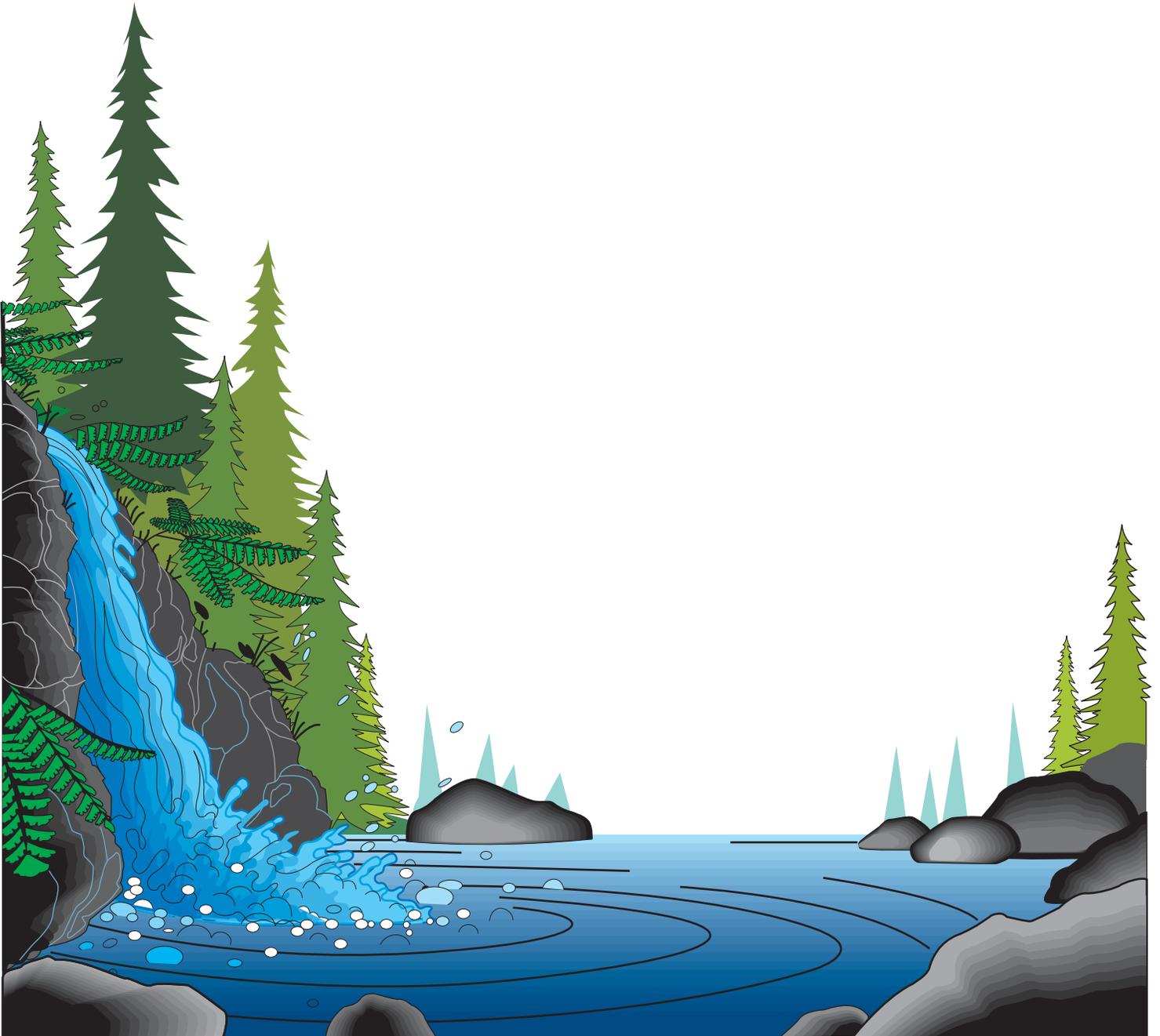
The following mileage presently represents the "banked" mileage available.

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	0.78
Carver	0.10
Cass	0.85
Chippewa	0.38
Chisago	0.01
Clay	0.37
Clearwater	0.01
Cook	0.01
Cottonwood	0.74
Crow Wing	1.17
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	0.60
Jackson	0.21
Kanabec	0.60
Kandiyohi	0.65
Kittson	0.00
Koochiching	2.65
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	1.84
Nobles	0.29
Norman	2.26
Olmsted	0.00
Otter Tail	0.06
Pennington	0.37
Pine	0.46
Pipestone	0.60
Polk	0.00
Pope	0.61
Ramsey	0.88
Red Lake	0.00
Redwood	0.01
Renville	2.47
Rice	0.14
Rock	0.17
Roseau	0.30
St. Louis	4.76
Scott	0.92
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	2.31
Watsonwan	0.68
Wilkin	0.00
Winona	0.00
Wright	1.27
Yellow Medicine	0.24
<b>Total Banked Mileage</b>	<b>60.19</b>



# STATE PARK ROAD ACCOUNT



# State Park Road Account

Spring 2019

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.*

## 2019 DNR Approved Projects

Discipline	Region	County/File #	Project
1 Fish & Wildlife	4	Cottonwood/SAF 768	CSAH 7 - Full depth reclamation, shoulder widening, curve correction (6.3 miles).
2 Parks & Trails	3	Dakota/SAF 779	Rehabilitation and reconstruction of 3000' of Nicols Road.
3 Fish & Wildlife	4	Nicollet/SAF 782	Reconstruction of CSAH 12 (2.3 miles).
4 Parks & Trails	1	Hubbard/SAF 771	City of Laporte - Erosion improvement to Central Ave N.
5 Parks & Trails	3	Chisago/SAF 769	Paving Ferry Road from Sunrise Road to Sunrise PWA (1.3 miles).
6 Parks & Trails	1	Cass/SAF 776	CR 139 convert pavement back to gravel - from Cass CSAH 3 to Mud Goose Dam (3.1 miles SW).
7 Parks & Trails	2	Lake/SAF 783	Gravel road improvements to Cloquet Line Road between St. Louis County Line and Cedar Lake PWA (2.3 miles).
8 Parks & Trails	4	Meeker/SAF 770	Improvement of Ellsworth TWP 163rd St from CSAH 14 to Belle Lake PWA (3500').
9 Fish & Wildlife	4	Chippewa/SAF 764	Rehabilitation of Chippewa CSAH 31 from TH 40 to TH 7 & 59.

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

SAU 1782



Office of Public Works  
Highways and Parks  
Drainage Systems and Agricultural Inspection

Seth M. Greenwood, P.E.  
Public Works Director/County Engineer

October 31, 2018

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

RE: 2019 State Park Road Account Funding  
Nicollet CSAH 12/Swan Lake WMA

Dear Mr. Sobania:

Nicollet County is seeking State Park Road Account funding in 2019 to combine with other State, Federal, and Local funding for the improvement of County State Aid Highway 12. The segment of CSAH 12 to be improved under this project is from ½ mile north of State Highway 14 to about 500' north of the intersection of CSAH 12 with CSAH 21 (total project length is approximately 2.3 miles).

The CSAH 12 improvements will be coordinated with flood remediation work for a portion of the Highway that is currently closed due to flooding. Nicollet County is currently pursuing funding for this portion of this project work via Federal Emergency Relief, the State Aid Disaster Account, and FEMA hazard mitigation grant funding.

That portion of CSAH 12 (approximately 1200' in length, and 1.75 miles north of State Highway 14) has been closed to traffic since spring of 2018 due to roadway flooding. Nicollet County is proposing to raise the profile of this 1200' segment of roadway to above the natural outlet for the basin that is flooding the road, to remove the possibility of the roadway flooding again in the future. Because of the significant reconstruction work necessary to mitigate the flooding issue, the County is viewing this as an appropriate time to reconstruct the remainder of this 2.3 mile segment of CSAH 12 to State Aid Standards and improve overall safety for the corridor.

In addition to the flood remediation work, Nicollet County's CSAH 12 project includes improvements throughout the entire 2.3 mile long project to provide a roadway design speed of 55 mph, traffic lane width of 12 feet, shoulder width of 8 feet, improved slopes off of the roadway at a 1:4 slope, and pavement section strength of 10 ton axle loads (year round). These improvements are expected to result in a safer and more reliable transportation facility serving users of the Swan Lake Wildlife Management Area, as well as the general population of transportation users in the area. Of note is the widening of the existing 2-3 foot wide shoulder to an 8 foot wide shoulder. The 8' shoulders provide a variety of safety benefits, including accommodating vehicles pulling off the road, turning vehicles, and emergency services. The 1:4 slope off of the roadway is another significant safety improvement, as it provides for a recoverable slope, meaning that vehicles departing from the paved roadway may be able to navigate back onto the paved surface or safely stop without the likelihood of rollover.

Construction costs are estimated to be approximately \$2,240,000 for the flood remediation work, and an additional \$3,180,000 for mainline roadway improvements to CSAH 12. This results in a grand total construction cost estimate of approximately \$5,420,000. At this time the County has made progress towards obtaining approximately \$1,200,000 of

**Mission Statement**  
Providing efficient services with  
innovation and accountability.

**Leadership. Efficiency. Accountability.  
Innovation. Integrity.**

**Vision Statement**  
Setting the standard for providing  
superior and efficient county  
government services through  
leadership, accountability and  
innovation to a growing and  
diverse society.

Public Works Department • 1700 Sunrise Drive • St. Peter MN 56082

Federal Emergency Relief funding to perform a portion of the flood remediation work. If successful in securing this, that would leave approximately \$4,000,000 of remaining roadway construction cost (to complete the full grade raise of CSAH 12 in the flooded location, plus reconstruction of the other 2 miles of CSAH 12).

The County is requesting approximately 20% of the remaining roadway improvement cost, or \$800,000, be funded by the State Park Road Account Fund. These dollars will be combined with other Federal, State and local funds to complete the entire \$5,420,000 project.

Attached for your use and review are:

- Preliminary cost estimate
- Google Earth map showing project location and alignment
- Detailed map of the project location showing the outdoor recreation unit to which the road provides access to, along with pictures from a street view perspective showing 4 of the parking areas that the DNR maintains with direct access from this portion of CSAH 12.
- Letter of support from the DNR area staff (Stein Innvaer).

This letter acts as a description of the proposed project, as well as a letter of support from Nicollet County.

Thank you for your consideration of our request. Please let me know if you have further questions or need additional information.

Sincerely,



Seth Greenwood, P.E.  
DPW/County Engineer

Enclosures

CSAH 12 Improvements - Concept Level Construction Cost Estimate (10/25/2018)				
Nicollet County				
ITEM DESCRIPTION	UNIT	UNIT PRICE	TOTALS	
			ESTIMATED	COST
<b>Part 1: CSAH 12 - 1200' Flooded Portion</b>				
MOBILIZATION	LUMP SUM	\$70,000.00	1	\$70,000.00
REMOVE SIGN	EACH	\$25.00	5	\$125.00
REMOVE BITUMINOUS PAVEMENT	SQ YD	\$3.00	3200	\$9,600.00
REMOVE CULVERT	LIN FT	\$30.00	50	\$1,500.00
TYPE SP 12.5 WEARING COURSE MIX (3.C)	TON	\$70.00	1300	\$91,000.00
AGGREGATE BASE CLASS 5 MOD	TON	\$20.00	3400	\$68,000.00
AGGREGATE SURFACING CLASS 1	TON	\$20.00	500	\$10,000.00
BORROW (LV) (above wetland bottom)	CU YD	\$25.00	28600	\$715,000.00
BORROW (LV) (below wetland bottom)	CU YD	\$50.00	7000	\$350,000.00
MUCK EXCAVATION	CU YD	\$20.00	7000	\$140,000.00
SELECT GRANULAR BORROW (CV) (for surcharge)	CU YD	\$15.00	9400	\$141,000.00
HAUL AND PLACE SALVAGED MATERIALS (salvage surcharge, reuse on site)	CU YD	\$8.00	9400	\$75,200.00
TRAFFIC CONTROL	LUMP SUM	\$10,000.00	1	\$10,000.00
SEDIMENT CONTAINMENT	LUMP SUM	\$10,000.00	1	\$10,000.00
SHORELINE PROTECTION	LUMP SUM	\$220,000.00	1	\$220,000.00
48" RC PIPE APRON	EACH	\$2,000.00	2	\$4,000.00
48" RC PIPE CULVERT	LIN FT	\$120.00	100	\$12,000.00
SEED MIXTURE 25-141	POUNDS	\$4.00	140	\$560.00
HYDRAULIC REINFORCED FIBER MATRIX	POUNDS	\$1.50	8580	\$12,870.00
SEEDING	ACRE	\$1,000.00	2.2	\$2,200.00
4" SINGLE LINE MULTI-COMPONENT GR IN	LIN FT	\$0.80	2300	\$1,840.00
4" DOUBLE SOLID LINE MULTI-COMPONENT GR IN	LIN FT	\$1.60	1150	\$1,840.00
SIGN PANELS TYPE C	SQ FT	\$36.00	30	\$1,080.00
<b>Total Estimated Construction Costs - FLOODED PORTION</b>				<b>\$1,947,815.00</b>
15% Contingency				\$292,172.25
<b>Total Estimated Construction Costs with 15% Contingency</b>				<b>\$2,239,987.25</b>
<b>Part 2: CSAH 12 - Non-Flooded Portion</b>				
MOBILIZATION	LUMP SUM	\$150,000.00	1	\$150,000.00
REMOVE SIGN	EACH	\$25.00	8	\$200.00
REMOVE BITUMINOUS PAVEMENT	SQ YD	\$3.00	31400	\$94,200.00
REMOVE CULVERT	LIN FT	\$30.00	1058	\$31,740.00
COMMON EMBANKMENT	CY	\$2.50	21900	\$54,750.00
COMMON EXCAVATION	CY	\$6.00	36100	\$216,600.00
TYPE SP 12.5 WEARING COURSE MIX (3.C)	TON	\$70.00	12000	\$840,000.00
AGGREGATE BASE CLASS 5 MOD	TON	\$20.00	33000	\$660,000.00
AGGREGATE SURFACING CLASS 1	TON	\$20.00	5000	\$100,000.00
MUCK EXCAVATION	CU YD	\$20.00	3000	\$60,000.00
SELECT GRANULAR BORROW (CV)	CU YD	\$15.00	19600	\$294,000.00
TRAFFIC CONTROL	LUMP SUM	\$3,000.00	1	\$3,000.00
18" RC PIPE APRON	EACH	\$500.00	50	\$25,000.00
24" RC PIPE APRON	EACH	\$700.00	6	\$4,200.00
18" RC PIPE CULVERT	LIN FT	\$40.00	922	\$36,880.00
24" RC PIPE CULVERT	LIN FT	\$60.00	232	\$13,920.00
SEED MIXTURE 25-141	POUNDS	\$4.00	1212	\$4,848.00
HYDRAULIC REINFORCED FIBER MATRIX	POUNDS	\$1.50	78780	\$118,170.00
SEEDING	ACRE	\$1,000.00	20.2	\$20,200.00
4" SINGLE LINE MULTI-COMPONENT GR IN	LIN FT	\$0.80	22000	\$17,600.00
4" DOUBLE SOLID LINE MULTI-COMPONENT GR IN	LIN FT	\$1.60	11000	\$17,600.00
SIGN PANELS TYPE C	SQ FT	\$36.00	30	\$1,080.00
<b>Total Estimated Construction Costs - NON-FLOODED PORTION</b>				<b>\$2,763,988.00</b>
15% Contingency				\$414,598.20
<b>Total Estimated Construction Costs with 15% Contingency</b>				<b>\$3,178,586.20</b>
<b>GRAND TOTAL WITH 15% CONTINGENCY</b>				<b>\$5,418,573.45</b>

Assumptions for Flooded Area:  
Overland flow low point to SW of CSAH 12 elevation 994.6.  
Assume overland flow would go to SW - area to the east is lower but might require further investigation.  
Road construction would raise road 2' above 994.6, to an elevation of 996.6.  
Road construction would begin and end at the 996.6 elevations of the existing road to north and south.  
Estimate does not include wetland mitigation





Nicollet Area Wildlife Office  
501 – 9<sup>th</sup> Street  
Nicollet, MN 56074  
507-225-3572

Seth Greenwood PE, Director  
Nicollet County Public Works Department  
1700 Sunrise Drive  
St. Peter, MN 56082

**October 11, 2018**

Dear Mr. Greenwood:

I am writing to voice my support on behalf of the MN DNR, Section of Wildlife, for the request by Nicollet County Public Works for State Park Road Account funding for the re-construction of Nicollet CSAH 12 north of Courtland. The detours currently in place have raised serious issues regarding emergency department response times, access and safety issues for WMA users, and the required shifting of large and ungainly agricultural vehicles onto heavily travelled US Highway 14. This project will help ensure that the public can travel safely across the flooding wetland as well as once again being able to access the Courtland Complex of State Wildlife Management Areas.

Currently Nicollet CSAH 12 services both the Courtland West and Courtland Middle Units of the Swan Lake State Wildlife Management Area. Together these units comprise over 480 acres of public land that is managed for wildlife habitat and public recreation. Our office maintains several parking lots on both the north and south sides of the closure along the portion of Highway 12 that is currently closed due to the high water. The proposed project to raise the roadway alongside "Kuester's Slough" provides a great opportunity for Nicollet County and the DNR to work collaboratively to solve this serious transportation issue while also developing an improved and safe, off-roadway location for the public to launch canoes and other small watercraft. With a parking lot, public land ownership, and a wide segment of right-of-way already in place adjacent to the project site, the addition of a primitive launch should dovetail perfectly with the road reconstruction and provide a safe alternative for the public who often attempt to launch boats off the road. The MN DNR section of Wildlife will also continue to pursue water level management of this basin as a means of habitat improvement while also providing a secondary benefit of stabilizing water levels along this section of roadway.

The flooding issues on CSAH 12 have made it difficult for the public to reach the State Wildlife Management Area located along this important highway. This project will comprehensively improve access and safety to the WMA and associated public water. We look forward to continuing our cooperative effort with you and other partners involved with this important project. I am hopeful that your funding request for State Park Road Account funds will be successful. Please let me know if we can be of any assistance.

Sincerely,

A handwritten signature in blue ink that reads 'Stein H. Innvaer'.

Stein H. Innvaer  
Acting Nicollet Area Wildlife Supervisor

c. Joe Stangal  
Tyler Newhall



# REFERENCE MATERIAL



## **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.

# Maintenance Facilities

Spring 2019

Year		Project Info	
Cook	665,000.00	* Bond	Original Bond \$650,000-added
Rice	<u>108,004.47</u>		15,000 when refinanced
	773,004.47		Computerized Fuel System
<b>CY 1998</b>			
Koochiching	118,543.41	Maintenance	International Falls Storage Shed
Lake of the Woods	300,872.29	C to M	Maintenance Facility
Pipestone	<u>31,131.16</u>	Maintenance	Fueling System & Remodeling
	450,546.86		
<b>CY 1999</b>			
Morrison	33,590.98	C to M	2 salt storage buildings
Waseca	<u>1,800,000.00</u>	* Bond	Maintenance Facility
	1,833,590.98		
<b>CY 2000</b>			
Carver	343,632.04	C to M	Public Work Bldg
Mahnomen	422,867.00	C to M	Maintenance Facility
Pine	<u>363,848.03</u>	Maintenance	Sandstone Bldg Addition
	1,130,347.07		
<b>CY 2001</b>			
Carver	500,000.00	C to M	Public Work Bldg
Nobles	<u>500,000.00</u>	C to M	Maintenance Facility
	1,000,000.00		
<b>CY 2002</b>			
Carver	168,398.26	Maintenance	Public Work Bldg
Dodge	109,816.45	020-625-001	Access to maintenance facility
Hennepin	<u>260,000.00</u>	C to M	Salt/Sand storage facility-Orono
	538,214.71		
<b>CY 2003</b>			
Cottonwood	90,458.55	C to M	Salt shed
Watowan	<u>56,808.83</u>	083-040-001	St James Shop
	56,808.83		
<b>CY 2004</b>			
Carlton	550,000.00	C to M	Maintenance Facility
Cottonwood	<u>147,429.02</u>	017-040-001	Windom Addition
	697,429.02		
<b>CY 2005</b>			
Dodge	160,000.00	020-040-001	Maintenance Facility
Morrison	1,134,368.89	C to M	Public Works Bldg
Swift	<u>417,102.00</u>	C to M	Admin office & outshops

# Maintenance Facilities

Spring 2019

Year	Project Info
1,711,470.89	
<b>CY 2006</b>	
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
<u>2,511,387.80</u>	
<b>CY 2007</b>	
Lake of the Woods 95,943.50	039-040-001 Salt/Sand Storage
<u>95,943.50</u>	
<b>CY 2008</b>	
Pope Co. 900,000.00	061-040-001 Glenwood Maint. Bldg.
<u>900,000.00</u>	
<b>CY 2009</b>	
Martin Co. 85,410.08	046-040-001 Maint. Bldg.
<u>85,410.08</u>	
<b>CY 2015</b>	
Washington Co. 2,200,000.00	082-040-001 Public Works Maintenance Bldg
<u>2,200,000.00</u>	
<b>CY 2016</b>	
Pipestone Co. 56,127.25	059-040-001 Fuel Facility
Watonwan Co. 190,111.19	083-040-002 Salt Shed replacement
<u>246,238.44</u>	
<b>CY 2017</b>	
Grant Co. 1,138,908.24	026-040-001 Maintenance Facility - Elbow Lake
<u>1,138,908.24</u>	
<b>CY 2018</b>	
Grant Co. 51,756.67	026-040-002 Maintenance Facility - Elbow Lake
Lake Co. 2,945,000.00	038-040-001 Maintenance Bldg & ground rehal
<u>2,996,756.67</u>	
Total to date <u><u>18,366,057.56</u></u>	<b>* - Projects funded with bonds</b>

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

## 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
<b>2017</b>	<b>2017</b>	<b>2017</b>	<b>2017</b>	<b>2017</b>	<b>2017</b>
2017-01	Washington County	23-Mar-17	<b>8820.9936</b> <u>Min. Design Standards, Urban: New or Reconstruction Projects:</u> ➤ <b>Requested:</b> one parking lane width of 8' in lieu of 10' throughout the project termini	28-Mar-17	<b>SAP 82-613-033</b> (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	23-Mar-17	<b>8820.9941</b> <u>Min Design Standards: On-Road Bicycle Facility for Urban: New or Reconstruction Projects.</u> ➤ <b>Requested:</b> one travel lane in lieu of two travel lanes for eastbound Glenwood Ave from Royalston Ave to 10th Street (700 feet).	28-Mar-17	<b>SAP 27-640-006</b> (County Project 1540); CSAH 40 (Glenwood Avenue N) Reconstruction from Aldrich Ave to 7th Street
2017-05	Waseca County	23-Mar-17	<b>8820.2800</b> <u>Construction Requirements.</u> ➤ <b>Requested:</b> To allow state aid funding despite opening bids prior to plan approval by the State Aid Engineer.	28-Mar-17	<b>SAP 081-614-012</b> ; 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
2017-06	Houston County	23-Mar-17	<b>8820.9922</b> <u>Min Design Standards; New Bridge, Bridge Replcmnt, or Bridge Rehab Projects &amp; Approach Rdwys on Rural or Suburban Undivided Rdwys that are not on the State-Aid System.</u> ➤ <b>Requested:</b> 20 MPH vertical sag curve in lieu of 30 MPH curve.		<b>SAP 028-599-088</b> ; (Fort Ridgley Road; Sheldon Township) Replace Bridge #L4549 with #28J57
2017-07	Hennepin	Admin	<b>8820.1500</b> , <u>Subpart 6 Engineering Costs</u> - The sum of the project development and construction engineering charges must be limited to 25 percent of the eligible construction costs. ➤ To allow Engineering costs of 32% in lieu of the maximum 25%	29-Mar-17	<b>SAP 27-752-027</b> ; CSAH 152 (Washington Ave) from CSAH 52 (Hennepin Ave) to 5 <sup>th</sup> Ave S
2017-11	Anoka County	Admin	<b>8820.9936</b> <u>Minimum Design Standards, Urban: New or Reconstruction Projects:</u> ➤ <b>Requested:</b> To allow a 0' curb reaction distance in lieu of the required 2' between 8th Ave and 500' west of Wedgewood Dr.	July 5th, 2017	<b>SAP 02-614-040</b> ; 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	<b>8820.9936</b> <u>Minimum Design Standards, Urban: New or Reconstruction Projects</u> <b>Requested:</b> To allow a 0' curb reaction	October 2, 2017	<b>SAP 002-614-040</b> 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	14-Dec-17	Per resolution requested variance from <b>8820.9995</b> ; <u>Minimum Bicycle Path Standards.</u> <b>Requested:</b> To retain an existing 6 foot two way trail width in lieu of the minimum 8 foot required width.	14-Dec-17	<b>SP 002-678-022</b> ; CSAH 78 (Hanson Blvd.) Project.
2017-19	Benton County Resolution 2017-43 & 2017-31  City of Foley Resolution 2017-28	Admin	Per resolution requested variance from <b>8820.9961</b> ; <u>Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking.</u> <b>Requested:</b> To allow 18 foot width for 45-Degree Angled Parking stalls from required 20 foot.	2-Oct-17	<b>SAP 005-627-004</b> (2 <sup>nd</sup> Ave. N, 3 <sup>rd</sup> Ave N & Dewey St. Improvements
2017-20	County of Renville Resolution 38-17	14-Dec-17	Per resolution requested variance from <b>8820.9961</b> ; <u>Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking.</u> <b>Requested:</b> Allow 18 foot parking stall depth in lieu of required 20 feet depth.	14-Dec-17	<b>SAP 065-608-013</b> ; Reconstruction of CSAH 8 from US 212 to the No City Limits of Buffalo Lake in the City of Buffalo Lake.
<b>2018</b>	<b>2018</b>	<b>2018</b>	<b>2018</b>	<b>2018</b>	<b>2018</b>
2018-02	Washington County	22-Mar-18	<b>8820.9941</b> ; <u>Minimum Standards: On road Bicycle Facility for Urban: New or Reconstruction Projects.</u> <b>Requested:</b> Allow shared bicycle lane in CSAH 12 corridor from 650' East of TH 244 to CSAH 9		<b>SAP 082-612-022</b> ; 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)	22-Mar-18	<b>8820.9981</b> ; <u>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> <b>Requested:</b> Allow 10 mph design vertical curves at the levee crossing on the new canoe launch access road.		<b>SAP 023-600-008</b> ; State Park Road Acct. funded canoe launch access road along the north bank of the Root River.

## 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
2018-04	Wabasha County	22-Mar-18	<b>8820.9920: <u>Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects.</u></b> <b>Requested:</b> Allow design of vertical and horizontal curves to less than design minimum.		<b>SP 079-070-010;</b> CSAH 59 safety improvement with intersection of TH 61.
		21-Jun-18	<b>No Requests – Meeting Canceled.</b>		
2018-13	Waseca County	27-Sep-18	<b>8820.9200: <u>Minimum Design Standards, Rural and Suburban Undivided; New or Reconstruction Projects.</u></b> <b>Requested:</b> Allow a horizontal curve design of 20 mph in lieu of 30 mph on CSAH 3 approaching the intersection of TH 83.	27-Sep-18	<b>SAP 081-603-036;</b> Roadway improvements for CSAH 3 near TH 83.
2018-15	Fillmore County	6-Dec-18	<b>8820.9936: <u>Minimum Design Standards; Urban; New or Reconstruction Projects.</u></b> <b>Requested:</b> Approve a curve that meets 25 mph horizontal curve design standard instead of the 30 mph horizontal curve design standard for ADT less than or equal to 10,000.	11-Dec-18	<b>SAP 023-605-035;</b> Reconstruction of CSAH 5 in the city limits of Wykoff.
2018-16	Kittson County	6-Dec-18	<b>8820.9920: <u>Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects.</u></b> <b>Requested:</b> Allow an exception for a required shoulder width (for projected ADT of 165) of 1.81' in lieu of 4'.	11-Dec-18	<b>SAP 035-614-010;</b> Surfacing of CSAH 14 from Junction of CSAH 7 to CSAH 10 from Gravel to Bituminous.
<b>2019</b>	<b>2019</b>	<b>2019</b>	<b>2019</b>	<b>2019</b>	<b>2019</b>
2019-01	Pipestone County	28-Mar-19	<b>8820.9995: <u>Off-Road and Shared Use Path Standards.</u></b> <b>Requested:</b> <ul style="list-style-type: none"> <li>• Allow for a design speed of 16 mph in lieu of the required 20 mph.</li> <li>• Allow a path width of 6' in lieu of the required 8' minimum path width.</li> <li>• Allow a total width of 6' on vehicular roadway bridges and eliminate the need for a lead-in guard rail in lieu of the required width of 8' and lead-in guard rail when the minimum travel lane and shoulder / clear zone widths are not provided through the structure.</li> </ul>	2-Apr-19	<b>SP 059-090-001;</b> Construction of Indian Lakes Pedestrian / Bike Trail Phase III.
2019-03	Polk County	28-Mar-19	<b>8820.9961: <u>Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking.</u></b> <b>Requested:</b> Allow back-in diagonal parking in lieu of pull-in parking using the same dimensions and standards based on traffic volume for pull-in parking.	2-Apr-19	<b>SAP 060-610-013;</b> Reconstruction of CSAH 10 between Trinity Point Road and Polk County Road 231.

MINUTES OF THE COUNTY ENGINEER'S  
SCREENING BOARD MEETING  
October 24-25, 2018  
Chase on the Lake  
Walker, MN

The fall meeting of the County Engineer's Screening Board was called to order by Chair Tim Becker on October 24, 2018. Chair Becker called for any additions to the agenda and hearing none he declared the agenda complete.

**Attendance**

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

Karin Grandia, Itasca County	District 1
Tim Erickson, Lake of the Woods County	District 2
Tim Bray, Crow Wing County	District 3
Jim Olson, Becker County	District 4
Tony Winiecki, Scott County	Metro
Lyndon Robjent, Carver County	Metro
Brian Pogodzinski, Houston County	District 6
Tim Becker, Sibley County (chair)	District 7
Aaron VanMoer, Lyon County	District 8
Doug Fisher, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Carla Stueve, Hennepin County	Urban
Ted Schoenecker, Ramsey County	Urban
Jim Foldesi, St. Louis County	Urban - Absent
Wayne Sandberg, Washington County	Urban

**Alternates in Attendance**

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

Joe Sutherland, Koochiching County	District 1- Absent
Jed Nordin, Hubbard County	District 2
Ryan Odden, Wadena County	District 3 - Absent
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 - Absent

### **Approval of Screening Board Minutes**

Chair Becker requested a motion to approve the minutes of the spring 2018 Screening Board meeting. *Motion to approve the spring 2018 minutes was made by Karin Grandia, Itasca County and seconded by Doug Fischer, Anoka County. With no discussion being presented, the vote was called and the motion passed unanimously.*

### **Review of the Screening Board Report**

Chair Becker introduced Ms. Kim DeLaRosa, State Aid to discuss the fall 2018 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 as presented to you that will be used for the 2019 distribution. The Screening Board would ultimately sign off on the letter as outlined on page 19 of the fall 2018 Screening Board Data book.

Ms. DeLaRosa discussed the following information from the fall 2018 Screening Board Data book.

#### **A. General Information and Basic Needs Data and Adjustments**

Ms. DeLaRosa stated the amount shown in the fall 2018 Screening Board Data book increased the 2018 distribution by 1.2%, it is anticipated that this figure is conservative. MnDOT is projecting a 1.7%-2.0% increase for the 2019 distribution. There are a few adjustments to the raw computations that are shown on page 4 and page 5. The restricted needs adjustment is identified on page 6 and page 7. The number of counties being restricted is not as great as what it was prior to implementation of the new needs calculation in 2015. The second adjustment is the construction fund needs reduction as shown on page 8 and page 9. Many of the deductions will change and this adjustment will be rerun on December 31, 2018. The next adjustment is a statutory dedicated adjustment on the mill levy as shown on pages 10-12. The final adjustment shown on pages 13-14, is the minimum statutory county adjustment for the five (5) select counties. In order to calculate the minimum adjustment, it requires equalization, motor vehicle and lane mileage information. It was recommended to not adjust the prior year's motor vehicle registration total due to unreliable data received from the Department of Motor Vehicle.

Ms. DeLaRosa stated that page 15 shows the 1.2% increase in needs which is \$619 million versus \$611 million in 2018 and pages 28-29 show the tentative 2019 distribution. Ms. DeLaRosa mentioned there are still projects being reviewed and the needs may vary slightly. Ms. DeLaRosa asked if there were any questions and comments from the Board, hearing none she continued.

#### **B. Mileage Requests**

Ms. DeLaRosa stated there is no mileage requests needing approval today. There are about 55-miles that counties have banked. 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 designate these miles.

#### **C. State Park Road Account**

Ms. DeLaRosa mentioned there is one request for State Park Road Account from Cottonwood County. Cottonwood County is only requesting a portion of the overall cost be funded with State Park Road Account. 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 and county traffic projection factors are identified on page 48.

Ms. DeLaRosa stated that the Screening Board needs to take action tomorrow regarding money going to Local Road Research Board (LRRB). The proposed amount would be about \$3.059 million and not to exceed ½ of 1% of the 2018 distribution. There was a question as to if all of the dollars designated towards the LRRB are spent every year. Mr. Rasmussen, State Aid said that any leftover balance would go back into the distribution. All of the money gets programmed and many of the projects are multi-year projects. From year to year dependent upon the voting, LRRB dollars from year to year might be shuffled around between funded projects. Mr. Rasmussen stated ultimately yes, all of the LRRB dollars are spent each year.

Ms. DeLaRosa continued with a discussion on a recent topic regarding verifying and reviewing the roadway segments on the county state aid system. Two counties were reviewed including Grant and Chisago County. The results showed that there was less than a one-mile difference for each of the counties. It took over 60-hours to review Grant County which included researching, segment review, and mileage review. Grant County is one of the smaller counties in the state. Overall the difference was not enough to move Grant County from being a minimum county. The effort did verify and updated the county data. Much of the data for counties that have not had many changes is about 50-years old. Ms. DeLaRosa stated that it is up to the Screening Board to provide guidance as to if the review should continue and if there should be modifications to the process if this was continued for all of the other counties.

There was lengthy discussion between Screening Board members and Ms. DeLaRosa as to the process that was used to evaluate Grant and Chisago County. Ms. DeLaRosa thought if this process continued for the other counties, commissioner warrants might have to be updated for each county.

Screening Board member, Mr. Doug Fischer, stated the original request was to verify mileage and he posed the question that besides mileage discrepancies, what percentage of errors identified in the data review are for other input data such as data railroad crossings, signals, etc. Ms. DeLaRosa stated they are finding some errors in the other data but the errors are minor and insignificant. The biggest adjustments, were identified as to where the municipal boundaries originate and terminate. Board member, Mr. Fisher asked from the review of Grant and Chisago County if the number of road segments was reduced. Ms. DeLaRosa, said the number of segments were not reduced but the termini points were modified to be more easily identified and in more logical locations. Board member, Mr. Fischer supports moving forward with the review to continue for the additional counties.

Chair Becker asked the board if any members had concerns if the review was not continued for the other counties. Board member, Mr. Aaron VanMoer asked what happens if mileage differences were identified and would it correlate to any dollar adjustment to the county. From the exercise with Grant and Chisago County, the dollar difference would be insignificant. Ms. DeLaRosa stated the purpose of this exercise is to make the data right and any mileage discrepancies would not be able to bank. If the process was to continue and there were larger discrepancies and/or issues

identified, then these concerns would need to be discussed with the board. Ms. DeLaRosa does not anticipate encountering any major concerns if the process was to continue for the additional counties.

Board member, Mr. Brian Pogodzinski asked how long the review would take to complete for the additional counties. Ms. DeLaRosa thought with a couple of student workers it would take about 4-years to get 87-counties completed.

There was a discussion between Screening Board members and Ms. DeLaRosa as to the process of how to utilize GIS and MnDOT LRS system with the verification process. Several board members had concerns with MnDOT LRS data accuracy. Ms. DeLaRosa stated that MnDOT is not complete with the LRS system for the counties. Chair Becker asked if there were any further discussions on this topic, hearing none, he tabled the discussion until tomorrow.

Chair Becker asked if there were any other items that require discussion and hearing none, he stated that the Board will reconvene tomorrow, October 25<sup>th</sup>, 2018 at 8:30 am.

Chair Becker requested a motion to adjourn the fall 2018 Screening Board meeting. *A motion to adjourn the fall 2018 Screening Board meeting was offered by Mark Krebsbach, Dakota County and seconded by Ted Schoenecker, Ramsey County. The motion passed unanimously.*

### **October 25, 2018 - Screening Board Minutes**

The meeting reconvened on October 25, 2018 with all representation present. Chair Tim Becker, Sibley County called the meeting to order.

Chair Becker 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 Doug Fischer, Anoka County and seconded by Lyndon Robjent, Carver County. After calling for further discussion and hearing none, Chair Becker called for the vote. The motion passed unanimously.*

Chair Becker called for discussion or a motion on the Cottonwood County State Park Road Account Requests. *A motion to accept the Cottonwood County State Park Account Road requests was offered by Tim Bray, Crow Wing County and seconded by Brian Pogodzinski, Houston County. The motion passed unanimously.*

Chair Becker asked if the Board wished to offer a motion to fund the Local Road Research Board (LRRB) Account in 2019. *Lyndon Robjent, Carver County offered the following motion, seconded by Mark Krebsbach, Dakota County. The motion passed unanimously.*

*Be it resolved that an amount of \$3,059,524, (not to exceed ½ of 1% of the 2018 CSAH Distribution Sum of \$611,904,787) and an amount not to exceed the total distribution to any minimum county, shall be set aside from the 2019 Distribution Fund and be credited to the Research Account.*

Chair Becker thanked the outgoing member Andy Sander, Yellow Medicine County for serving on the mileage subcommittee. Ms. DeLaRosa noted that a new representative is needed from a District 6.

Chair Becker thanked the outgoing district members of the Screening Board for their service. The outgoing representatives being thanked were: Representative Tim Bray, Crow Wing County-District 3; Representative Tim Becker, Sibley County-District 7; Representative Aaron VanMoer, Lyon County-District 8.

Mitch Rasmussen, State Aid mentioned there have been several projects that have been constructed through the LPP process. The process will continue to be streamlined through project experiences. In the budget talks, there is a commitment by MnDOT to increase the amount of money in the program. Mr. Rasmussen encouraged the counties to be look for opportunities for projects that may impact the trunk highway system and consider submitting an application for the LPP process.

Chair Becker mentioned that Ms. DeLaRosa would like more direction on the resegmenting process. It was clarified by the board that the process would not be a high priority but the work would be a good validation of the data. Ms. DeLaRosa mentioned that there is currently not a set priority schedule for looking at each of the counties. A motion to move forward with the resegmenting process was offered by Doug Fischer, Anoka County and seconded by Lyndon Robjent, Carver County. The motion passed unanimously.

Chair Becker mentioned that Karin Grandia, Itasca County will be the Chair of the 2019 Screening Board.

The 2019 Spring Screening Board meeting will be held during the summer conference at Arrowwood in Alexandria on June 12-14, 2019.

Ms. DeLaRosa asked that if there are mileage requests that these requests would be reviewed during the fall meeting each year.

A motion to adjourn the fall 2018 Screening Board meeting was offered by Doug Fischer, Anoka County and seconded by Karin Grandia, Itasca County. The motion passed unanimously.

Respectively Submitted,



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

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