

2021 COUNTY SCREENING BOARD DATA



Spring 2021

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.

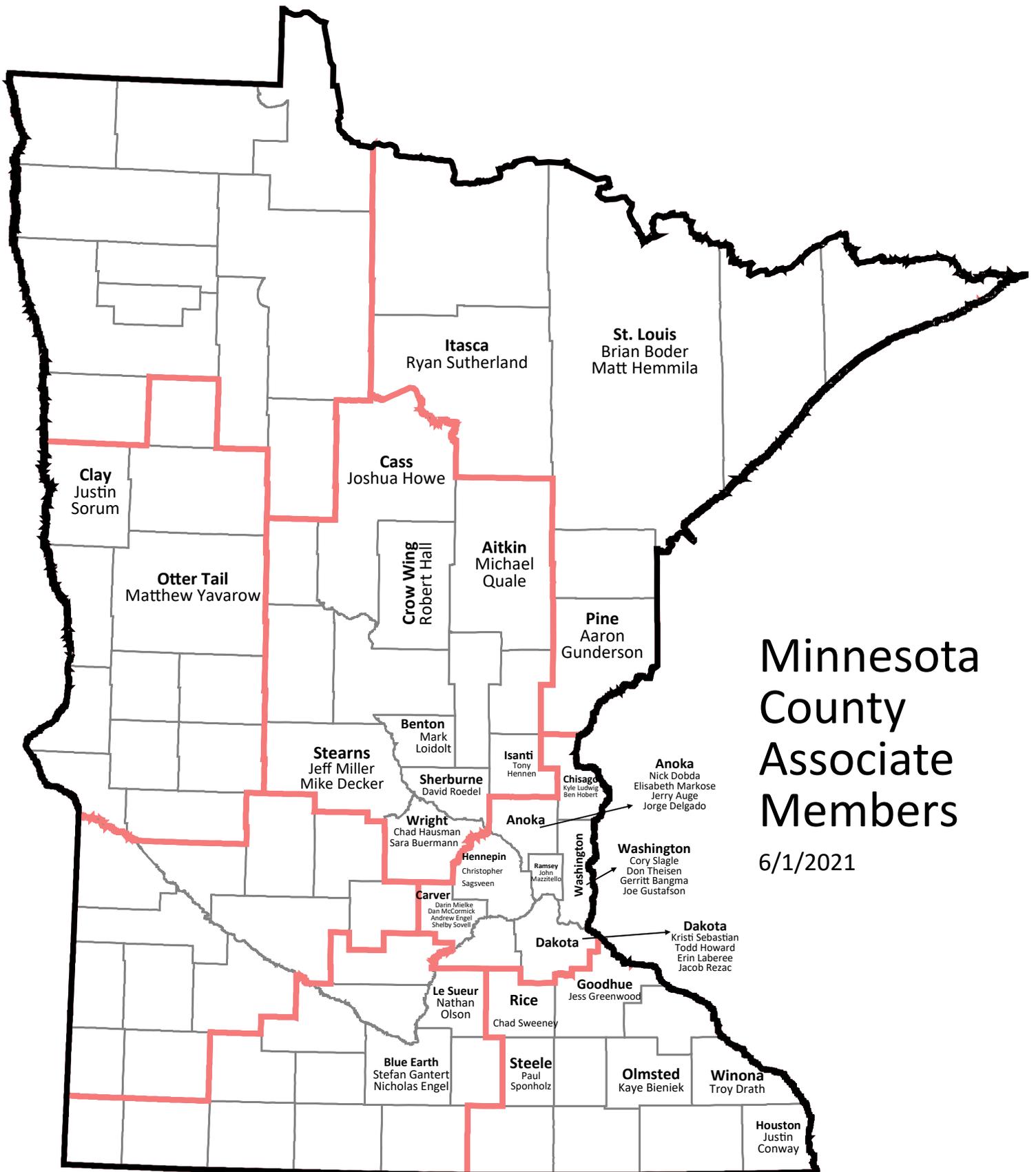
State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid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

6/1/2021



Minnesota County Associate Members

6/1/2021

2021 COUNTY SCREENING BOARD

JinYeene Neumann - Chair	(20-21)	Carlton County	District 1
Erik Hove	(21-22)	Red Lake County	District 2
Chad Gramentz	(21-22)	Kanabec County	District 3
Todd Larson	(20-21)	Stevens County	District 4
Tony Winiecki	(18-21)	Scott County	Metro
Joe Triplett	(20-23)	Chisago County	Metro
Ron Gregg	(20-21)	Fillmore County	District 6
Ryan Thilges	(21-22)	Blue Earth County	District 7
Mel Odens	(21-22)	Kandiyohi County	District 8
Joe MacPherson	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
Andrew Witter, Secretary	(20-23)	Sherburne County	

2021 SCREENING BOARD ALTERNATES

Dave Reimer		Koochiching County	District 1
AJ Pirkl		Lake of the Woods County	District 2
Chri Byrd		Benton County	District 3
Chad Gillespie		Traverse County	District 4
Lyndon Robjent		Carver County	Metro
Greg Ilkka		Steele County	District 6
Nick Klisch		Cottonwood County	District 7
Sam Muntean		Lac qui Parle County	District 8

2021 CSAH MILEAGE SUBCOMMITTEE

Guy Kohlnhofer	October 2021	Dodge County
Lyndon Robjent	October 2022	Carver County
Rich Sanders	October 2023	Polk County

2021 CSAH GENERAL SUBCOMMITTEE

John Brunkhorst	June 2021	McLeod County
Tony Winiecki	June 2022	Scott County
Dave Overbo	June 2023	Clay County
Brain Giese		NTF Member - Outstate Rep
Mark Krebsbach		NTF Member - Metro Rep

TABLE OF CONTENTS

General Information, Unit Prices

Introduction	1
CSAH General Subcommittee Meeting Minutes	2-3
Proposed 2021 Proposed Unit Prices	4
Letter from Rail Office	5
County Bridge Project Cost Support Documentation.....	6-10
County Culvert Project Cost Support Documentation.....	12-13
Gravel Projects.....	14

Mileage Requests

Criteria Necessary for County State Aid Highway Designation	16
Banked Mileage	17
History of CSAH Additional Mileage Requests	18-20
Historical Documentation for County Requests	21-26

State Park Account

State Park Road Account Statute	28
---------------------------------------	----

Reference Material

Maintenance Facilities: Current Process	31-32
CSAH Advance Guidelines	24-25
Minutes of the October 28, 2020 County Engineers Screening Board Meeting	33-35
Need Calculation Summary Document (2015)	36-41
Current Resolutions of the County Screening Board.....	42-47
County Engineer's Phone/E-Mail listing.....	48-56

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

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

Introduction

Spring 2021

The primary task of the Screening Board spring meeting is to establish new unit prices to be used for the 2021 County State Aid Highway Needs Study.

As in other years, to keep the five-year average unit price study current, we have removed the 2015 construction projects and added the 2020 construction projects. The awarded bids on all state aid and federal aid projects, let between 2016 and 2020, are the basic source of information for compiling the data used for computing the recommended 2021 unit prices. The needs application calculates the construction, ROW and preservation costs for each county.

Minutes of the General Subcommittee meeting held April 30, 2021 via TEAMS 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 30, 2021

WebEx Meeting 9:00am

Attendees: John Brunkhorst, McLeod County – South
Tony Winiecki, Scott County – Metro
Dave Overbo, Clay County - North
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 2021 Spring Screening Board meeting.

Unit Prices

The Subcommittee recommends the following unit prices to be used for the 2021 needs computation:

Rail Protection Cost

	<u>2020</u>	<u>2021</u>
Signs	\$1,500	\$2,000
Signals Only	\$275,000	\$300,000
Signals & Gates	\$325,000	\$350,000
RR X-ing surfacing	\$1,350	\$1,750

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

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

Traffic Signals

The General Subcommittee recommends at this using \$245,000 for 2021. The MSAS unit is using a system cost of \$231,874 based on a study done by the State Aid Safety Group. The MSAS unit does a unit cost study every three years and applies the construction cost index on the off years. The general subcommittee is adding an additional cost to account for county supplied cabinets and controllers, not reflected in the study.

Bridges

The average local bridge(s) cost from 2016-2020 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 2016-2020 bridge construction are:

\$173/sq. ft. for 0-149 ft. bridges

\$135/sq. ft. for 150+ ft. bridges Sub-committee recommends keeping it at \$141

Bridge rehabs, city projects, pedestrian bridges and railroad bridges are removed from Steve Brown's report.

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 the last five years of Steve's data, the new statewide average cost is \$18.01 per ft³. We have just over 3,600 culverts of varying sizes on the CSAH system.

Gravel Surface

We are not seeing state aid gravel surface projects. Some counties have provided their gravel contract costs for the last five years. Based on information provided by several counties, the subcommittee recommends using \$10.75 ton.

Other Topics Discussed

Because of the added costs of constructing roundabouts it was suggested that one option may be to add them as a leg like a signal and give them an added stipend. More work must be done to look at the cost of a roundabout compared to a full signal replacement and the lifecycle difference. Currently roundabout mileage draws preservation and road construction needs like all other mileage. If a roundabout is part of a larger construction project the full cost is part of the cost per mile, including the right-of-way.

Major changes could require reprogramming of the application.

It was mentioned that counties may want to consider the everchanging shift in transportation planning and how that may affect the needs. The addition of large-scale bike/ped projects within the CSAH right of way, heavier paved shoulders to accommodate buses and mass transit, and the reduction of lanes to accommodate bicycles. These are large expenditures on the state aid system, we should be cognizant of their affect financially.

Proposed Unit Prices

Spring 2021

		2017	2018	2019	2020	2021
RR x-ing Protection items:						
Signs	Each	\$1,500	\$1,500	\$1,500	\$1,500	\$2,000
Signals	Each	\$275,000	\$275,000	\$275,000	\$275,000	\$300,000
Signals & gates	Each	\$325,000	\$325,000	\$325,000	\$325,000	\$350,000
Surfacing	Lin. Ft.	\$1,350	\$1,350	\$1,350	\$1,350	\$1,750
Traffic signals	Leg	\$56,250	\$56,250	\$56,250	\$56,250	\$61,250
Bridge <150	Sq. Ft.	\$152	\$155	\$163	\$169	\$173
Bridge >150	Sq Ft.	\$138	\$146	\$147	\$141	\$141
Culverts	Cu. ft.	\$15.47	\$15.75	\$16.61	\$17.44	\$18.01
Gravel	Ton	\$10.30*	10.01*	\$10.01	\$10.01	\$10.75

*Generated by the application.
 Signals based on a \$245,000 system.

Memo

Date: 04/21/2021

To: Kimberlie DeLaRosa
CSAH Needs Manager

From: Julie Whitcher
State Rail Safety Engineer

RE: Projected Railroad Grade Crossing Improvements – Costs for 2020

We have projected 2021 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals & Gates (single track, low speed, average price)*	\$325,000 - \$350,000
Signals & Gates (multiple track, high/low speed, average price)*	\$350,000 - \$425,000
Signs (advance warning signs)	\$2,000 per crossing
Crossing Surface (concrete, complete reconstruction)	\$1,500 - \$2,000 per track ft.

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

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

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

Bridge Projects 2019-2020

Spring 2021

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

BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2016	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
2016 Average Cost per Square Foot							\$169
2017	34529	SP 034-605-030	32.67	C-SLAB	2,013	\$434,736	\$216
2017	50596	SAP 050-628-009	38.75	PCB	1,525	241,256	158
2017	18533	SAP 018-597-009	48.17	PCB	1,060	262,054	247
2017	69A54	SAP 069-641-004	58.92	PCB	2,097	440,298	210
2017	17535	SAP 017-604-020	60.00	PCB	1,860	218,311	117
2017	66558	SAP 066-621-005	64.92	PCB	2,554	352,360	138

Bridge Projects 2019-2020

Spring 2021

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	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
2017 Average Cost per Square Foot							\$157
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

Bridge Projects 2019-2020

Spring 2021

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	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
2018 Average Cost per Square Foot							\$178
2019	85580	SAP 085-598-010	41.77	C-SLAB	1,309	408,953	\$312
2019	69A56	SAP 069-644-027	63.92	PCB	2,530	663,029	262
2019	69A66	SAP 069-599-046	66.17	PCB	2,073	454,430	219
2019	31571	SP 031-598-026	72.17	PCB	2,261	279,135	123
2019	64589	SAP 064-608-025	75.00	C-SLAB	2,588	321,853	124
2019	27J72	SP 027-596-011	76.17	PCB	3,733	2,630,431	705
2019	69A67	SAP 069-599-045	77.92	PCB	2,442	480,619	197
2019	58557	SAP 058-632-018	80.06	PCB	3,123	421,822	135
2019	09534	SAP 009-611-004	84.50	PCB	2,958	668,786	226
2019	65568	SAP 065-598-019	85.00	C-SLAB	3,004	338,181	113
2019	69A71	SAP 069-605-050	88.92	PCB	3,527	653,028	185
2019	64595	SP 064-605-030	94.17	PCB	3,673	449,397	122
2019	20562	SAP 020-603-013	95.92	PCB	3,741	571,545	153
2019	09533	SAP 009-601-051	96.77	C-SLAB	4,161	733,228	176

Bridge Projects 2019-2020

Spring 2021

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.
2019	83553	SAP 083-599-077	98.00	TTS	3,332	507,736	152
2019	12556	SAP 012-602-024	100.50	C-SLAB	4,707	537,838	114
2019	56544	SAP 056-615-018	104.67	C-SLAB	5,260	844,815	161
2019	23596	SAP 023-601-030	108.67	C-SLAB	3,803	523,502	138
2019	69A59	SP 069-598-065	110.94	PCB	3,883	718,037	185
2019	55595	SAP 055-632-003	121.77	C-SLAB	4,262	441,934	104
2019	12555	SAP 012-599-096	128.28	C-SLAB	3,978	488,681	123
2019	78533	SAP 078-598-037	130.00	C-SLAB	4,593	566,077	123
2019	53536	SAP 053-619-025	143.46	C-SLAB	5,021	596,915	119
2019 Average Cost per Square Foot							\$186
2020	31580	SAP 031-599-014	26.00	TTS	676	238,038	\$352
2020	04530	SAP 004-622-022	42.17	PCB	1,476	330,712	224
2020	37556	SAP 037-599-113	55.17	PCB	1,710	237,554	139
2020	42580	SAP 042-599-152	63.92	PCB	1,982	244,101	123
2020	31579	SAP 031-660-009	65.17	PCB	2,281	637,893	280
2020	29533	SAP 028-640-010	68.67	C-SLAB	2,427	471,387	194
2020	28559	SAP 028-599-093	81.90	C-SLAB	2,539	475,234	187
2020	65569	SAP 065-639-003	84.92	PCB	3,680	381,956	104
2020	37559	SAP 037-599-114	94.17	PCB	3,296	394,215	120
2020	65572	SAP 065-599-077	94.31	C-SLAB	3,301	343,269	104
2020	72550	SP 072-617-025	99.73	C-SLAB	4,289	586,093	137
2020	85582	SP 085-630-009	101.93	C-SLAB	3,567	551,777	155
2020	37557	SAP 037-613-005	110.00	C-SLAB	3,804	430,572	113
2020	43560	SAP 043-611-013	110.17	PCB	4,774	510,984	107
2020	85581	SP 085-637-026	111.73	C-SLAB	3,910	444,734	114
2020	52522	SAP 052-621-027	113.92	PCB	4,082	941,502	231
2020	37558	SAP 037-599-112	123.00	C-SLAB	3,813	435,033	114
2020	31577	SP 031-598-030	123.46	C-SLAB	3,827	503,001	131
2020	69A70	SAP 069-661-019	123.67	PCB	6,791	2,142,693	316
2020	09536	SP 009-608-039	134.25	PCB	4,699	1,039,328	221
2020	10554	SAP 010-650-026	142.00	PCB	6,106	1,104,689	181
2020 Average Cost per Square Foot							\$174
TOTAL							\$173

Bridge Projects 2016-2020

Spring 2021

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.
2016	87581	SAP	087-599-132	170.17	PCB	6,013	\$495,531	\$82
2016	80539	SAP	080-626-021	176.00	PCB	6,076	839,461	136
2016	69A41	SP	069-605-044	302.17	PCB	10,677	1,447,655	136
2016 Average Cost per Square Foot								\$118
2017	43561	SAP	043-599-043	160.38	PCB	5,667	\$867,902	\$153
2017	31574	SAP	031-598-025	175.17	PCB	5,489	\$1,050,133	191
2017	03513	SAP	003-607-022	192.17	PCB	9,624	\$2,038,065	212
2017	87563	SP	087-598-025	252.42	PCB	8,919	\$951,385	107
2017	13526	SAP	013-620-026	354.17	PCB	15,348	1,782,433	116
2017 Average Cost per Square Foot								\$156
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
2018 Average Cost per Square Foot								\$123
2019	77538	SAP	077-626-008	158.42	PCB	6,099	435,478	\$71
2019	67574	SAP	067-598-022	188.79	PCB	5,821	926,620	159
2019	58558	SAP	058-652-011	192.25	PCB	7,562	1,294,310	171
2019	64586	SAP	064-701-019	353.21	PCB	15,306	3,438,352	225
2019 Average Cost per Square Foot								\$157
2020	07600	SP	007-641-007	167.72	PCB	6,541	1,187,275	\$182
2020	23601	SAP	023-605-038	501.67	C-SLAB	16,054	993,397	62
2020 Average Cost per Square Foot								\$122
Overall Average Cost per Square Foot								\$135

Culvert Costs 2016-2020

Spring 2021

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.

MnDOT State Aid Bridge Office Precast Concrete Box Culvert Cost Report

Totals/Averages for ALL SIZES Box Culverts Let in CY 2016

Total Number of Culvert Projects	75	
Average Barrel Length (LF)	58'	
Average Barrel Cost (\$/LF)	\$915	
Average End Section Cost (\$/EA)	\$13,747	All Sizes Combined
Average Total Barrel Volume (CF)	7,656	
Average Barrel Volume Cost (\$/CF)	\$16.61	

Totals/Averages for ALL SIZES Box Culverts Let in CY 2017

Total Number of Culvert Projects	99	
Average Barrel Length (LF)	58'	
Average Barrel Cost (\$/LF)	\$945	
Average End Section Cost (\$/EA)	\$13,030	All Sizes Combined
Average Total Barrel Volume (CF)	10,125	
Average Barrel Volume Cost (\$/CF)	\$15.96	

Totals/Averages for ALL SIZES Box Culverts Let in CY 2018

Total Number of Culvert Projects	69	
Average Barrel Length (LF)	58'	
Average Barrel Cost (\$/LF)	\$1,100	
Average End Section Cost (\$/EA)	\$15,354	All Sizes Combined
Average Total Barrel Volume (CF)	9,456	
Average Barrel Volume Cost (\$/CF)	\$18.56	

Totals/Averages for ALL SIZES Box Culverts Let in CY 2019

Total Number of Culvert Projects	114	
Average Barrel Length (LF)	65'	
Average Barrel Cost (\$/LF)	\$1,160	
Average End Section Cost (\$/EA)	\$17,137	All Sizes Combined
Average Total Barrel Volume (CF)	8,725	
Average Barrel Volume Cost (\$/CF)	\$19.72	

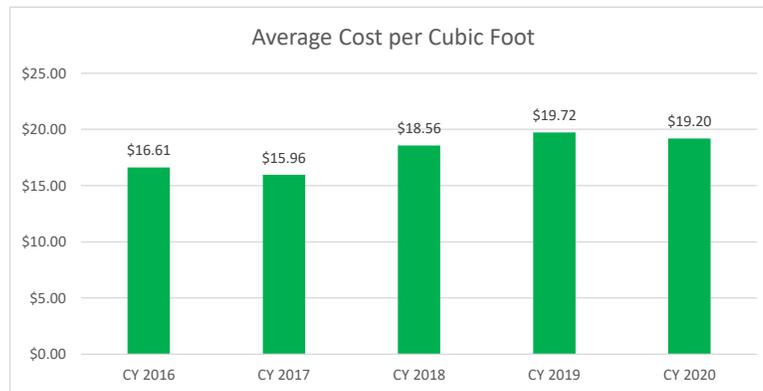
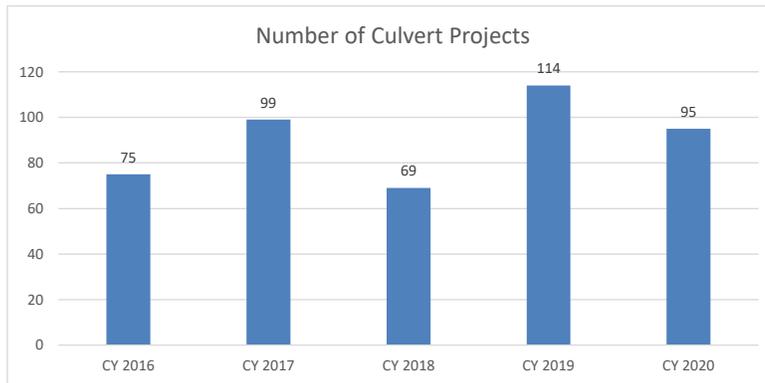
Culvert Costs 2016-2020

Spring 2021

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.

Totals/Averages for ALL SIZES Box Culverts Let in CY 2020

Total Number of Culvert Projects	95	
Average Barrel Length (LF)	63'	All Sizes Combined
Average Barrel Cost (\$/LF)	\$1,114	
Average End Section Cost (\$/EA)	\$15,442.02	
Average Total Barrel Volume (CF)	7,758	
Average Barrel Volume Cost (\$/CF)	\$19.20	
5 year Average Unit Cost	\$18.01	



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

Gravel Surface Preservation Cost

Spring 2021

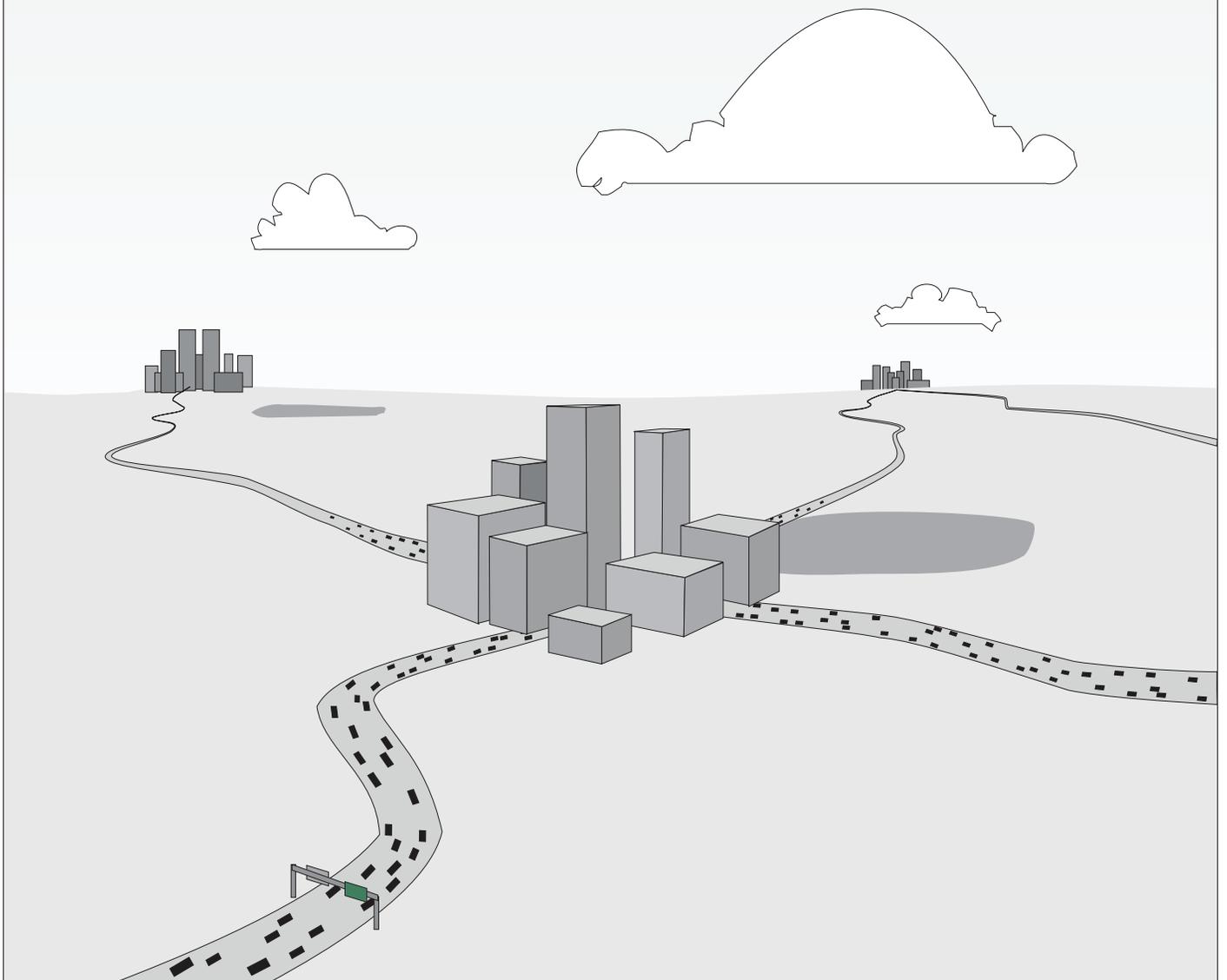
Project Number	Gravel Cost	Gravel Tons	Award Date	Unit Cost
SLC	106,146.00	11,794	1/2/16	9.00
SLC	119,106.00	13,234	1/2/16	9.00
SLC	153,820.80	16,023	1/2/16	9.60
CP 116-065-1214 Polk	345,000.00	30,000	2/26/16	11.50
CP 116-067-1215 Polk	123,525.00	13,500	2/26/16	9.15 *
CP 116-212-1216 Polk	64,050.00	7,000	2/26/16	9.15 *
045-617-015	19,890.00	1,326	8/16/16	15.00 *
079-628-002	2,052.00	228	11/15/16	9.00
Roseau 2016	75,750.00	7,570	7/1/16	10.01 **
SLC	327,810.30	41,234	3/23/17	7.95
SLC	304,144.00	38,018	3/23/17	8.00
SLC	41,724.00	4,392	3/23/17	9.50
SLC	119,012.40	15,258	3/23/17	7.80
SLC	16,063.80	1,959	3/23/17	8.20
SLC	27,563.90	3,262	3/23/17	8.45
SLC	88,583.40	10,182	3/23/17	8.70
SLC	16,363.20	1,948	3/23/17	8.40
KCP 17-04 KANABEC	509,983.11	75,235	4/18/2017	6.78
CP 5-001 CHIPPEWA	517,650.00	40,600	11/21/2017	12.75
CP 117-028-1231 Polk	48,107.00	7,300	3/24/2017	6.59
CP 117-03-1232 Polk	213,285.00	24,100	3/24/2017	8.85
CP 117-075-1233 Polk	89,822.00	9,700	3/24/2017	9.26
CP 117-240-1234 Polk	42,973.00	4,900	3/24/2017	8.77
Roseau 2017	30,619.50	4,795	6/13/17	6.39 **
SLC	345,470.90	41,623	1/25/18	8.30
CP 118-220-1255 Polk	210,984.00	17,700	3/16/18	11.92
CP 118-51-1256 Polk	392,200.00	37,000	3/16/18	10.60
CP 18:80 TODD	58,291.00	7,100	3/27/2018	8.21
CP18-01 TRAVERSE	100,485.00	10,150	3/29/2018	9.90
KCP 18-06 KANABEC	691,456.96	99,184	5/15/2018	6.97 **
CP CHIPPEWA	729,054.00	41,400	11/6/2018	17.61
Roseau 2018	41,176.80	5,320	7/19/18	7.74 **
CP 119-248-1295 Polk	91,724.00	9,200	3/22/19	9.97
CP 119-44-1293 Polk	155,532.00	15,600	3/22/19	9.97
CP 119-45-1294 Polk	238,283.00	23,900	3/22/19	9.97
KCP 19-07 KANABEC	770,021.00	104,765	4/16/2019	7.35
CP 2019-05 Houston	243,532.60	27,400	4/24/19	8.89
Marshall Co 53006	92,632.00	8,475	5/7/19	10.93
Chippewa 03-002	322,625.00	22,250	11/5/19	14.50
Chippewa 12-002	306,697.00	19,350	11/5/19	15.85
Fillmore 2019	344,358.00	36,228	5/7/19	9.51
SAP 039-649-002	164,492.57	8,628	2020	19.06
SAP 039-649-003	178,002.99	7,992	2020	22.27
Polk 120-36-1310	29,904.00	2,800	1/31/20	10.68
Polk 120-39-1309	373,800.00	35,000	1/31/20	10.68
Polk 120-45-1312	226,464.00	16,800	1/31/20	13.48
SAP063-614-007	456,219.00	32,940	3/24/20	13.85
Becker CP 003-157-001	240,103.00	17,825	5/7/20	13.47
CP63-01-20	121,326.00	8,760	3/24/20	13.85
Chippewa	204,792.00	16,100	12/9/20	12.72
Chippewa	239,136.00	18,800	12/9/20	12.72
Chippewa	98,356.00	6,700	12/9/20	14.68
Houston	306,468.58	31,946	3/30/20	9.59 #
Fillmore 2020	415,633.00	45,576	4/28/20	9.12
Totals	\$11,592,264.81	1,160,070		\$9.99

* does not include state wages

** Stockpile delivered

Houston \$1.65 ton to apply

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

Spring 2021

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.***

Banked CSAH Mileage

Spring 2021

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	0.09
Carlton	0.78
Carver	0.10
Cass	0.85
Chippewa	(0.23)
Chisago	0.01
Clay	0.37
Clearwater	0.01
Cook	0.01
Cottonwood	0.74
Crow Wing	1.97
Dakota	0.52
Dodge	0.76
Douglas	2.11
Faribault	0.29
Fillmore	0.00
Freeborn	0.00
Goodhue	4.17
Grant	0.00
Hennepin	5.83
Houston	0.00
Hubbard	0.20
Isanti	0.88
Itasca	1.40
Jackson	0.21
Kanabec	0.60
Kandiyohi	0.65
Kittson	0.00
Koochiching	0.91
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	2.52
Mahnomen	0.44

County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.02
Mille Lacs	0.00
Morrison	0.10
Mower	0.00
Murray	0.00
Nicollet	1.84
Nobles	0.29
Norman	2.26
Olmsted	0.00
Otter Tail	4.93
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	0.68
Sherburne	0.00
Sibley	0.20
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	(0.00)
Watsonwan	0.68
Wilkin	0.00
Winona	0.00
Wright	0.15
Yellow Medicine	0.24
Total Banked Mileage	59.93

History of CSAH Additional Mileage Requests

Spring 2021

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	2020	Total Miles To Date	County
Carlton	3.62																	3.62	Carlton
Cook	3.60																	3.60	Cook
Itasca																		0.00	Itasca
Koochiching	9.27 ¹			0.12														9.39	Koochiching
Lake	4.82 ¹	0.56				10.31	7.30											22.99	Lake
Pine	9.25																	9.25	Pine
St. Louis	19.14 ¹						7.60											26.74	St. Louis
District 1 Totals	49.70	0.56	0.00	0.12	0.00	10.31	14.90	0.00	75.59	District 1 Totals									

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

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

History of CSAH Additional Mileage Requests

Spring 2021

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	2020	Total Miles To Date	County
Becker	10.07																	10.07	Becker
Big Stone	1.40	0.16																1.56	Big Stone
Clay	2.00	0.10																2.10	Clay
Douglas	10.65 ¹																	10.65	Douglas
Grant	5.42																	5.42	Grant
Mahnomen	1.42																	1.42	Mahnomen
Offertail			0.36															0.36	Offertail
Pope	3.63	1.20																4.83	Pope
Stevens	1.00																	1.00	Stevens
Swift	0.78		0.24															1.02	Swift
Traverse	0.20	0.56		1.60														2.36	Traverse
Wilkin						0.11												0.11	Wilkin
District 4 Totals	36.57	2.02	0.60	1.60	0.00	0.11	0.00	40.90	District 4 Totals										

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

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

History of CSAH Additional Mileage Requests

Spring 2021

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	2020	Total Miles To Date	County
Blue Earth	15.29 ¹		0.25			3.46												19.00	Blue Earth
Brown	7.44	0.13																7.57	Brown
Cottonwood	5.17	1.30																6.47	Cottonwood
Faribault	0.37	1.20	0.09															1.66	Faribault
Jackson	0.10																	0.10	Jackson
Le Sueur	2.70	0.83		0.02														3.55	Le Sueur
Martin	1.52																	1.52	Martin
Nicollet				0.60					0.54									1.14	Nicollet
Nobles	13.71	0.23			0.12													14.06	Nobles
Rock	0.50		0.54															1.04	Rock
Sibley	1.50																	1.50	Sibley
Waseca	4.53	0.14		0.05														4.72	Waseca
Watonwan		0.04	0.68	0.19														0.91	Watonwan
District 7 Totals	52.83	3.87	1.56	0.86	0.12	3.46	0.00	0.00	0.54	0.00	63.24	District 7 Totals							

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

Chisago	3.24				2.20													5.44	Chisago
Dakota	1.65 ¹	2.47		2.26		35.63							39.60					81.61	Dakota
Ramsey	10.12 ¹	0.61		1.13														11.86	Ramsey
Washington	2.33 ¹	0.40	0.33	1.33	8.05	18.52							-7.41				8.64	32.19	Washington
District 9 Totals	17.34	3.48	0.33	4.72	10.25	54.15	0.00	0.00	0.00	0.00	0.00	0.00	-7.41	39.60	0.00	0.00	8.64	131.10	District 9 Totals

Totals	339.03	25.65	11.39	7.49	26.41	156.69	26.60	29.24	0.54	26.68	22.13	13.12	-7.41	39.60	5.80	0.31	8.64	735.73	Totals
---------------	---------------	--------------	--------------	-------------	--------------	---------------	--------------	--------------	-------------	--------------	--------------	--------------	--------------	--------------	-------------	-------------	-------------	---------------	---------------

¹ Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965
² Great River Road Mileage Added to system in 1994 by Administrative Decision of the State Aid Division Director.

Historical Documentation for the Anoka County CSAH Mileage Request

Spring 2021

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

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

These designations are left to be completed:

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

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

Historical Documentation for the Carver County CSAH Mileage Request

Spring 2021

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

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

These designations are left to be completed:

Marsh Lake Road from CSAH 43 to CSAH 11	<u>Miles</u> 1.67
CR 151 from Sibley co line to CSAH 52	1.00
	2.67

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

Historical Documentation for the Dakota County CSAH Mileage Request

Spring 2021

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
11/1/2012	Beginning Balance		321.82	321.82
9/23/2013	Banked mileage	(1.82)	321.82	320.00
9/23/2013	K - CR 79 - CSAH 47 to TH 50	5.93	320.00	325.93
9/23/2013	L - revoked portion CSAH 80	(2.00)	325.93	323.93
9/23/2013	L - CR 78 - from CSAH 23 to CSAH 80	7.00	323.93	330.93
9/23/2013	M - CR 80 from CSAH 80 to CSAH 47	3.50	330.93	334.43
12/10/2014	I - CR 64 Pilot Knob Rd to TH3	2.18	334.43	336.61
3/11/2016	A-CSAH 28 from TH3 to CSAH 73	1.01	336.61	337.62
10/6/2016	A - CoRd 28 from TH 149 to TH3	1.60	337.62	339.22
4/12/2021	P - CSAH 5 from TH 13 to CR 80S	(1.35)	339.22	337.87

These revocations need to be completed:

	Miles
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)
	(8.27)

These designations are left to be completed:

	Miles
E - Co Rd 73 from TH 50 to CSAH 32	3.50
G - Co Rd 33 from new Co Rd 9 to CSAH 42	1.01
K - Co Rd 79 from TH 50 to CSAH 66	2.00
B - Co Rd 9 from Highview Ave to CR 73	4.00
C - 117th St. from CSAH 71 to TH 52	1.50
N - new CSAH 23 from CSAH 23 to TH 19	1.10
K - Co Rd 79 from CSAH 47 to CSAH 42	4.60
F - Pilot Knob Rd from 220th St to CSAH 50	0.75
G - Co Rd 33 from CR 9 to CSAH 46	1.80
H - Co Rd 60 from CSAH 9 to CR 64	1.75
I - Co Rd 64 from CSAH 23 to Flagstaff	1.64
J - Co Rd 70 from CSAH 23 to CR 31	3.50
M - CR 80s from CSAH 80 to CSAH 47	1.25
O - new road from CSAH 47 to TH 55	3.00
	31.40

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

Historical Documentation for the Olmsted County CSAH Mileage Request

Spring 2021

Olmsted County CSAH mileage (6/06)	315.67
Approved Designations (10/06)	22.95
Approved Revocations (10/06)	(16.68)
TOTAL	321.94

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	312.33
3/2008	Revoke CSAH 18 - TH 52 to 0.13 mi. East	(0.13)	312.33	312.20
3/2008	Revoke CSAH 12 - TH 52 to 0.24 mi. East	(0.24)	312.20	311.96
3/2008	CSAH 18 connection to TH 52 on CR 112	1.39	311.96	313.35
3/2008	CSAH 12 to TH 52	1.30	313.35	314.65
3/1/2016	Revoke CSAH 34 - CSAH 22 to TH 52	(1.47)	314.65	313.18
5/8/2017	Revoke CSAH 4 - CSAH 22 to MSAS 104	(2.55)	313.18	310.63
5/8/2017	Revoke CSAH 25 - CSAH 22 to S. Broadway	(1.23)	310.63	309.40
7/17/2018	Revoke CSAH 2 - CSAH 22 to MSAS 110	(1.32)	309.40	308.08
7/17/2018	Revoke CSAH 22 (37th St) - CSAH33 to TH52	(2.25)	308.08	305.83
7/17/2018	CSAH 22 (55th St)- TH 52 to CSAH 33	3.27	305.83	309.10
	CSAH 3 between CSAH 4 and CSAH 14	(2.70)	309.10	306.40
	CR 104/60th Ave from TH 14 to CSAH 14	5.18	306.40	311.58

These revocations need to be completed:

	<u>Miles</u>
CSAH 9 - CSAH 22 to MSAS 105	(0.50)
CSAH 7 - TH14 to MN 42	(0.89)
CSAH 15 - CR 117 to CSAH 25	(2.03)
	<hr style="width: 100%; border: 0.5px solid black;"/> (3.42)

These designations are left to be completed:

	<u>Miles</u>
CR 112 from CSAH 18 to CSAH 14	4.10
CR 112 from TH63 to CSAH 22 (55th St.)	1.98
CR 104 - TH 14 to CR 117	4.10
Willow Creek- CR 104 to TH52 @CSAH 36	1.70
	<hr style="width: 100%; border: 0.5px solid black;"/> 11.88

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

Historical Documentation for the Washington County CSAH Mileage Request

Spring 2021

Washington County CSAH mileage (2020)	226.35
Banked miles	(0.26)
Approved Revocations (10/20)	(2.31)
Approved Designations (10/20)	11.21
TOTAL	234.99

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
10/28/2020	Beginning Balance	0.00	226.35	226.35
10/28/2020	Banked Mileage	(0.26)	226.35	226.09
03/13/2021	CSAH 28 - TH 95 to CSAH 21	2.75	226.09	228.84

These revocations need to be completed:	<u>Miles</u>
Revoke CSAH 6 in the City of Oakdale	2.31

These designations are left to be completed:	<u>Miles</u>
Extend CSAH 15 at TH 36	0.70
Lake Rd from I-494 to CSAH 25 in Woodbury	0.27
Extend CSAH 10 - 22nd Street - TH 95 to CSAH 21	0.66
<i>Extend 25 from CSAH 25 to CSAH 18 (border rd)</i>	<i>0.72</i>
Exisiting 100th from Hadley to US 61	2.62
<i>100th Street to Grey Cloud Island</i>	<i>1.58</i>
<i>Co Rd 4 - W Co Line to US 61</i>	<i>1.61</i>

* See October 2020 County Screening Board Book , for detailed recommendations.

Italics = Conditional

Historical Documentation for the Wright County CSAH Mileage Request

Spring 2021

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

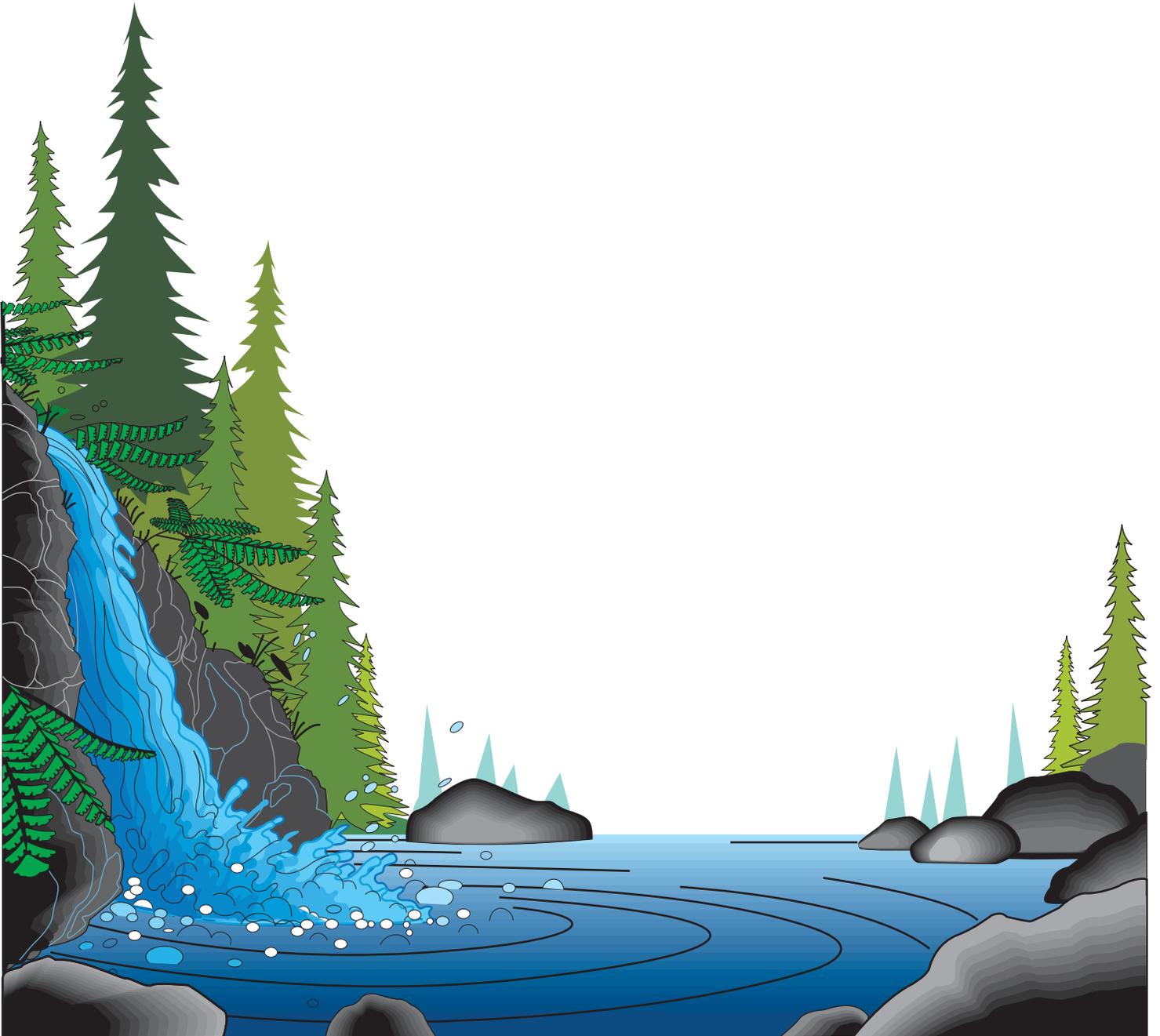
These revocations need to be completed:

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)
	(11.18)

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
	11.28

STATE PARK ROAD ACCOUNT



State Park Road Account

Spring 2021

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.

DNR website for more information:

<http://www.dnr.state.mn.us/grants/recreation/parkroads.html>

State Aid Contact: Mao Yang (651) 366-3840

DNR Contact: Dave Sobania (218) 828-2620

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.

County State Aid Construction Account Advance Guidelines

Advance status is currently code green.

State Aid Advances

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

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

The process used for advancing is dependent on the code levels which are listed below. Code levels for the current year can be obtained from the [SAF Advances webpage](#).

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes:

SEVERE

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

GUARDED

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

LOW

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

General Guidelines for State Aid & Federal Aid Advance Construction

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

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

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

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

Sample Advance Resolutions and Request to Reserve Funds can be obtained from [SAF Forms & Resolutions webpage](#). E-mail completed forms to Mohamed Farah at mohamed.m.farah@state.mn.us in State Aid Finance and your [DSAE](#) for review.

Priority System

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

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

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

Advance Limitations

Statutory – None, reference [Minnesota Statutes 162.08, Subd. 5, 6 and 7](#).

State Aid Rules – None, reference [State Aid Rules 8820.1500, Subp. 5 & 8 thru 9](#) (PDF).

State Aid Guidelines

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

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

MINUTES
County State Aid 2020 Fall Screening Board
WebEx
October 28, 2020 at 12:45 pm

I. Opening of Screening Board Session, Chair, Carla Stueve at 12:45 pm

A. Roll Call from Secretary

A roll call of the Screening Board members by Secretary Andrew Witter, showed the following board members in attendance:

JinYeene Neumann, Carlton County	District 1
Jed Nordin, Hubbard County	District 2
Ryan Odden, Wadena County	District 3
Todd Larson, Stevens County	District 4
Tony Winiecki, Scott County	Metro
Joe Triplett, Chisago County	Metro
Ron Gregg, Fillmore County	District 6
Mark Daly, Faribault County	District 7
Jeff Marlowe, Renville County	District 8
Joe MacPherson, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Carla Stueve, Hennepin County (Chair)	Urban
Ted Schoenecker, Ramsey County	Urban
Jim Foldesi, St. Louis County	Urban
Wayne Sandberg, Washington County	Urban

B. Recognition of alternates in attendance

A roll call of the alternate Screening Board members recognized the following alternates in attendance:

Dave Reimer, Koochiching County	District 1
Erik Hove, Red Lake County	District 2
Chad Gramentz, Kanabec County	District 3
Chad Gillespie, Traverse County	District 4
Lyndon Robjent, Carver County	Metro
Greg Ilkka, Steele County	District 6
Ryan Thilges, Blue Earth County	District 7
Mel Odens, Kandiyohi County	District 8

C. Recognition of Department of Transportation personnel

D. Recognize others in attendance

E. Approve minutes of the spring 2020 Screening Board Meeting

Motion to approve: Mark Daly, Faribault County

Second: Joe MacPherson, Anoka County

Motion Carried Unanimously.

II. Review of the Screening Board Report – Kim DeLaRosa

A. General Information and Basic Needs Data and Adjustments

Kim DeLaRosa provided update to the Screening Board attendees regarding Needs Unit Pricing and Adjustments.

B. Tentative Apportionment Data

C. State Park Road Account

1. Houston County Request
2. Stearns County Request
3. Brown County Request - attached
4. Wabasha County Request – attached
5. Pipestone County Request – Added Agenda Item

C. Mileage Request – Andrew Giesen, Washington County

Washington County provided the background, request, and recommendation from the Mileage Subcommittee.

Motion to approve: Joe Triplett, Chisago County

Second: Joe MacPherson, Anoka County

Motion Carried Unanimously.

III. Research Account

See attachment.

Three proposals previously sent out by MnDOT State Aid. Summary of the three proposals provided.

10 min. BREAK

III. Research Account (Continued)

Resolution and language agreed upon is:

Be it resolved that an amount of \$3,100,000 (not to exceed ½ of 1% of the 2020 CSAH Distribution sum of \$674,570,675), an amount not to exceed the total distribution to any minimum county, shall be set aside from the 2021 Distribution Fund and be credited to the research account.

Motion to approve: Mark Daly, Faribault County

Second: Jed Nordin, Hubbard County

Amended by: Wayne Sandberg, Washington County

Accepted by Original Motioner: Mark Daly, Faribault County

Amended by: Joe MacPherson, Anoka County

Motion Carried Unanimously.

Full Resolution voted upon is attached.

IV. Additional Subjects

A. Hardship Transfer – Chris Kufner, MnDOT State Aid

Update provided. No action needed.

B. Statutory Changes – Chris Kufner, MnDOT State Aid

- a. Money Needs Definition 162.07
- b. Minnesota State Transportation Fund 174.50

V. Wrap Up

- A. If miles and needs as shown in the report are approved, the letter on page 19 to the Commissioner must be approved.
Motion to accept the book: Jim Foldesi, St. Louis County
Second: Joe Triplett, Chisago County
Motion Carried Unanimously.

- B. All Submitted State Park Road Requests noted in Section II.C.:
Motion to approve: Mark Daly, Faribault County
Second: Jed Nordin, Hubbard County
Motion Carried Unanimously.

- C. Thanks to Tim Erickson of Douglas County for serving as a member of the mileage subcommittee, a new member will be selected from the north.

Rich Sanders, Polk County, offered to serve on the Mileage Subcommittee.

- D. Thank the outgoing district representatives:

Ryan Odden, Wadena County – district 3
Mark Daly, Faribault County – district 7
Jeff Marlowe, Renville County – district 8

- E. Comments from Kristine/Chris

MnDOT continue teleworking until end of June 2021.

- F. Entertain motion for adjournment at approximately 2:25pm
Motion to approve: Mark Daly, Faribault County
Second: Mark Krebsbach, Dakota County
Motion Carried Unanimously.

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

Spring 2021

BE IT RESOLVED:

ADMINISTRATIVE

Improper Needs Report

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

Type of Needs Study

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

Appearance at Screening Board

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

Construction Cut Off Date

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

Screening Board Vice-chair

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

Screening Board Meeting Dates and Locations

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

Screening Board Secretary

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

Research Account

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

Annual District Meeting

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

General Subcommittee

That the Screening Board Chair appoints a Subcommittee to:

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

The Subcommittee will make recommendations to the Screening Board.

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

Mileage Subcommittee

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

NEEDS ADJUSTMENTS

Restriction of 25-Year Construction Needs

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

County State Aid Construction Fund Balances

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

Minimum County Adjustment

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

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

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

Money Needs Adjustment

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

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

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

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

MILEAGE

CSAH Mileage Limitations

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

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

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

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

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

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

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

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

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

TRAFFIC

Traffic Projection Factors

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

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

ROAD NEEDS

Method of Study

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

Storm Sewer

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

Construction Accomplishments

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

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

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

Additional Interchange Needs

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

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

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

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

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

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

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

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

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

County Engineers

- 001 John Welle**
D3 Aitkin County Engineer
1211 Air Park Drive
Aitkin, MN 56431
Main: 218-927-3741
Email: jwelle@co.aitkin.mn.us
Fax: 218-927-2356
- 002 Joe MacPherson**
D5 Anoka County Engineer
Anoka County Highway Dept
1440 Bunker Lake Blvd NW
Andover, MN 55304
Main: 763-324-3199
Email: joe.macpherson@co.anoka.mn.us
Fax: 763-324-3020
- 003 Jim Olson**
D4 Becker County Engineer
200 State Street East
Detroit Lakes, MN 56501
Main: 218-846-7200
Email: jdolson@co.becker.mn.us
Fax: 218-846-2360
- 004 Bruce Hasbargen**
D2 Beltrami County Engineer
2491 Adams Avenue NW
Bemidji, MN 56601
Main: 218-333-8173
Email: bruce.hasbargen@co.beltrami.mn.us
Fax: 218-333-4280
- 005 Chris Byrd**
D3 Benton County Engineer
7752 Highway 25 NE
PO Box 247
Foley, MN 56329
Main: 320-968-5054
Email: cbyrd@co.benton.mn.us
Fax: 320-968-5333
- 006 Todd Larson**
D4 Big Stone County Engineer
843 O'Neill Street
Ortonville, MN 56278
Main: 320-839-2594
Email: todd.larson@co.big-stone.mn.us
Fax: 320-839-3747
- 007 Ryan Thilges**
D7 Blue Earth County Engineer
35 Map Drive
PO Box 3083
Mankato, MN 56002-3083
Main: 507-304-4031
Email: ryan.thilges@blueearthcountymn.gov
Fax:
- 008 Wayne Stevens**
D7 Brown County Engineer
1901 N Jefferson Street
New Ulm, MN 56073
Main: 507-233-5700
Email: wayne.stevens@co.brown.mn.us
Fax: 507-354-6857
- 009 JinYeene Neumann**
D1 Carlton County Engineer
1630 County Road 61
Carlton, MN 55718
Main: 218-384-9154
Email: jinyeene.neumann@co.carlton.mn.us
Fax: 218-384-9123
- 010 Lyndon Robjent**
D5 Carver County Engineer
11360 Highway 212, Suite 1
Cologne, MN 55322-0300
Main: 952-466-5206
Email: lrobjent@co.carver.mn.us
Fax: 952-466-5223

County Engineers

011 Darrick Anderson
D3 Cass County Engineer
8045 County 12 NW
PO Box 579
Walker, MN 56484
Main: 218-547-5201
Email: darrick.anderson@co.cass.mn.us
Fax: 218-547-1099

012 Jeremy Gilb
D8 Chippewa County Engineer
902 N 17th Street
Montevideo, MN 56265
Main: 320-269-2151
Email: jeremy.gilb@chippewa.mn
Fax: 320-269-2153

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

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

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

016 Robert Hass
D1 Cook County Engineer
609 E 4th Avenue
Grand Marais, MN 55604-1150
Main: 218-387-3014
Email: robert.hass@co.cook.mn.us
Fax: 218-387-3012

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

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

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

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

County Engineers

- 021 Tim Erickson**
D4 Douglas County Engineer
526 Willow Drive
PO Box 398
Alexandria, MN 56308
Main: 320-762-2967
Email: time@co.douglas.mn.us
Fax: 320-762-2998
- 022 Mark Daly**
D7 Faribault County Engineer
727 East 5th Street
PO Box 325
Blue Earth, MN 56013
Main: 507-526-4288
Email: mark.daly@co.faribault.mn.us
Fax:
- 023 Ron Gregg**
D6 Fillmore County Engineer
909 Houston Street NW
Preston, MN 55965
Main: 507-765-3854
Email: rgregg@co.fillmore.mn.us
Fax: 507-765-4476
- 024 Philip Wacholz**
D6 Freeborn County Engineer
3300 Bridge Avenue
Albert Lea, MN 56007
Main: 507-377-5188
Email: philip.wacholz@co.freeborn.mn.us
Fax: 507-377-5189
- 025 Gregory Isakson**
D6 Goodhue County Engineer
2140 Pioneer Road
Red Wing, MN 55066
Main: 651-385-3025
Email: greg.isakson@co.goodhue.mn.us
Fax: 651-388-8437
- 026 Tracey Von Bargen**
D4 Grant County Engineer
224 3rd Street SE
PO Box 1005
Elbow Lake, MN 56531-1005
Main: 218-685-8300
Email: tracey.vonbargen@co.grant.mn.us
Fax: 218-685-5347
- 027 Carla Stueve**
D5 Hennepin County Engineer
1600 Prairie Drive
Medina, MN 55340-5421
Main: 612-596-0356
Email: carla.stueve@hennepin.us
Fax: 763-478-4000
- 028 Brian Pogodzinski**
D6 Houston County Engineer
1124 E Washington Street
Caledonia, MN 55921
Main: 507-725-3925
Email: brian.pogodzinski@co.houston.mn.us
Fax: 507-725-5417
- 029 Jed Nordin**
D2 Hubbard County Engineer
101 Crocus Hill Street
Park Rapids, MN 56470-9201
Main: 218-732-3302
Email: jnordin@co.hubbard.mn.us
Fax: 218-732-7640
- 030 Richard Heilman**
D3 Isanti County Engineer
232 North Emerson
Cambridge, MN 55008
Main: 763-689-1870
Email: rheilman@highway.co.isanti.mn.us
Fax:

County Engineers

- 031 Karin Grandia**
D1 Itasca County Engineer
County Courthouse
123 4th Street NE
Grand Rapids, MN 55744-2600
Main: 218-327-7389
Email: karin.grandia@co.itasca.mn.us
Fax: 218-327-0688
- 032 Tim Stahl**
D7 Jackson County Engineer
53053 780th Street
Jackson, MN 56143
Main: 507-847-2525
Email: tim.stahl@co.jackson.mn.us
Fax: 507-847-2539
- 033 Chad A Gramentz**
D3 Kanabec County Engineer
903 East Forest Avenue
Mora, MN 55051
Main: 320-679-6300
Email: chad.gramentz@co.kanabec.mn.us
Fax: 320-679-6304
- 034 Mel Odens**
D8 Kandiyohi County Engineer
1801 East Highway 12
Willmar, MN 56201
Main: 320-235-3266
Email: mel.odens@kcmn.us
Fax: 320-235-0055
- 035 Vacant**
D2 Kittson County Engineer
401 2nd St. SW
Hallock, MN 56728
Main: 218-843-2686
Email:
Fax: 218-843-2488
- 036 David Reimer**
D1 Koochiching County Engineer
Courthouse Annex
715 4th Street
International Falls, MN 56649
Main: 218-283-1186
Email: dave.reimer@co.koochiching.mn.us
Fax: 218-283-1188
- 037 Sam Muntean**
D8 Lac Qui Parle County Engineer
422 5th Avenue
#301
Madison, MN 56256
Main: 320-598-7252
Email: sam.muntean@lqpc.com
Fax: 320-598-3020
- 038 Jason DiPiazza**
D1 Lake County Engineer
601 Third Avenue
Two Harbors, MN 55616
Main: 218-834-8380
Email: jason.dipiazza@co.lake.mn.us
Fax: 218-834-8384
- 039 Anthony Pirkl**
D2 Lake Of The Woods County Engineer
306 8th Avenue SE
Suite 260
Baudette, MN 56623
Main: 218-634-1767
Email: anthony_p@co.lotw.mn.us
Fax: 218-634-1768
- 040 Dave Tiegs**
D7 Lesueur County Engineer
88 South Park Avenue
LeCenter, MN 56057
Main: 507-357-8204
Email: dtiegs@co.le-sueur.mn.us
Fax: 507-357-4520

County Engineers

- 041 Joe Wilson**
D8 Lincoln County Engineer
221 N Wallace Ave
PO Box 97
Ivanhoe, MN 56142
Main: 507-694-1124
Email: jwilson@co.lincoln.mn.us
Fax: 507-694-1101
- 042 Aaron Vanmoer**
D8 Lyon County Engineer
504 Fairgrounds Road
Marshall, MN 56258
Main: 507-532-8200
Email: aaronvanmoer@co.lyon.mn.us
Fax: 507-532-8216
- 044 Jon Large**
D4 Mahnommen County Engineer
1440 Highway 200
PO Box 399
Mahnommen, MN 56557
Main: 218-935-2296
Email: jon.large@co.mahnomen.mn.us
Fax: 218-935-2920
- 045 Lon Aune**
D2 Marshall County Engineer
447 S Main Street
Warren, MN 56762-1423
Main: 218-745-4381
Email: lon.aune@co.marshall.mn.us
Fax: 218-745-4570
- 046 Kevin Peyman**
D7 Martin County Engineer
1200 Marcus Street
Fairmont, MN 56031
Main: 507-235-3347
Email: kevin.peyman@co.martin.mn.us
Fax: 507-235-3689
- 043 John Brunkhorst**
D8 McLeod County Engineer
McLeod Co. Highway Dept.
1400 Adams Street SE
Hutchinson, MN 55350
Main: 320-484-4321
Email: john.brunkhorst@co.mcleod.mn.us
Fax: 320-234-6971
- 047 Phil Schmalz**
D8 Meeker County Engineer
422 S Johnson Drive
Litchfield, MN 55355-4549
Main: 320-693-5362
Email: phillip.schmalz@co.meeker.mn.us
Fax: 320-693-5369
- 048 Neal Knopik**
D3 Mille Lacs County Engineer
635 2nd Street SE
Milaca, MN 56353
Main: 320-983-8264
Email: neal.knopik@millelacs.mn.gov
Fax: 320-983-8383
- 049 Steve Backowski**
D3 Morrison County Engineer
213 1st Avenue SE
Little Falls, MN 56345-3196
Main: 320-632-0121
Email: steveb@co.morrison.mn.us
Fax: 320-632-9510
- 050 Mike Hanson**
D6 Mower County Engineer
1105 8th Avenue NE
Austin, MN 55912
Main: 507-437-7718
Email: michal@co.mower.mn.us
Fax: 507-437-7609

County Engineers

- 051 Randy Groves**
D8 Murray County Engineer
3051 20th Street
Slayton, MN 56172-9212
Main: 507-836-6327
Email: rgroves@co.murray.mn.us
Fax: 507-836-8891
- 052 Seth Greenwood**
D7 Nicollet County Engineer
1700 Sunrise Drive
St Peter, MN 56082
Main: 507-931-1760
Email: seth.greenwood@co.nicollet.mn.us
Fax: 507-931-6978
- 053 Stephen P Schnieder**
D7 Nobles County Engineer
960 Diagonal Road
PO Box 187
Worthington, MN 56187-0187
Main: 507-295-5322
Email: sschnieder@co.nobles.mn.us
Fax: 507-372-8348
- 054 Keith Berndt**
D2 Norman County Engineer
814 East Main Street
Ada, MN 56510-1318
Main: 218-784-5443
Email: keith.berndt@co.norman.mn.us
Fax: 218-784-3430
- 055 Kaye Bieniek**
D6 Olmsted County Engineer
2122 Campus Drive SE
Rochester, MN 55904-4744
Main: 507-328-7070
Email: bieniek.kaye@co.olmsted.mn.us
Fax: 507-287-2320
- 056 Chuck Grotte**
D4 Otter Tail County Engineer
505 S Court Street
Suite 1
Fergus Falls, MN 56537
Main: 218-998-8475
Email: cgrotte@co.ottertail.mn.us
Fax: 218-998-8488
- 057 Michael Flaagan**
D2 Pennington County Engineer
250 125th Avenue NE
Thief River Falls, MN 56701
Main: 218-683-7017
Email: mflaagan@co.pennington.mn.us
Fax: 218-683-7016
- 058 Mark LeBrun**
D1 Pine County Engineer
405 Airport Road NE
Pine City, MN 55063
Main: 320-216-4203
Email: mark.lebrun@co.pine.mn.us
Fax: 320-629-6736
- 059 Nick Bergman**
D8 Pipestone County Engineer
600 4th Street NW
PO Box 276
Pipestone, MN 56164
Main: 507-825-1245
Email: nick.bergman@pcmn.us
Fax: 507-825-6712
- 060 Rich Sanders**
D2 Polk County Engineer
Polk County Highway Department
820 Old Highway 75 South
Crookston, MN 56716
Main: 218-470-8253
Email: rsanders@co.polk.mn.us
Fax: 218-281-3976

County Engineers

- 061 Brian Giese**
D4 Pope County Engineer
16139 State Highway 29
Glenwood, MN 56334
Main: 320-634-7745
Email: brian.giese@co.pope.mn.us
Fax: 320-634-4388
- 062 Ted Schoenecker**
D5 Ramsey County Engineer
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Main: 651-266-7116
Email: ted.schoenecker@co.ramsey.mn.us
Fax: 651-266-7110
- 063 Erik Hove**
D2 Red Lake County Engineer
204 7th Street SE
Red Lake Falls, MN 56750
Main: 218-253-2697
Email: ehove@co.red-lake.mn.us
Fax: 218-253-2954
- 064 Anthony Sellner**
D8 Redwood County Engineer
1820 East Bridge Street
PO Box 6
Redwood Falls, MN 56283
Main: 507-637-4056
Email: anthony_s@redwood.mn.us
Fax: 507-637-4068
- 065 Jeff Marlowe**
D8 Renville County Engineer
Renville County Public Works Department
105 South 5th Street, Room 319
Olivia, MN 56277
Main: 320-523-3759
Email: jeffma@renvillecountymn.com
Fax: 320-523-3755
- 066 Dennis Luebbe**
D6 Rice County Engineer
610 NW 20th Street
Faribault, MN 55021
Main: 507-210-7786
Email: dluebbe@co.rice.mn.us
Fax: 507-332-8335
- 067 Mark Sehr**
D7 Rock County Engineer
1120 N Blue Mound Avenue
PO Box 808
Luverne, MN 56156-0808
Main: 507-283-5010
Email: mark.sehr@co.rock.mn.us
Fax: 507-283-5012
- 068 Vacant**
D2 Roseau County Engineer
407 5th Avenue NW
Roseau, MN 56751
Main: 218-463-2063
Email:
Fax: 218-463-2064
- 070 Tony Winiecki**
D5 Scott County Engineer
600 Country Trail East
Jordan, MN 55352-9339
Main: 952-496-8008
Email: twiniecki@co.scott.mn.us
Fax: 952-496-8365
- 071 Andrew Witter**
D3 Sherburne County Engineer
13880 Business Center Dr. NW
Elk River, MN 55330-1692
Main: 763-765-3300
Email: andrew.witter@co.sherburne.mn.us
Fax: 763-765-3366

County Engineers

072 Tim Becker
D7 Sibley County Engineer
SCSC, 111 8th Street
PO Box 897
Gaylord, MN 55334
Main: 507-237-4092
Email: timb@co.sibley.mn.us
Fax: 507-237-4356

073 Jodi A Teich
D3 Stearns County Engineer
455 28th Avenue South
PO Box 246
Waite Park, MN 56387
Main: 320-255-6180
Email: jodi.teich@co.stearns.mn.us
Fax: 320-255-6186

075 Todd Larson
D4 Stevens County Engineer
1762 State Hwy 9
PO Box 191
Morris, MN 56267-0191
Main: 320-589-7430
Email: toddlarson@co.stevens.mn.us
Fax:

077 Loren Fellbaum
D3 Todd County Engineer
Todd County Public Works
44 Riverside Drive
Long Prairie, MN 56347
Main: 320-732-2722
Email: loren.fellbaum@co.todd.mn.us
Fax: 320-732-4525

079 Dietrich Flesch
D6 Wabasha County Engineer
821 Hiawatha Drive W
Wabasha, MN 55981
Main: 651-565-3366
Email: dflesch@co.wabasha.mn.us
Fax: 651-565-4696

069 Jim Foldesi
D1 St. Louis County Engineer
4787 Midway Road
Duluth, MN 55811-9794
Main: 218-625-3830
Email: foldesij@stlouiscountymn.gov
Fax: 218-625-3888

074 Greg Ilkka
D6 Steele County Engineer
3000 Hoffman Dr NW
PO Box 890
Owatonna, MN 55060-0890
Main: 507-444-7671
Email: gregory.ilkka@co.steele.mn.us
Fax: 507-444-7684

076 Andy Sander
D4 Swift County Engineer
1635 Hoban Avenue
Benson, MN 56215
Main: 320-842-5251
Email: andrew.sander@co.swift.mn.us
Fax: 320-843-3543

078 Chad Gillespie
D4 Traverse County Engineer
708 3rd Avenue N
PO Box 485
Wheaton, MN 56296
Main: 320-563-4848
Email: chad.gillespie@co.traverse.mn.us
Fax: 320-563-8734

080 Ryan Odden
D3 Wadena County Engineer
221 Harry Rich Drive
Wadena, MN 56482-2411
Main: 218-631-7636
Email: ryan.odden@co.wadena.mn.us
Fax: 218-631-7638

County Engineers

081 Al (Interim) Forsberg
D7 Waseca County Engineer
1495 5th Street SE
PO Box 487
Waseca, MN 56093
Main: 507-461-7566
Email: alan.forsberg@co.waseca.mn.us
Fax:

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

083 Teal Spellman
D7 Watonwan County Engineer
1304 7th Avenue S
St James, MN 56081
Main: 507-942-2200
Email: teal.spellman@co.watonwan.mn.us
Fax: 507-375-1301

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

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

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

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