

# 2022 COUNTY SCREENING BOARD DATA



**Spring 2022**



# The State Aid Program Mission

## Mission Statement:

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

## Program Goals:

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

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

## Key Program Concepts:

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

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

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

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

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

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

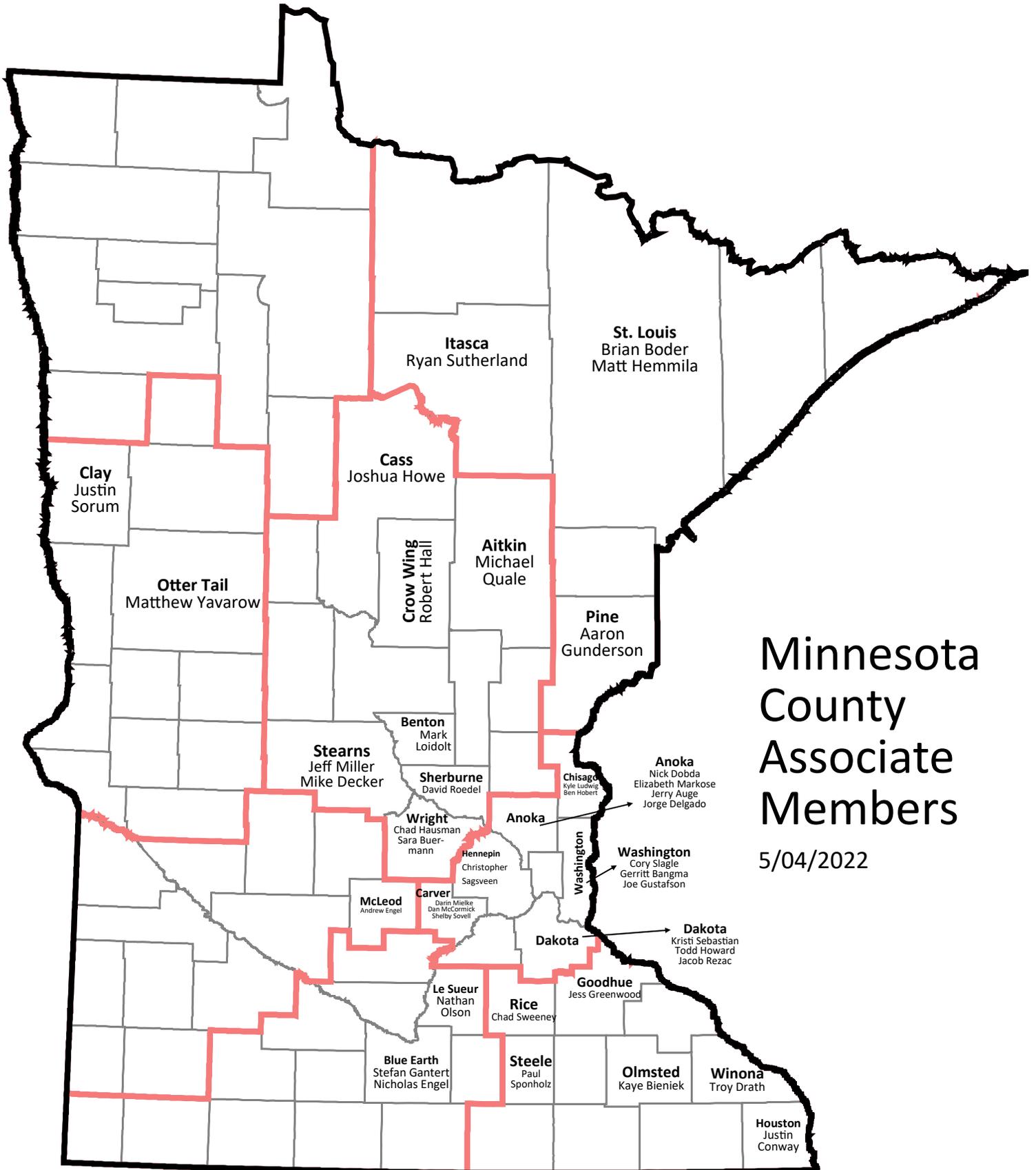




# Minnesota County Highway Engineers

5/4/2022





# Minnesota County Associate Members

5/04/2022



## 2022 COUNTY SCREENING BOARD

Dave Reimer	(22-23)	Koochiching County	District 1
Erik Hove	(21-22)	Red Lake County	District 2
Chad Gramentz	(21-22)	Kanabec County	District 3
Chad Gillespie	(22-23)	Traverse County	District 4
Lyndon Robjent	(22-25)	Carver County	Metro
Joe Triplett	(20-23)	Chisago County	Metro
Greg Ilkka	(21-22)	Steele County	District 6
Ryan Thilges - Chair	(21-22)	Blue Earth County	District 7
Mel Odens	(21-22)	Kandiyohi County	District 8
Joe MacPherson	Permanent	Anoka County	Urban
Erin Laberee	Permanent	Dakota County	Urban
Carla Stueve	Permanent	Hennepin County	Urban
John Mazzitello	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
Andrew Witter, Secretary	(20-23)	Sherburne County	

## 2022 SCREENING BOARD ALTERNATES

Robbie Hass	Cook County	District 1
AJ Pirkl	Lake of the Woods County	District 2
Chris Byrd	Benton County	District 3
Chuck Grotte	Otter Tail County	District 4
Tony Winiacki	Scott County	Metro
Phil Wacholz	Freeborn County	District 6
Nick Klisch	Cottonwood County	District 7
Sam Muntean	Lac qui Parle County	District 8

## 2022 CSAH MILEAGE SUBCOMMITTEE

Lyndon Robjent	October 2022	Carver County
Rich Sanders	October 2023	Polk County
Greg Ilkka	October 2024	Steele County

## 2022 CSAH GENERAL SUBCOMMITTEE

Tony Winiacki	June 2022	Scott County
Dave Overbo	June 2023	Clay County
Teal Spellman	June 2024	Watonwan County
Brian Giese		Pope County - NTF Chair



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

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



# **Introduction**

**Spring 2022**

The primary task of the Screening Board spring meeting is to establish new unit prices to be used for the 2022 County State Aid Highway Needs Study.

As in other years, to keep the five-year average unit price study current, we have removed the 2016 construction projects and added the 2021 construction projects. The awarded bids on all state aid and federal aid projects, let between 2017 and 2021, are the basic source of information for compiling the data used for computing the recommended 2022 unit prices. The needs application calculates the construction, ROW and preservation costs for each county.

Minutes of the General Subcommittee meeting held May 2, 2022 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

May 2, 2022

TEAMS Meeting 1:00 pm

Attendees: Tony Winiecki, Scott County – Metro  
Dave Overbo, Clay County – North  
Teal Spellman, Watonwan County - South  
Brian Giese, Pope County – NTF GM  
Kim DeLaRosa, State Aid  
Nick Sorgaard, State Aid

The General Subcommittee met to recommend unit prices for the 2022 Spring Screening Board meeting.

## Unit Prices

The Subcommittee recommends the following unit prices to be used for the 2022 needs computation:

### Rail Protection Cost

	<u>2021</u>	<u>2022</u>
Signs	\$2,000	\$2,000
Signals Only	\$300,000	\$300,000
Signals & Gates	\$350,000	\$350,000
RR X-ing surfacing	\$1,750	\$2,250

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 using a cost \$250,000 for 2022. The MSAS unit is using a system cost of \$249,034 based on applying the Engineering Construction Cost Index of 7.4% to their 2021 cost of \$231,875. The MSAS unit does a unit cost study every three years and applies the construction cost index on the off years. The general subcommittee recognizes there are additional costs from county owned material not reflected in bid costs which make it difficult for the needs unit to capture a complete cost.

## **Bridges**

The average local bridge(s) cost from 2017-2021 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 2017-2021 bridge construction are:

\$181/sq. ft. for 0-149 ft. bridges

\$157/sq. ft. for 150+ ft. bridges

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 \$18.92 per ft<sup>3</sup>. 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 \$11.00 ton.

Due to the inconsistency of gravel reporting the sub-committee is recommending the needs unit collect virgin class 5 and shoulder material from state aid approved contracts to provide a more consistent cost method across the state. The sub-committee can then evaluate the appropriate gravel surface cost.

## Other Topics Discussed

The General Subcommittee discussed if and how roundabouts constructed on the CSAH system should be accounted for in the Needs Calculation System.

### Background:

The construction of roundabouts was not specifically considered or addressed in the most recent revision of the needs calculation system. However, the construction of roundabouts on the CSAH system has become more common over time and a Screening Board decision about how to account for their construction costs in the needs calculation is needed. The General Subcommittee has wrestled with this topic over the past couple years and is providing a summary of those discussions with options to be considered by the Screening Board.

Currently the costs associated with the construction of a roundabout are included in the grading costs for a construction project that includes construction of a sufficiently long enough segment of County State Aid Highway. For example, if a county constructed a mile of CSAH that included the construction of a roundabout, all of the associated construction costs are included in the cost per mile unit costs for that segment. However, projects that only include the construction of a roundabout at a CSAH intersection are not used in the calculation of a construction unit cost. The primary reasons for this are: (1) It is difficult to separate the costs associated with construction of a roundabout as part of a larger road construction plan. (2) There is not clear guidance how to determine the appropriate segment length of a stand-alone roundabout project in order to calculate a unit construction cost per mile. (3) It is assumed that the unit cost for construction of a roundabout will greatly exceed the average unit construction cost for road segments.

### Options Considered:

- 1) Keep current practice of including roundabout construction costs as part of qualifying road construction projects, but not include stand-alone roundabout construction project costs.

Pros: This requires no change to the existing Needs Calculation System and is fairly simple to administer as a rule.

Cons: There is an inequity when the construction of some roundabouts are included, and others are not. This could create incentives for those who chose to construct segments of road when planning to construct a roundabout and the Needs Calculation System should not be a driving force in why or how certain projects are designed.

- 2) Assign a segment length to stand-alone construction projects (presumably sum of total project length in each direction or along each leg), calculate a unit cost per mile for the construction of said roundabout, then include those unit costs in the construction cost category for the appropriate length and traffic category of the CSAH routes associated with the roundabout.

Pros: This captures the cost of constructing roundabouts on the CSAH system, regardless of the inclusion in a 'longer' road construction plan. Often roundabouts eliminate a signal system, which are costs currently accounted for in the Needs Calculation System. It appears there is an inequity if a signal system is removed from the Needs Calculation System by the construction of a roundabout and the costs associated with the roundabout are not included. This option will not require changes to the Needs Calculation System, just changes in practice as to what costs are included.

Cons: Assuming a stand-alone roundabout construction project will result in higher unit construction costs per mile, these projects will 'inflate' the construction costs applied to every mile within the associated traffic category.

- 3) Treat roundabout intersections as 'nodes' in the Needs Calculation System, similar to how traffic signals are included. This option would result in a 'per leg' cost associated with existing roundabouts. The unit cost per leg would be recommended by the General Subcommittee each year.

Pros: This provides an opportunity to treat all roundabouts the same around the state, separately of the construction cost element. This allows for inclusion of legs of roundabouts associated with CSAH routes even if the intersection is with a TH or other local road off the CSAH system.

Cons: This would require changes to the Needs Calculation System program. This would require either removing the roundabout construction costs from road construction projects or removing the assumed reconstruction costs associated with any roundabout constructed as part of a road construction project. Similar to traffic signals, the unit cost would not be specific to size, but rather a statewide unit price based on an assumed average cost per leg. This would also cause a problem with mileage, as roundabouts are drawing the full reconstruction and preservation need.

#### Recommendation:

The General Subcommittee is recommending Option 2. The principal reason for this recommendation is that it is the easiest to implement while addressing the inequity associated with some roundabout construction being included in the needs calculations and some not included. When considering the concern regarding the potential for 'inflated' construction unit costs applied to all miles within a traffic category, the General Subcommittee felt there are sufficient adjustments built into the needs calculation system that will safeguard against significant variations in unit costs in any given county. We also anticipate the length of the roundabout projects will represent a relatively low percentage of the mileage used in the construction cost calculations. The committee recognized that any given project is only included

in the needs calculations for a period of 5 years. Finally, it was discussed that most counties do not construct a sufficient amount of miles in a 5-year period to fulfill the minimum construction cost sample size and the prices will be spread to other neighboring counties, which will soften the effect of including the roundabout construction costs. All these reasons along with the goal of keeping the needs calculation system as simple as possible are the reasons the General Subcommittee recommends Option 2.

# Proposed Unit Prices

## Spring 2022

		2018	2019	2020	2021	2022
<b>RR x-ing Protection items:</b>						
<b>Signs</b>	Each	\$1,500	\$1,500	\$1,500	\$2,000	\$2,000
<b>Signals</b>	Each	\$275,000	\$275,000	\$275,000	\$300,000	\$300,000
<b>Signals &amp; gates</b>	Each	\$325,000	\$325,000	\$325,000	\$350,000	\$350,000
<b>Surfacing</b>	Lin. Ft.	\$1,350	\$1,350	\$1,350	\$1,750	\$2,250
<b>Traffic signals</b>	Leg	\$56,250	\$56,250	\$56,250	\$61,250	\$62,500
<b>Bridge &lt;150</b>	Sq. Ft.	\$155	\$163	\$169	\$173	\$181
<b>Bridge &gt;150</b>	Sq Ft.	\$146	\$147	\$141	\$141	\$157
<b>Culverts</b>	Cu. ft.	\$15.75	\$16.61	\$17.44	\$18.01	\$18.92
<b>Gravel</b>	Ton	10.01*	\$10.01	\$10.01	\$10.75	\$11.00

\*Generated by the application.

Signals based on a \$250,000 system.

## Memo

**Date:** 04/21/2022

**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 2022 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)	\$2,000 - \$2,500 per track ft.

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

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

## 2022 UNIT PRICE RECOMMENDATIONS

*for the January 2023 distribution*

Needs Item		2021 MSB Approved Prices for the 2022 Distribution	7.4% ENR Construction Cost Index for Dec. 2021	2022 NSS Recommended Prices for 2023 Distribution	2022 MSB Approved Prices for the 2023 Distribution
Grading (Excavation)	Cu. Yd.	\$10.64	\$11.43	<b>\$11.43</b>	
Aggregate Base	Ton	18.00	19.33	<b>19.33</b>	
All Bituminous	Ton	72.00	77.33	<b>77.33</b>	
Sidewalk Construction	Sq. Ft.	7.24	7.78	<b>7.78</b>	
Curb and Gutter Construction	Lin.Ft.	20.00	21.48	<b>21.48</b>	
Traffic Signals	Per Sig	231,875	249,034	<b>249,034</b>	
Street Lighting	Mile	100,000	NA	<b>100,000</b>	
Engineering	Percent	22	NA	<b>22</b>	
All Structures (includes both bridges and box culverts)	Sq. Ft.	90.70	NA	<b>98.58</b>	
<b>Storm Sewer (based on ADT)</b>	Per Mile				
0 ADT & Non Existing		185,600	199,400	<b>199,400</b>	
1-499		189,200	203,200	<b>203,200</b>	
500-1,999		199,700	214,500	<b>214,500</b>	
2,000-4,999		210,300	225,900	<b>225,900</b>	
5,000-8,999		224,400	241,000	<b>241,000</b>	
9,000-13,999		235,000	252,400	<b>252,400</b>	
14,000-24,999		249,100	267,600	<b>267,600</b>	
25,000 and over		263,200	282,700	<b>282,700</b>	

# Bridge Projects 2017-2020

Spring 2022

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

## BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2017	34529	SP 034-605-030	32.67	C-SLAB	2,013	\$434,736	\$216
2017	50596	SAP 050-628-009	38.75	PCB	1,525	241,256	158
2017	18533	SAP 018-597-009	48.17	PCB	1,060	262,054	247
2017	69A54	SAP 069-641-004	58.92	PCB	2,097	440,298	210
2017	17535	SAP 017-604-020	60.00	PCB	1,860	218,311	117
2017	66558	SAP 066-621-005	64.92	PCB	2,554	352,360	138
2017	69A40	SAP 069-599-041	67.69	C-SLAB	2,121	469,407	221
2017	23594	SP 023-601-024	68.53	PCB	2,947	391,106	133
2017	10551	SAP 010-661-006	69.92	PCB	5,722	953,178	167
2017	69A46	SAP 069-652-017	71.38	PCB	2,236	405,818	181
2017	24563	SAP 024-604-014	74.92	PCB	2,647	362,073	137
2017	69A27	SP 069-597-007	75.67	PCB	3,322	844,151	254
2017	50593	SAP 050-598-004	76.00	PCB	2,685	339,565	126
2017	42576	SAP 042-600-003	77.67	C-SLAB	2,227	543,564	244
2017	64594	SAP 064-608-028	79.17	PCB	3,088	416,590	135
2017	65571	SAP 065-599-074	80.90	PCB	2,831	289,589	102
2017	67569	SAP 067-598-016	83.67	C-SLAB	2,957	296,183	100
2017	22606	SAP 022-599-100	84.00	PCB	2,968	461,577	156
2017	28557	SAP 028-619-001	87.34	PCB	3,200	392,774	123
2017	42578	SAP 042-600-003	89.67	C-SLAB	2,571	580,922	226
2017	31575	SAP 031-598-024	90.17	PCB	3,186	408,346	128
2017	37555	SAP 037-599-107	97.00	C-SLAB	3,427	386,747	113
2017	42577	SAP 042-600-003	99.67	C-SLAB	2,858	640,719	224
2017	69A50	SAP 069-597-008	100.21	PCB	3,724	864,629	232
2017	74560	SAP 074-599-031	104.00	PCB	3,675	374,987	102
2017	77536	SAP 077-601-021	104.17	PCB	3,889	463,371	119
2017	14557	SAP 014-598-068	104.67	C-SLAB	3,280	396,884	121
2017	25619	SAP 025-599-116	111.92	PCB	3,283	346,477	106
2017	14558	SAP 014-599-102	118.73	C-SLAB	3,721	409,957	110
2017	32576	SP 032-624-035	123.00	PCB	4,838	521,501	108
2017	67570	SAP 067-617-011	128.67	C-SLAB	4,547	541,874	119
<b>2017 Average Cost per Square Foot</b>							<b>\$157</b>
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

# Bridge Projects 2017-2020

Spring 2022

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

# Bridge Projects 2017-2020

Spring 2022

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	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
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
<b>2019 Average Cost per Square Foot</b>							<b>\$186</b>
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
<b>2020 Average Cost per Square Foot</b>							<b>\$174</b>
2021	66561	SAP 066-598-022	52.77	C-SLAB	2,058	406,919	\$198
2021	69A73	SAP 069-621-036	53.50	PCB	2,525	768,640	304
2021	29535	SAP 029-616-007	66.17	PCB	2,316	502,420	217
2021	36532	SP 036-598-028	69.67	C-SLAB	2,183	488,050	224
2021	64591	SAP 064-598-025	70.17	PCB	2,421	322,405	133

# Bridge Projects 2017-2020

Spring 2022

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.
2021	69A77	SAP 069-659-003	71.92	PCB	2,254	460,597	204
2021	69A81	SP 069-651-003	74.17	PCB	2,324	653,764	281
2021	09537	SAP 009-600-005	74.47	C-SLAB	2,308	574,093	249
2021	25621	SAP 025-599-092	77.92	PCB	2,260	371,590	164
2021	65570	SAP 065-598-023	81.17	PCB	2,868	393,611	137
2021	01533	SAP 001-612-023	82.77	C-SLAB	3,187	612,265	192
2021	68545	SAP 068-613-024	83.50	PCB	2,923	604,527	207
2021	66560	SAP 066-598-021	83.67	C-SLAB	3,263	516,296	158
2021	59547	SAP 059-602-029	86.92	PCB	3,216	640,258	199
2021	60568	SAP 060-601-062	87.42	PCB	3,759	880,878	234
2021	69A86	SP 069-598-071	88.92	PCB	3,112	1,102,190	354
2021	07596	SAP 007-607-010	89.00	PCB	3,471	447,004	129
2021	69A76	SAP 069-598-068	89.00	PCB	2,789	685,597	246
2021	01534	SAP 001-598-014	89.67	C-SLAB	3,094	511,798	165
2021	32580	SAP 032-599-108	90.00	TTS	2,700	562,299	208
2021	20563	SAP 020-607-025	95.67	C-SLAB	3,348	606,172	181
2021	22623	SP 022-598-010	97.00	C-SLAB	3,007	455,832	152
2021	56545	SAP 056-608-028	97.19	C-SLAB	3,013	537,147	178
2021	14559	SAP 014-598-072	97.27	C-SLAB	3,013	535,015	178
2021	22622	SP 022-621-027	98.00	PCB	3,430	568,818	166
2021	51539	SAP 051-598-012	98.00	PCB	3,430	518,852	151
2021	27C61	SP 027-615-025	98.17	PCB	4,205	1,058,512	252
2021	25618	SP 025-598-021	98.81	PCB	3,459	642,729	186
2021	28558	SAP 028-599-094	98.92	PCB	3,066	486,643	159
2021	38534	SP 038-609-013	104.75	PCB	3,666	820,766	224
2021	34531	SP 034-602-037	105.67	C-SLAB	4,121	726,199	176
2021	69A72	SP 069-665-008	108.25	PCB	3,861	873,272	226
2021	69A63	SAP 069-598-066	108.69	C-SLAB	3,406	766,642	225
2021	32579	SAP 032-599-104	112.00	TTS	3,360	642,527	191
2021	69A83	SP 069-665-009	119.25	PCB	3,697	941,622	255
2021	69A85	SP 069-598-073	124.02	PCB	4,341	2,180,820	502
2021	35540	SAP 035-606-024	126.50	C-SLAB	4,934	1,059,874	215
2021	59548	SAP 059-620-004	139.67	C-SLAB	6,088	1,088,869	179
2021	85577	SAP 085-605-021	141.67	PCB	5,006	713,748	143
2021	31576	SAP 031-598-021	146.54	PCB	5,130	1,085,216	212
<b>2021 Average Cost per Square Foot</b>							<b>\$209</b>
<b>TOTAL</b>							<b>\$181</b>

## Bridge Projects 2017-2020

Spring 2022

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.
2017	43561	SAP	043-599-043	160.38	PCB	5,667	\$867,902	\$153
2017	31574	SAP	031-598-025	175.17	PCB	5,489	\$1,050,133	191
2017	03513	SAP	003-607-022	192.17	PCB	9,624	\$2,038,065	212
2017	87563	SP	087-598-025	252.42	PCB	8,919	\$951,385	107
2017	13526	SAP	013-620-026	354.17	PCB	15,348	1,782,433	116
<b>2017 Average Cost per Square Foot</b>								<b>\$156</b>
2018	17537	SAP	017-607-020	159.00	C-SLAB	6,837	\$892,953	\$131
2018	71532	SAP	071-603-023	170.84	PCB	7,346	843,391	115
<b>2018 Average Cost per Square Foot</b>								<b>\$123</b>
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
<b>2019 Average Cost per Square Foot</b>								<b>\$157</b>
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
<b>2020 Average Cost per Square Foot</b>								<b>\$122</b>
2021	01535	SAP	001-618-005	151.00	C-SLAB	5,285	765,021	145
2021	28560	SAP	028-599-099	158.61	C-SLAB	4,917	676,546	138
2021	85583	SAP	085-626-023	175.56	PCB	6,847	1,151,858	168
2021	69A82	SP	069-733-029	182.38	PCB	6,444	1,627,212	253
2021	27C62	SP	027-681-038	223.48	PCB	8,130	2,418,237	297
2021	02584	SP	002-611-036	223.97	PCB	20,269	5,267,610	260
2021	69A74	SP	069-614-023	236.42	PCB	10,619	2,429,838	229
2021	69A84	SP	069-598-072	244.31	PCB	8,551	2,476,353	290
2021	45579	SP	045-622-004	258.00	PCB	9,030	1,559,814	173
2021	27C64	SP	027-681-038	293.96	PCB	10,290	3,892,296	378
2021	27C63	SP	027-681-038	369.92	PCB	17,950	3,261,792	182
<b>2021 Average Cost per Square Foot</b>								<b>\$228</b>
<b>Overall Average Cost per Square Foot</b>								<b>\$157</b>

## Culvert Costs 2017-2021

Spring 2022

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 2017

Total Number of Culvert Projects	99
Average Barrel Length (LF)	58'
Average Barrel Cost (\$/LF)	\$945
Average End Section Cost (\$/EA)	\$13,030
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
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
Average Total Barrel Volume (CF)	8,725
Average Barrel Volume Cost (\$/CF)	\$19.72

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

Total Number of Culvert Projects	95
Average Barrel Length (LF)	63'
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

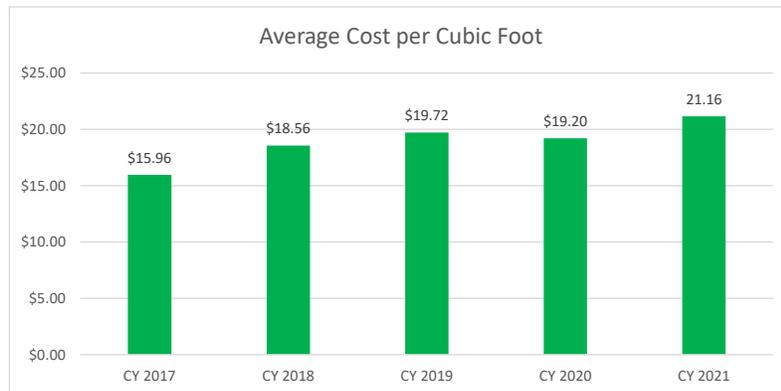
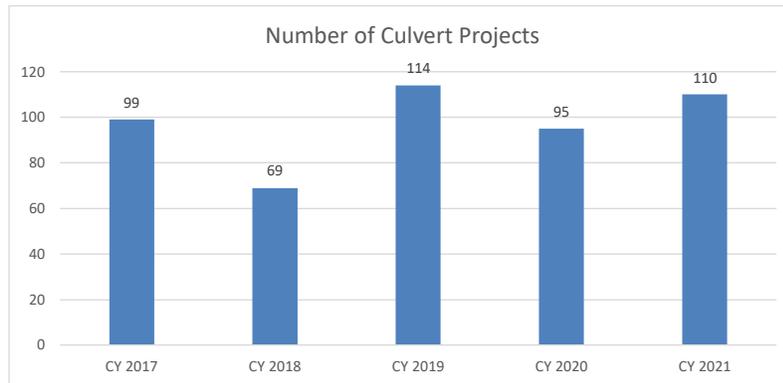
# Culvert Costs 2017-2021

Spring 2022

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 2021

Total Number of Culvert Projects	110
Average Barrel Length (LF)	62'
Average Barrel Cost (\$/LF)	\$1,294
Average End Section Cost (\$/EA)	\$18,269.00
Average Total Barrel Volume (CF)	10,094
Average Barrel Volume Cost (\$/CF)	\$21.16
5 year Average Unit Cost	\$18.92



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

# Gravel Surface Preservation Cost

Spring 2022

Project Number	Gravel Cost	Gravel Tons	Award Date	Unit Cost	
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	**
	<b>2,393,704.61</b>	<b>282,883</b>		<b>8.46</b>	8.43
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	**
	<b>2,569,118.66</b>	<b>259,477</b>		<b>9.90</b>	10.16
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	
	<b>2,565,404.60</b>	<b>267,168</b>		<b>9.60</b>	10.77
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	
	<b>3,054,697.14</b>	<b>249,867</b>		<b>12.23</b>	13.55
Becker	103,700.00	6,800	2021	15.25	
Beltrami	164,874.50	9,800		16.82	
	122,255.00	11,970		10.21	
Cass				17.97	
Clay	827,833.00	111,650		7.41	
Dodge				20.81	
Faribault	106,212.00	8,040		13.21	
Fillmore	259,708.46	27,608		9.41	
Kanabec	753,797.12	73,613		10.24	
Lake	153,304.00	8,466		18.11	
Lake of Woods	99,190.70	4,388		22.60	
Mower	235,220.00	19,000		12.38	
Polk	393,886.00	35,700		11.03	
Pope	188,652.77	21,157		8.92	
Red Lake	114,678.00	8,280		13.85	
	736,582.72	46,946		15.69	
Rock				9.15	
				4.72	
St. Louis	198,497.20	17,336		11.45	
	50,527.40	4,246		11.90	
	1,666.50	110		15.15	
	65,728.00	6,320		10.40	
	50,937.50	3,125		16.30	
	189,015.70	13,358		14.15	
Todd	245,756.00	23,450		10.48	
Wadena	207,504.00	14,784		14.04	
Yellow Med.	944,781.00	108,711		8.69	
	<b>6,214,307.57</b>	<b>584,857</b>		<b>10.63</b>	12.98
<b>Totals</b>	<b>\$16,797,232.58</b>	<b>1,644,252</b>		<b>\$10.22</b>	11.01

\* does not include state wages  
 \*\* Stockpile delivered  
 # Houston \$1.65 ton to apply  
 Fillmore County material and haul only

# Bituminous Surface Preservation Cost

Spring 2022

	2018	2019	2020	2021*
County	Bituminous Cost/Ton	Bituminous Cost/Ton	Bituminous Cost/Ton	Bituminous Cost/Ton
Carlton	\$45.65	\$45.92	\$44.27	\$44.18
Cook	\$50.10	\$51.41	\$51.64	\$57.74
Itasca	\$43.38	\$42.93	\$42.02	\$43.59
Koochiching	\$52.89	\$54.63	\$55.90	\$62.15
Lake	\$54.13	\$52.50	\$52.03	\$52.68
Pine	\$44.71	\$43.35	\$44.14	\$46.32
St Louis	\$46.21	\$47.06	\$47.93	\$50.38
Beltrami	\$48.97	\$49.07	\$48.40	\$51.16
Clearwater	\$40.74	\$42.41	\$40.76	\$42.92
Hubbard	\$44.87	\$47.03	\$47.42	\$49.59
Kittson	\$47.23	\$44.74	\$45.26	\$45.52
Lake Of The Woods	\$47.67	\$45.81	\$45.57	\$47.39
Marshall	\$43.34	\$42.71	\$43.04	\$42.96
Norman	\$43.49	\$43.30	\$43.87	\$46.96
Pennington	\$41.30	\$40.54	\$41.50	\$42.40
Polk	\$46.96	\$47.58	\$47.59	\$48.66
Red Lake	\$47.71	\$48.14	\$48.20	\$49.10
Roseau	\$47.59	\$48.53	\$47.95	\$49.66
Aitkin	\$43.48	\$43.04	\$43.77	\$47.35
Benton	\$52.10	\$50.24	\$51.35	\$53.30
Cass	\$46.17	\$46.91	\$47.47	\$49.65
Crow Wing	\$39.92	\$41.02	\$41.35	\$42.18
Isanti	\$44.30	\$45.76	\$45.08	\$47.59
Kanabec	\$45.41	\$48.45	\$48.85	\$51.09
Mille Lacs	\$44.27	\$43.33	\$43.73	\$50.01
Morrison	\$42.49	\$44.25	\$44.16	\$44.68
Sherburne	\$49.40	\$50.15	\$51.17	\$51.97
Stearns	\$50.65	\$50.21	\$50.56	\$51.73
Todd	\$37.98	\$37.33	\$38.35	\$41.39
Wadena	\$51.54	\$51.25	\$49.70	\$49.58
Wright	\$47.57	\$48.02	\$47.31	\$47.93
Becker	\$42.77	\$44.00	\$45.32	\$46.22
Big Stone	\$44.91	\$48.40	\$49.34	\$49.34
Clay	\$48.40	\$49.13	\$48.33	\$49.46
Douglas	\$48.33	\$48.97	\$49.59	\$50.58
Grant	\$51.24	\$51.76	\$54.85	\$57.42
Mahnomen	\$45.23	\$44.75	\$42.41	\$44.28
Otter Tail	\$44.64	\$45.26	\$44.23	\$46.89
Pope	\$43.93	\$47.25	\$48.06	\$49.01
Stevens	\$43.95	\$43.95	\$43.95	\$47.16
Swift	\$52.73	\$50.24	\$48.02	\$47.47
Traverse	\$56.31	\$57.89	\$58.90	\$60.70
Wilkin	\$43.31	\$47.43	\$48.30	\$49.19

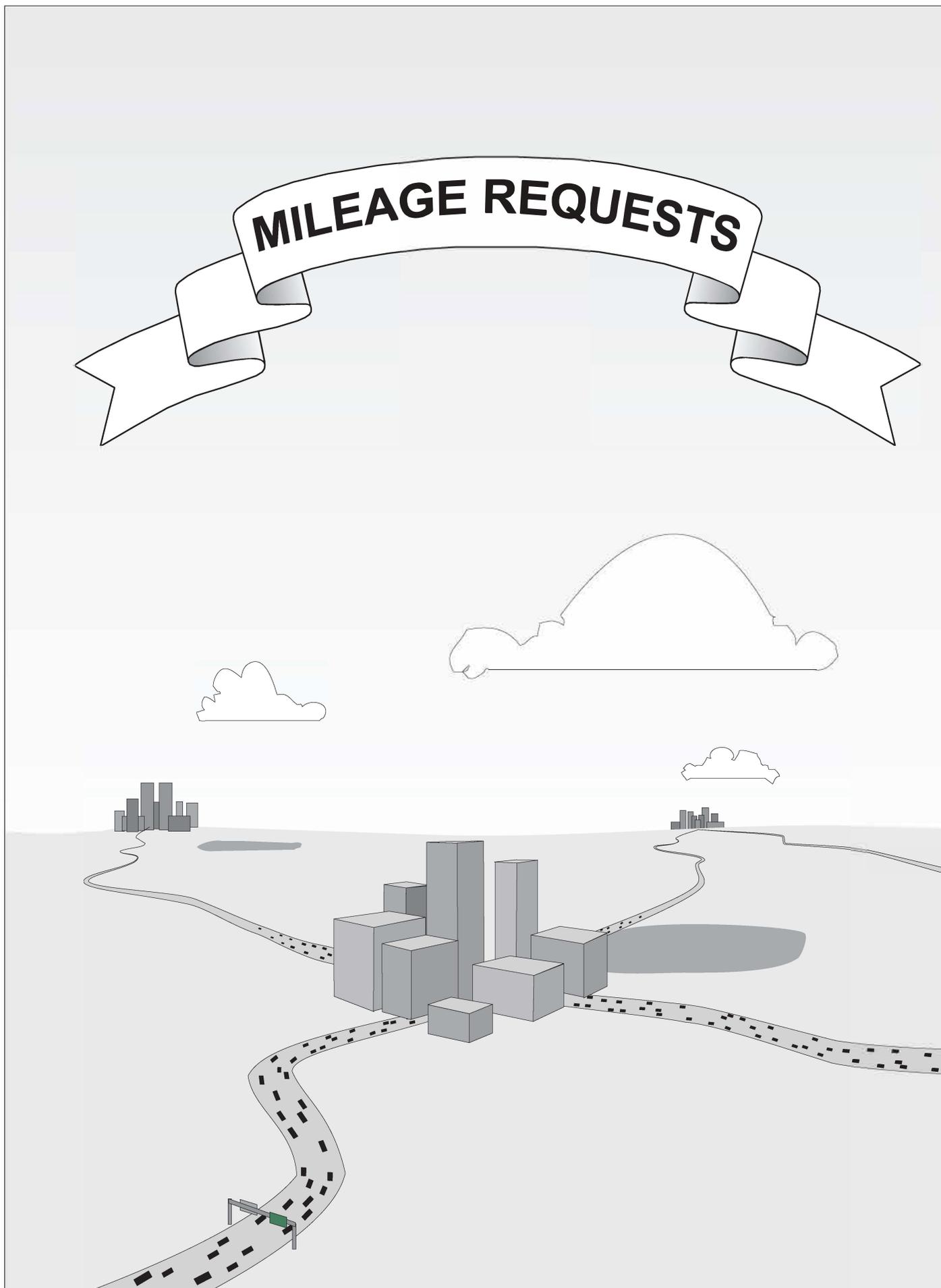
# Bituminous Surface Preservation Cost

Spring 2022

	2018	2019	2020	2021*
County	Bituminous Cost/Ton	Bituminous Cost/Ton	Bituminous Cost/Ton	Bituminous Cost/Ton
Dodge	\$60.22	\$61.49	\$61.42	\$63.09
Goodhue	\$54.68	\$55.66	\$58.11	\$62.88
Houston	\$65.31	\$64.17	\$63.51	\$65.61
Mower	\$54.81	\$58.11	\$59.62	\$61.42
Olmsted	\$64.14	\$62.12	\$60.98	\$63.04
Rice	\$53.70	\$53.22	\$52.71	\$52.49
Steele	\$49.33	\$52.21	\$53.15	\$54.21
Wabasha	\$58.94	\$59.82	\$61.82	\$63.05
Winona	\$61.98	\$60.35	\$59.36	\$62.96
Blue Earth	\$57.11	\$55.18	\$56.61	\$57.90
Brown	\$48.45	\$46.44	\$46.38	\$46.55
Cottonwood	\$52.51	\$52.55	\$48.27	\$48.27
Fairbault	\$56.87	\$58.11	\$57.66	\$58.97
Fillmore	\$66.57	\$65.39	\$65.77	\$67.46
Freeborn	\$52.22	\$52.20	\$52.61	\$52.61
Jackson	\$53.83	\$53.31	\$58.68	\$59.85
Le Sueur	\$55.11	\$55.54	\$59.73	\$61.70
Martin	\$52.04	\$48.48	\$56.36	\$58.32
Nicollet	\$49.47	\$45.00	\$50.47	\$53.30
Nobles	\$46.58	\$43.94	\$44.81	\$45.88
Rock	\$48.28	\$50.17	\$61.71	\$54.76
Sibley	\$52.76	\$52.19	\$54.71	\$55.00
Waseca	\$45.09	\$44.67	\$46.50	\$51.88
Watonwan	\$54.69	\$58.21	\$56.06	\$56.85
Chippewa	\$40.02	\$41.23	\$43.48	\$46.77
Kandiyohi	\$47.91	\$47.54	\$50.88	\$52.20
Lac Qui Parle	\$47.67	\$49.08	\$48.68	\$50.47
Lincoln	\$49.57	\$50.21	\$51.28	\$52.48
Lyon	\$50.30	\$55.01	\$56.36	\$54.61
Mc Leod	\$52.67	\$51.48	\$50.02	\$56.48
Meeker	\$44.70	\$46.44	\$47.95	\$50.48
Murray	\$43.97	\$45.80	\$48.19	\$50.14
Pipestone	\$50.78	\$52.12	\$52.91	\$52.51
Redwood	\$47.77	\$47.57	\$49.37	\$52.32
Renville	\$45.88	\$47.32	\$46.89	\$49.04
Yellow Medicine	\$55.22	\$54.27	\$49.33	\$53.33
Anoka	\$61.96	\$63.19	\$63.85	\$64.19
Carver	\$60.93	\$63.08	\$63.34	\$61.76
Chisago	\$58.01	\$59.20	\$61.98	\$65.03
Dakota	\$48.03	\$49.01	\$49.89	\$52.61
Hennepin	\$60.89	\$61.38	\$61.31	\$67.59
Ramsey	\$65.02	\$67.71	\$71.55	\$73.86
Scott	\$52.73	\$52.93	\$58.68	\$61.62
Washington	\$59.15	\$59.01	\$61.93	\$65.04



# MILEAGE REQUESTS



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

Spring 2022

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.

**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:**

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

- (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 2022

**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	County	Banked Mileage Available
Aitkin	0.00	Marshall	0.03
Anoka	0.68	Martin	0.00
Becker	0.11	Meeker	0.02
Beltrami	2.06	Mille Lacs	0.00
Benton	0.28	Morrison	0.10
Big Stone	0.05	Mower	0.00
Blue Earth	0.60	Murray	0.00
Brown	0.09	Nicollet	1.84
Carlton	0.78	Nobles	0.29
Carver	0.10	Norman	2.26
Cass	0.85	Olmsted	4.80
Chippewa	(0.23)	Otter Tail	4.93
Chisago	0.01	Pennington	0.37
Clay	0.37	Pine	0.46
Clearwater	0.21	Pipestone	0.60
Cook	0.01	Polk	0.00
Cottonwood	0.12	Pope	0.61
Crow Wing	2.14	Ramsey	0.88
Dakota	0.52	Red Lake	0.76
Dodge	0.76	Redwood	0.01
Douglas	2.11	Renville	2.47
Faribault	0.29	Rice	0.14
Fillmore	0.00	Rock	0.17
Freeborn	0.00	Roseau	0.30
Goodhue	4.17	St. Louis	4.76
Grant	0.00	Scott	0.68
Hennepin	5.83	Sherburne	0.00
Houston	0.00	Sibley	0.20
Hubbard	0.20	Stearns	1.29
Isanti	0.88	Steele	0.45
Itasca	1.40	Stevens	0.68
Jackson	0.21	Swift	0.30
Kanabec	0.60	Todd	0.24
Kandiyohi	0.65	Traverse	0.03
Kittson	0.00	Wabasha	0.00
Koochiching	0.91	Wadena	3.67
Lac Qui Parle	0.00	Waseca	0.32
Lake	0.00	Washington	(0.00)
Lake of the Woods	0.00	Watsonwan	0.68
Le Sueur	0.59	Wilkin	0.00
Lincoln	0.20	Winona	0.00
Lyon	0.00	Wright	0.15
McLeod	2.52	Yellow Medicine	0.24
Mahnomen	0.44		
		<b>Total Banked Mileage</b>	<b>65.24</b>

## Historical Documentation for the Carver County CSAH Mileage Request

Spring 2022

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

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

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

Marsh Lake Road from CSAH 43 to CSAH 11

CR 151 from Sibley co line to CSAH 52

Miles

1.67

1.00

**2.67**

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

## Historical Documentation for the Dakota County CSAH Mileage Request

Spring 2022

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
11/1/2012	Beginning Balance		321.82	321.82
9/23/2013	Banked mileage	(1.82)	321.82	320.00
9/23/2013	K - CR 79 - CSAH 47 to TH 50	5.93	320.00	325.93
9/23/2013	L - revoked portion CSAH 80	(2.00)	325.93	323.93
9/23/2013	L - CR 78 - from CSAH 23 to CSAH 80	7.00	323.93	330.93
9/23/2013	M - CR 80 from CSAH 80 to CSAH 47	3.50	330.93	334.43
12/10/2014	I - CR 64 Pilot Knob Rd to TH3	2.18	334.43	336.61
3/11/2016	A-CSAH 28 from TH3 to CSAH 73	1.01	336.61	337.62
10/6/2016	A - CoRd 28 from TH 149 to TH3	1.60	337.62	339.22
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)
	<b>(8.27)</b>

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

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

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

## Historical Documentation for the Olmsted County CSAH Mileage Request

Spring 2022

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

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
4/21/2020	CSAH 3 between CSAH 4 and CSAH 14	(2.70)	309.10	306.40
4/21/2020	CR 104/60th Ave from TH 14 to CSAH 14	5.18	306.40	311.58

**These revocations need to be completed:**

CSAH 9 - CSAH 22 to MSAS 105	<u>Miles</u> (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;"/> <b>(3.42)</b>

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

CR 112 from CSAH 18 to CSAH 14	<u>Miles</u> 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;"/> <b>11.88</b>

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

## **Historical Documentation for the Washington County CSAH Mileage Request**

**Spring 2022**

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:** Miles  
 Revoke CSAH 6 in the City of Oakdale 2.31

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

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
Extend 25 from CSAH 25 to CSAH 18 (border rd)	0.72
Exisiting 100th from Hadley to US 61	2.62
100th Street to Grey Cloud Island	1.58
Co Rd 4 - W Co Line to US 61	1.61

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

*Italics = Conditional*

## Historical Documentation for the Wright County CSAH Mileage Request

Spring 2022

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
1/1/2006	Beginning Balance	0.00	403.00	403.00
8/1/2007	Banked Mileage	(0.27)	403.00	402.73
8/1/2007	Designate CSAH 32	5.20	402.73	407.93
8/1/2007	Designate CSAH 18	1.98	407.93	409.91
8/1/2007	Designate CSAH 22	0.83	409.91	410.74
8/1/2007	Designate CSAH 35	0.58	410.74	411.32
2/2/2018	Revoked CSAH 37 194 ramps to 70th St NE	(3.17)	411.32	408.15
2/2/2018	Desig.CSAH 38 70th St. (CoRd 37 to CSAH 19)	3.09	408.15	411.24

**These revocations need to be completed:**

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

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

70th St NE (Kadler Ave NE to CSAH 19)	1.00
Kadler Ave NE (CSAH 39 to 70th St NE )	2.48
Kalder Ave NE (CSAH 33 to 70th St NE)	7.80
	<b>11.28</b>

# History of CSAH Additional Mileage Requests

Spring 2022

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

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

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

# History of CSAH Additional Mileage Requests

Spring 2022

## 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 <sup>1</sup>																	10.65	Douglas
Grant	5.42																	5.42	Grant
Mahnomen	1.42																	1.42	Mahnomen
Otter Tail			0.36															0.36	Otter Tail
Pope	3.63	1.20																4.83	Pope
Stevens	1.00																	1.00	Stevens
Swift	0.78		0.24															1.02	Swift
Traverse	0.20	0.56		1.60														2.36	Traverse
Wilkin						0.11												0.11	Wilkin
<b>District 4 Totals</b>	<b>36.57</b>	<b>2.02</b>	<b>0.60</b>	<b>1.60</b>	<b>0.00</b>	<b>0.11</b>	<b>0.00</b>	<b>40.90</b>	<b>District 4 Totals</b>										
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 <sup>1</sup>		0.09															13.20	Mower
Olmsted	15.32 <sup>1</sup>											5.35				0.31		20.98	Olmsted
Rice	1.70																	1.70	Rice
Steele	1.55																	1.55	Steele
Wabasha	0.43 <sup>1</sup>	0.30																0.73	Wabasha
Winona	7.40 <sup>1</sup>																	7.40	Winona
<b>District 6 Totals</b>	<b>41.58</b>	<b>1.15</b>	<b>1.19</b>	<b>0.11</b>	<b>0.00</b>	<b>5.35</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.31</b>	<b>0.00</b>	<b>49.69</b>	<b>District 6 Totals</b>						

# History of CSAH Additional Mileage Requests

Spring 2022

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

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

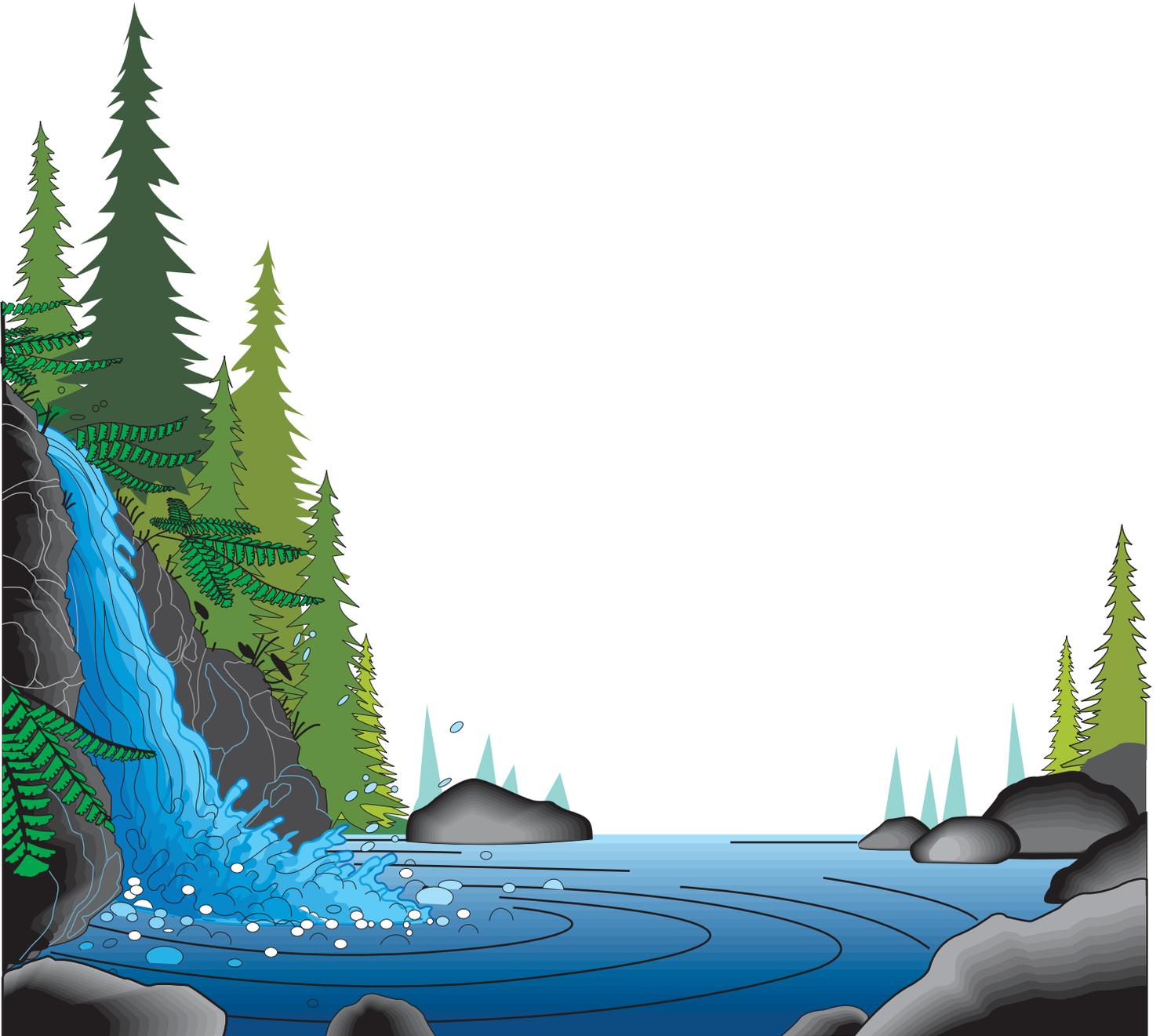
Anoka	2.04				10.42	24.99					22.13							59.58	Anoka
Carver	2.49	0.48		0.08			11.70							5.80				20.55	Carver
Chisago	3.24				2.20													5.44	Chisago
Dakota	1.65 <sup>1</sup>	2.47		2.26		35.63							39.60					81.61	Dakota
Hennepin	4.50	0.24	0.85															5.59	Hennepin
Ramsey	10.12 <sup>1</sup>	0.61		1.13														11.86	Ramsey
Scott	12.09 <sup>1</sup>	5.15	0.12		3.50	38.12												58.98	Scott
Washington	2.33 <sup>1</sup>	0.40	0.33	1.33	8.05	18.52							-7.41				8.64	32.19	Washington
<b>Metro Totals</b>	<b>38.46</b>	<b>9.35</b>	<b>1.30</b>	<b>4.80</b>	<b>24.17</b>	<b>117.26</b>	<b>11.70</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>22.13</b>	<b>0.00</b>	<b>-7.41</b>	<b>39.60</b>	<b>5.80</b>	<b>0.00</b>	<b>8.64</b>	<b>275.80</b>	<b>District 9 Totals</b>

<b>Totals</b>	<b>339.03</b>	<b>25.65</b>	<b>11.39</b>	<b>7.49</b>	<b>26.41</b>	<b>156.69</b>	<b>26.60</b>	<b>29.24</b>	<b>0.54</b>	<b>26.68</b>	<b>22.13</b>	<b>13.12</b>	<b>-7.41</b>	<b>39.60</b>	<b>5.80</b>	<b>0.31</b>	<b>8.64</b>	<b>735.73</b>	<b>Totals</b>
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<sup>1</sup> Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965  
<sup>2</sup> Great River Road Mileage Added to system in 1994 by Administrative Decision of the State Aid Division Director.



# STATE PARK ROAD ACCOUNT



# State Park Road Account

Spring 2022

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

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

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

DNR website for more information:

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

**State Aid Contact:** 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

### 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 the annual amount available for advances will be between 20% and 25% of the January CSAH Regular and Municipal Construction allocation, influenced by the current construction cash balance, expenditures trends, repayments of previous advances, etc.

### General Guidelines for County State Aid Advances from CSAH Construction Allocation

1. In October, the District State Aid Engineers (DSAE's) will solicit counties for their preliminary proposed advances for the upcoming year. The DSAE's will prioritize the preliminary advance requests within their respective districts and submit to the Deputy State Aid Engineer, who will prioritize the requests on a statewide basis.
2. In early January, State Aid will determine the amount available for advances in that calendar year. The formula used to determine the annual amount available for advances will be between 20% and 25% of the January CSAH Regular and Municipal Construction allocation, influenced by the current construction cash balance, expenditures trends, repayments of previous advances, etc.
3. In mid-January, the Deputy State Aid Engineer will contact agencies that submitted preliminary advance requests with information on which preliminary advances likely can be approved. If all preliminary advance requests likely cannot be approved, this communication will be accompanied by a prioritized list of remaining preliminary advance requests. A generalized communication will also be sent to all counties regarding the status of the advance program.
4. If all anticipated advances likely cannot be approved, the Deputy State Aid Engineer and District State Aid Engineers will convene monthly to review the available balance and consider approving additional advance requests based on the priority list. Local agencies can submit additional requests throughout the year, and they will be approved immediately if possible, or they will be prioritized along with the remaining advance requests.
5. The submittal of preliminary advance requests in October/November does not constitute an official advance request approval. Counties must submit a State Aid Advance Resolution authorizing the advance by their county board. The correct resolution must be used for each advance type and there are sample resolutions for each on the MnDOT State Aid Finance (SAF) webpage. **Requests are good only for the year requested (cannot be submitted for multiple years) and void at 12/31 of that year.**

Advances are not limited to the projects listed on the resolution, and the resolution itself does not guarantee that funds will be held. If a county decides they need a guarantee that the funds will be held (typically when a county is sure it will complete a project and is certain it will need an advance), it can submit a “Request to Reserve Advance Funds” to ensure funds will be available for their project. If a request to reserve funds is not submitted, 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.

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

## **Priority System**

In general, priority projects include, but are not limited to, projects where agreements have mandated the county’s participation, projects with advanced federal aid, bond principal payments, large agency projects which require multiple years of allocation, and other high priority projects. Small overruns and funding shortfalls may be funded but do require MnDOT State Aid approval. Counties with prior advances, and still repaying, will have their advance request considered a lower priority.

## **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 MnDOT 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 MnDOT State Aid and the county.



**MEETING MINUTES**  
**County State Aid 2021 Fall Screening Board**  
**Sugar Lake**  
**October 27-28, 2021**

**START TIME: 1:01 pm**

**I. Opening of Screening Board Session, Chair, JinYeene Neumann**

A. Roll Call from Secretary

- X JinYeene Neumann, Carlton County – D1
- X Erik Hove, Red Lake County - D2
- X Chad Gramentz, Kanabec County – D3
- X Todd Larson, Stevens County – D4
- X Tony Winiecki, Scott County - Metro
- X Joe Triplett, Chisago County – Metro
- X Greg Ilkka, Steele County – D6
- X Ryan Thilges, Blue Earth County – D7
- X Mel Odens, Kandiyohi County – D8
- X Joe MacPherson, Anoka County – Urban
- X Mark Krebsbach, Dakota County -Urban
- X Carla Stueve, Hennepin County – Urban
- X Ted Schoenecker, Ramsey County – Urban
- X Jim Foldesi, St. Louis County – Urban
- X Wayne Sandberg, Washington County – Urban
- X Andrew Witter, Sherburne County, Secretary

B. Recognition of alternates in attendance

- Dave Reimer, Cook County – D1
- AJ PirkI, Lake of the Woods County – D2
- Chris Byrd, Benton County – D3
- Chad Gillespie, Traverse County – D4
- Lyndon Robjent, Carver County – Metro
- Phil Wacholz, Freeborn County – D6
- Nick Klisch, Cottonwood County – D7
- Sam Muntean, Lac qui Parle County – D8

C. Recognition of Department of Transportation personnel

D. Approve minutes of the spring 2021 Screening Board Meeting (page 60)

Motion: Jim Foldesi \_\_\_\_\_

Second: Ted Schoenecker \_\_\_\_\_

Motion Passes Unanimously

**II. Review of the Screening Board Report – Kim DeLaRosa**

A. General Information and Basic Needs Data and Adjustments ‘

**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~~ **five** 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.

Update and overview of the 2021 Fall CSAH Needs Book by MnDOT State Aid, Kim DeLaRosa.

Construction State Aid Construction Fund Balance

Wayne Sandberg – will dollar value change (\$500k) or just number of years?

Ted Schoenecker – What’s the history/intent?

KDLR – Trying to minimize number of trips to the County Board for fund transfer.

TS – Can State Aid pass a resolution to that states anything over a certain value gets automatically moved without County Board Resolution? KDLR – We’ll need to check statute.

Brian Giese – Spoke to loopholes in the old NEEDS system. Maybe what is going to regular vs municipal might need adjustment. Reiterated County Board perception of moving municipal funds regularly is not preferred.

KDLR - \$500k same for over 17 years. It is outdated.

KDLR - Back to book overview.

B. Tentative Apportionment Data

C. State Park Road Account

1. Cook County Request - \$500,000 CSAH 8, 2022 funds

D. Mileage

No requests to date.

E. Reference Info

**III. Research Account**

Be it resolved that an amount of \$3,088,993 (not to exceed ½ of 1% of the 2021 CSAH Distribution sum of \$617,798,681) and an amount not to exceed the total distribution to any minimum county, shall be set aside from the 2022 Distribution Fund and be credited to the research account.

Want to make sure we are not giving more money to LRRB than our Minimum Counties. Not an issue this year, yet also higher than LRRB expected.

**IV. Additional Subjects**

Ryan Thilges will be incoming Screening Board Chair.

Need a replacement for Guy Kohlnhofer for Mileage Subcommittee. Greg Ilkka has submitted a request to be replacement.

Meeting to start at 8:00am tomorrow.

J Newmann closing comments.

Adjourn Meeting

Motion: Joe Triplett

Second: Ryan Thilges

Motion Passes Unanimously

**ADJOURNMENT TIME: 1:30 pm**

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**Thursday, October 28, 2021**

**START TIME: 8:00 am**

State Aid Announcement – Kristine Elwood – Honored Kelvin Howieson for 34 years for service to MnDOT.

A. Roll Call from Secretary

- X JinYeene Neumann, Carlton County – D1
- X Erik Hove, Red Lake County - D2
- X Chad Gramentz, Kanabec County – D3
- X Todd Larson, Stevens County – D4
- X Tony Winiecki, Scott County - Metro
- X Joe Triplett, Chisago County – Metro
- X Greg Ilkka, Steele County – D6
- X Ryan Thilges, Blue Earth County – D7
- X Mel Odens, Kandiyohi County – D8
- X Joe MacPherson, Anoka County – Urban
- X Mark Krebsbach, Dakota County -Urban
- X Carla Stueve, Hennepin County – Urban
- X Ted Schoenecker, Ramsey County – Urban
- X Jim Foldesi, St. Louis County – Urban
- X Wayne Sandberg, Washington County – Urban
- X Andrew Witter, Sherburne County, Secretary

**VI. Wrap Up**

- A. If miles and needs as shown in the report are approved, the letter on page 25 to the Commissioner must be approved.

Motion to accept the book: Ryan Thilges\_\_\_\_\_

Second: Jim Foldesi\_\_\_\_\_

Vote:

Aye JinYeene Neumann, Carlton County – D1

Aye Erik Hove, Red Lake County - D2

Aye Chad Gramentz, Kanabec County – D3  
Aye Todd Larson, Stevens County – D4  
Aye Tony Winiacki, Scott County - Metro  
Aye Joe Triplett, Chisago County – Metro  
Aye Greg Ilkka, Steele County – D6  
Aye Ryan Thilges, Blue Earth County – D7  
Aye Mel Odens, Kandiyohi County – D8  
Aye Joe MacPherson, Anoka County – Urban  
Aye Mark Krebsbach, Dakota County -Urban  
Aye Carla Stueve, Hennepin County – Urban  
Aye Ted Schoenecker, Ramsey County – Urban  
Aye Jim Foldesi, St. Louis County – Urban  
Aye Wayne Sandberg, Washington County – Urban

Motion Passes Unanimously

B. Proposed change to Construction Fund Balance Needs Deduction Resolution

Motion: Ted Schoenecker \_\_\_\_\_

Second: Carla Stueve \_\_\_\_\_

Vote:

Aye JinYeene Neumann, Carlton County – D1  
Aye Erik Hove, Red Lake County - D2  
Aye Chad Gramentz, Kanabec County – D3  
Aye Todd Larson, Stevens County – D4  
Aye Tony Winiacki, Scott County - Metro  
Aye Joe Triplett, Chisago County – Metro  
Aye Greg Ilkka, Steele County – D6  
Aye Ryan Thilges, Blue Earth County – D7  
Aye Mel Odens, Kandiyohi County – D8  
Aye Joe MacPherson, Anoka County – Urban  
Aye Mark Krebsbach, Dakota County -Urban  
Aye Carla Stueve, Hennepin County – Urban  
Aye Ted Schoenecker, Ramsey County – Urban  
Aye Jim Foldesi, St. Louis County – Urban  
Aye Wayne Sandberg, Washington County – Urban

Motion Passes Unanimously

C. Research Account Recommendation

Motion: Tony Winiacki \_\_\_\_\_

Second: Jim Foldesi \_\_\_\_\_

Vote:

Aye JinYeene Neumann, Carlton County – D1  
Aye Erik Hove, Red Lake County - D2  
Aye Chad Gramentz, Kanabec County – D3  
Aye Todd Larson, Stevens County – D4  
Aye Tony Winiacki, Scott County - Metro  
Aye Joe Triplett, Chisago County – Metro  
Aye Greg Ilkka, Steele County – D6  
Aye Ryan Thilges, Blue Earth County – D7  
Aye Mel Odens, Kandiyohi County – D8  
Aye Joe MacPherson, Anoka County – Urban

Aye Mark Krebsbach, Dakota County -Urban  
Aye Carla Stueve, Hennepin County – Urban  
Aye Ted Schoenecker, Ramsey County – Urban  
Aye Jim Foldesi, St. Louis County – Urban  
Aye Wayne Sandberg, Washington County – Urban  
Motion Passes Unanimously

D. State Park Road Request Cook County:

Motion: Joe Triplett \_\_\_\_\_

Second: Jim Foldesi \_\_\_\_\_

Vote:

Aye JinYeene Neumann, Carlton County – D1  
Aye Erik Hove, Red Lake County - D2  
Aye Chad Gramentz, Kanabec County – D3  
Aye Todd Larson, Stevens County – D4  
Aye Tony Winiecki, Scott County - Metro  
Aye Joe Triplett, Chisago County – Metro  
Aye Greg Ilkka, Steele County – D6  
Aye Ryan Thilges, Blue Earth County – D7  
Aye Mel Odens, Kandiyohi County – D8  
Aye Joe MacPherson, Anoka County – Urban  
Aye Mark Krebsbach, Dakota County -Urban  
Aye Carla Stueve, Hennepin County – Urban  
Aye Ted Schoenecker, Ramsey County – Urban  
Aye Jim Foldesi, St. Louis County – Urban  
Aye Wayne Sandberg, Washington County – Urban

Motion Passes Unanimously

E. Thanks to Guy Kohlhofer of Dodge County (multi term volunteer) for serving as a member of the mileage subcommittee, a new member will be selected from the south.

Greg Ilkka is the new volunteer.

F. Thank the outgoing district representatives:

JinYeene Neumann, Carlton County – D1  
Todd Stevens, Stevens County – D4  
Ron Gregg, Fillmore County – D6

G. Comments from Kristine

H. Entertain motion for adjournment

Motion: Wayne Sandberg  
Second: Mark Krebsbach  
Motion Passes Unanimously

**ADJOURNMENT TIME: 8:11 am**

## **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 2022

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, Mahnommen, and Big Stone Counties as defined by Minnesota Statute.

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

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

### **Money Needs Adjustment**

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

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

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

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

## **MILEAGE**

### **CSAH Mileage Limitations**

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

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

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

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

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

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

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

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

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

## **TRAFFIC**

### **Traffic Projection Factors**

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

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

## **ROAD NEEDS**

### **Method of Study**

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

### **Storm Sewer**

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

### **Construction Accomplishments**

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

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

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

### **Additional Interchange Needs**

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

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

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

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

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

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

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

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

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

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