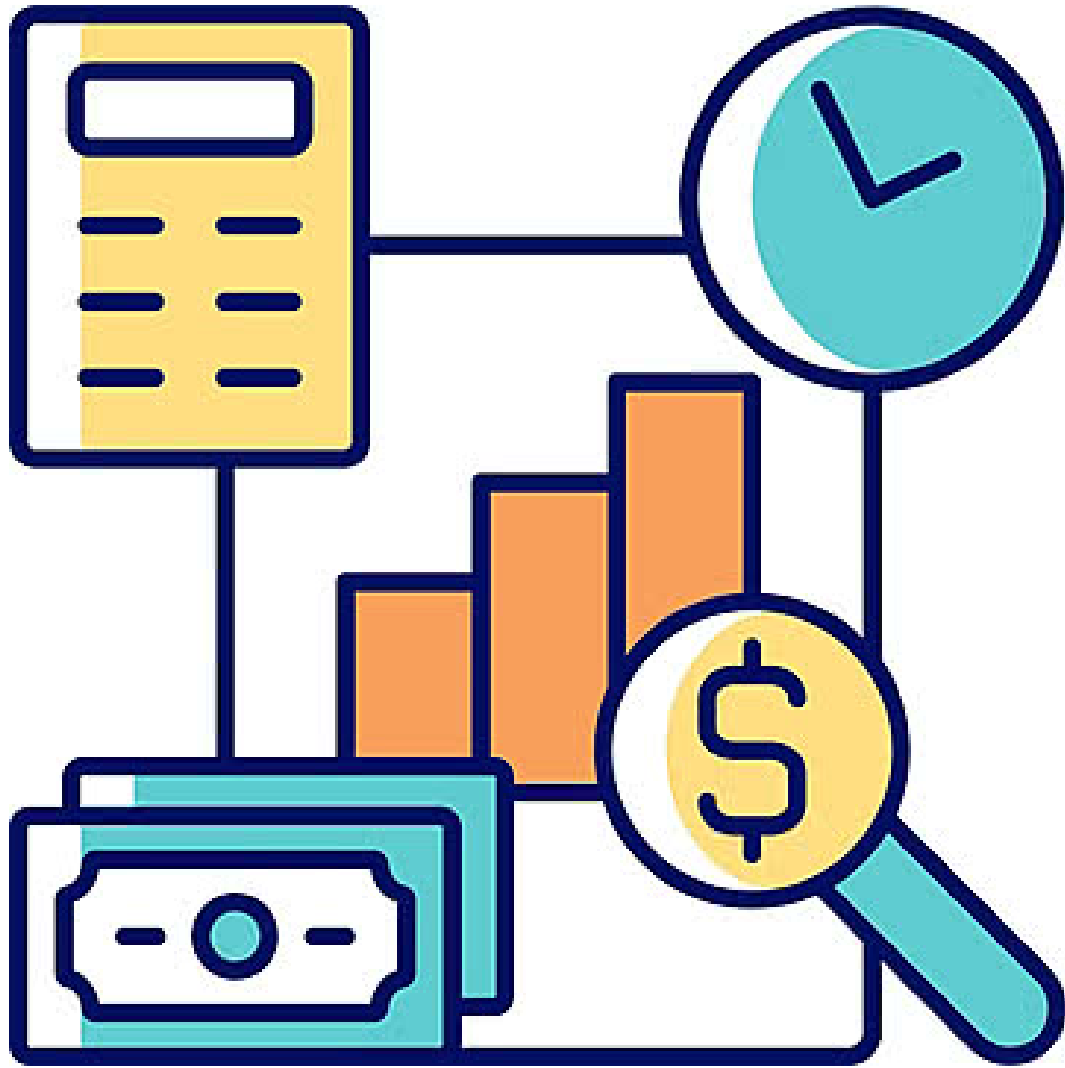


2026 COUNTY SCREENING BOARD DATA

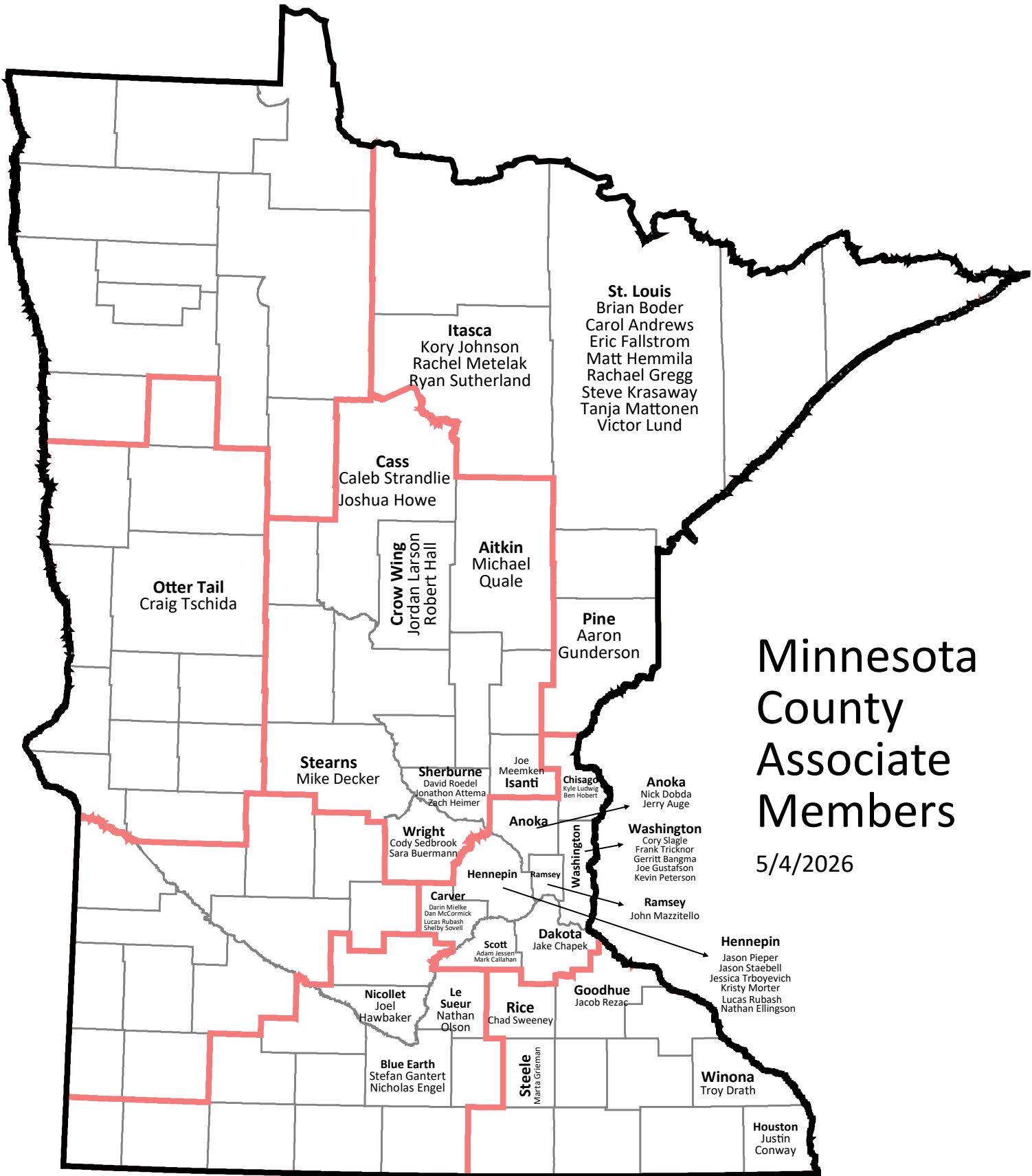


Spring 2026



Minnesota County Highway Engineers

5/4/2026



Minnesota County Associate Members

5/4/2026

Itasca
Kory Johnson
Rachel Metelak
Ryan Sutherland

St. Louis
Brian Boder
Carol Andrews
Eric Fallstrom
Matt Hemmila
Rachael Gregg
Steve Krasaway
Tanja Mattonen
Victor Lund

Cass
Caleb Strandlie
Joshua Howe

Crow Wing
Jordan Larson
Robert Hall

Aitkin
Michael
Quale

Otter Tail
Craig Tschida

Pine
Aaron
Gunderson

Stearns
Mike Decker

Sherburne
David Roedel
Jonathon Attema
Zach Heimer

Isanti
Joe Meemken

Chisago
Kyle Ludwig
Ben Hobert

Anoka
Nick Dobda
Jerry Auge

Wright
Cody Sedbrook
Sara Buermann

Anoka

Washington
Cory Slagle
Frank Tricknor
Gerritt Bangma
Joe Gustafson
Kevin Peterson

Hennepin

Ramsey

Washington

Ramsey
John Mazzitello

Carver
Darin Mielke
Dan McCormick
Lucas Rubash
Shelby Sovell

Scott
Adam Jessen
Mark Callahan

Dakota
Jake Chapek

Hennepin
Jason Pieper
Jason Staebell
Jessica Trbojevich
Kristy Morter
Lucas Rubash
Nathan Ellingson

Nicollet
Joel
Hawbaker

Le Sueur
Nathan
Olson

Rice
Chad Sweeney

Goodhue
Jacob Rezac

Blue Earth
Stefan Gantert
Nicholas Engel

Steele
Mario Grefman

Winona
Troy Drath

Houston
Justin
Conway

2026 COUNTY SCREENING BOARD

Jason DiPiazza	(25-26)	Lake County	District 1
Andrea Weleski	(25-26)	Hubbard County	District 2
Chris Byrd	(25-26)	Stearns County	District 3
Jordan Roggenbuck	(26-27)	Big Stone County	District 4
Tony Winiecki	(26-28)	Carver County	Metro
Joe Triplett	(25-27)	Chisago County	Metro
Ben Johnson - Chair	(25-26)	Olmsted County	District 6
Dave Tiegs	(25-26)	LeSueur County	District 7
Nick Bergman	(26-27)	Pipestone County	District 8
Joe MacPherson	Permanent	Anoka County	Urban
Erin Laberee	Permanent	Dakota County	Urban
Carla Stueve	Permanent	Hennepin County	Urban
Brad Estochen	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
Andrew Witter, Secretary		Sherburne County	

2026 SCREENING BOARD ALTERNATES

Trent Nicholson		Koochiching County	District 1
Ericka Halstensgard		Roseau County	District 2
Darrick Anderson		Cass County	District 3
Troy Wright		Wilkin County	District 4
Lyndon Robjent		Carver County	Metro
Jess Greenwood		Goodhue County	District 6
Jim Kollar		Waseca County	District 7
Phil Schmalz		Meeker County	District 8

2026 CSAH MILEAGE SUBCOMMITTEE

Justin Bergerson	October 2026	Isanti County
Nick Klisch	October 2027	Redwood County
Tony Winiecki	October 2028	Scott County

2026 CSAH GENERAL SUBCOMMITTEE

Erin Laberee	June 2026	Dakota County
Jeremy Gilb	June 2027	Chippewa County
JinYeene Neumann	June 2028	Carlton 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/csa-h-springbooks.html>

Introduction

Spring 2026

The primary task of the Screening Board spring meeting is to establish new unit prices to be used for the 2026 County State Aid Highway Needs Study.

As in other years, to keep the five-year average unit price study current, we have removed the 2020 construction projects and added the 2025 construction projects. The awarded bids on all state aid and federal aid projects, let between 2021 and 2025, are the basic source of information for compiling the data used for computing the recommended 2026 unit prices. The needs application calculates the construction, ROW and preservation costs for each county.

Minutes of the General Subcommittee meeting held April 23, 2026 via TEAMS are included in this report. Costs may vary slightly between now and next January because we do not have 100% of all the counties' updates in the system.

Minutes of the CSAH General Subcommittee Meeting

April 23, 2026

TEAMS Meeting 1:00 PM

Attendees: Erin Laberee, Dakota County - Metro
JinYenne Neumann, Carlton County - North
Jeremy Gilb, Chippewa County - South
Brian Giese, Pope County - NTF
Kim DeLaRosa, State Aid
Nick Sorgaard, State Aid

The General Subcommittee met to recommend statewide unit prices for the 2026 Spring Screening Board meeting.

Rail Costs

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. The recommendation is no changes as per the letter from the Rail Safety Engineer.

Signs	\$2,000
Signals only	\$325,000
Signals and Gates	\$375,000
Surface	\$3,000 per track foot

Traffic Signals

The recommendation for a new traffic signal system in 2026 is \$310,800, \$77,700 per leg, using the same ENR cost index (3.6%) the MSAS group is applying to their previous year's cost. The MSAS unit does a unit cost study every three years and applies the construction cost index on the off years.

Bridges

The average local bridge(s) cost from 2021-2025 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 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 2021-2025 bridge construction are:

\$248/sq. ft. for 0-149 ft. bridges

\$245/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 \$29.22 per ft³. We have just over 3,600 culverts of varying sizes on the CSAH system.

Gravel Surface

We are not seeing state aid gravel surfacing projects. Per recommendation from the Screening Board last year, the subcommittee looked at using a percentage of the statewide average bituminous cost of \$63.63/ton. The General Subcommittee agreed to \$16.50 ton as a reasonable increase, although it is still considerably lower than most actual gravel costs. They did recognize the 2-year life cycle on the preservation of aggregate roads. The actual cost paid for gravel in reconstruction projects is accounted for in the reconstruction cost per mile.

The objective is to maintain the integrity of a system that is simple, transparent, and defensible. The General Subcommittee recognizes that although the costs are not a perfect match for all counties' costs, they are defensible costs.

Urban Traffic Group 8 Construction Costs

Due to incomplete data at the time of the meeting, the General Subcommittee recommends deferring to later this summer after the needs review is complete and all counties have discussed options. They will bring a recommendation to the fall screening board on how to determine a state-wide cost for the highest traffic group.

Some options that were discussed:

- Changing group 7 traffic limits to absorb group 8.

- Determining a set percentage increase of group 7 to apply to group 8.

- Determining a set percentage of group 7 to apply to group 8 until there are 5 miles of new projects in group 8.

- Using group 8 projects costs when added and supplementing miles from group 7 to reach the 5 mile minimum.

Proposed Unit Prices

Spring 2026

Needs Year		2022	2023	2024	2025	2026
RR x-ing Protection items:						
Signs	Each	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Signals	Each	\$300,000	\$325,000	\$325,000	\$325,000	\$325,000
Signals & gates	Each	\$350,000	\$375,000	\$375,000	\$375,000	\$375,000
RR x-ing Surface	Lin. Ft.	\$2,250	\$2,250	\$2,250	\$3,000	\$3,000
Traffic signals	Leg	\$62,500	\$65,750	\$72,500	\$75,000	\$77,700
Bridge <150	Sq. Ft.	\$181	\$194	\$211	\$227	\$248
Bridge >150	Sq. Ft.	\$157	\$175	\$202	\$228	\$245
Culverts	Cu. ft.	\$18.92	\$22.10	\$25.75	\$27.95	\$29.22
Gravel	Ton	\$11.00	\$11.50	\$12.50	\$15.00	\$16.50

Signals based on a \$310,800 system.

Memo

Date: 04/17/2026

To: Kimberlie DeLaRosa

CSAH Needs Manager

From: Julie Whitcher

State Rail Safety Engineer

RE: Projected Railroad Grade Crossing Improvements – Costs for 2026

We have projected 2026 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) *	\$350,000 - \$500,000
Signals & Gates (multiple track, high/low speed, average price) *	\$500,000 - \$750,000
Signs (advance warning signs)	\$2,000 per crossing
Crossing Surface (concrete, complete reconstruction)	\$1,500 - \$3,000 per track ft.

*The signal system includes all components, which may be used individually or in combination.

Control Equipment: Predictor, motion sensors, and AC/DC track circuits.

Lighting Equipment: LED lighting, gates, cantilevers, and flashing light sets."

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>

2026 UNIT PRICE RECOMMENDATIONS

for the January 2027 distribution

		2025 MSB Approved Prices for the 2026 Distribution	3.6% ENR Construction Cost Index for Dec. 2025	2026 NSS Recommended Prices for 2027 Distribution	2026 MSB Approved Prices for the 2027 Distribution
Needs Item					
Grading (Excavation)	Cu. Yd.	\$13.86	\$14386	\$14.36	
Aggregate Base	Ton	21.26	22.03	22.03	
All Bituminous	Ton	87.78	90.94	90.94	
Sidewalk Construction	Sq. Ft.	10.40	10.77	10.77	
Curb and Gutter Construction	Lin.Ft.	27.11	28.09	28.09	
Traffic Signals	Per Sig	340,000	352,240	352,240	
Street Lighting (ADT 1-4999)	Mile	142,500	NA	142,500	
Street Lighting (ADT 5000 +)	Mile	195,000	NA	195,000	
Engineering	Percent	22	NA	22	
All Structures (includes both bridges and box culverts)	Sq. Ft.	111.66	NA	122.37	
Storm Sewer (based on ADT)	Per Mile				
0 ADT & Non Existing		228,600	236,900	236,900	
1-499		233,200	241,600	241,600	
500-1,999		246,100	255,000	255,000	
2,000-4,999		259,100	268,500	268,500	
5,000-8,999		276,600	286,600	286,600	
9,000-13,999		289,600	300,000	300,000	
14,000-24,999		306,800	317,900	317,900	
25,000 and over		324,300	336,000	336,000	

Bridge Projects 2021-2025

Spring 2026

In addition to the normal bridge materials and construction costs, prorated mobilization 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	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
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
2021 Average Cost per Square Foot							\$209
2022	07595	SAP 007-640-005	54.00	PCB	1,863	\$344,735	\$185
2022	65577	SAP 065-603-013	57.92	PCB	1,827	342,680	188
2022	85578	SAP 085-627-013	66.67	C-SLAB	2,356	675,153	287
2022	23603	SAP 023-599-206	66.83	C-SLAB	1,939	455,991	235
2022	56548	SAP 056-641-011	70.00	C-SLAB	3,488	680,323	195
2022	66562	SAP 066-676-003	72.69	PCB	3,562	931,530	262

Bridge Projects 2021-2025

Spring 2026

In addition to the normal bridge materials and construction costs, prorated mobilization 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.
2022	25623	SAP 025-599-131	72.92	PCB	2,309	489,387	212
2022	64600	SAP 064-599-123	77.48	PCB	2,402	472,692	197
2022	64598	SAP 064-599-121	77.92	PCB	2,416	403,473	167
2022	07588	SAP 007-598-029	78.00	PCB	2,418	403,450	167
2022	20564	SAP 020-599-120	81.00	C-SLAB	2,511	510,593	203
2022	16524	SAP 016-599-003	86.00	TTS	1,892	906,401	479
2022	51541	SP 051-638-026	86.50	C-SLAB	5,118	1,039,686	203
2022	64596	SAP 064-599-120	86.92	PCB	3,042	438,316	144
2022	69A78	SAP 069-599-049	86.92	PCB	2,695	689,591	256
2022	65575	SAP 065-599-088	87.00	C-SLAB	3,045	478,858	157
2022	87580	SAP 087-603-032	88.00	C-SLAB	3,080	475,175	154
2022	50601	SP 055-646-006	90.35	C-SLAB	3,554	1,071,025	301
2022	85579	SAP 085-607-012	90.63	PCB	2,719	1,763,150	648
2022	25620	SP 025-598-022	92.17	PCB	3,226	511,765	159
2022	51540	SAP 051-599-105	95.04	C-SLAB	2,946	405,159	138
2022	32581	SP 032-618-010	95.25	PCB	3,715	775,293	209
2022	09535	SAP 009-606-037	95.83	C-SLAB	4,688	1,047,093	223
2022	64597	SAP 064-599-117	97.67	PCB	3,418	585,186	171
2022	64599	SAP 064-599-113	100.19	C-SLAB	2,905	553,817	191
2022	07598	SAP 007-598-031	101.50	PCB	3,099	494,233	159
2022	65567	SP 065-598-018	108.39	PCB	3,830	738,603	193
2022	81531	SP 081-598-016	111.73	C-SLAB	3,949	645,472	163
2022	43562	SAP 043-599-044	114.77	C-SLAB	3,558	639,469	180
2022	23602	SAP 023-599-199	136.30	C-SLAB	4,244	934,348	220
2022	27C66	SAP 027-651-010	139.70	PCB	6,590	1,712,162	260
2022	27C67	SAP 027-651-009	142.17	PCB	6,705	1,602,009	239
2022	56546	SAP 056-635-036	143.67	PCB	5,603	1,051,564	188
2022 Average Cost per Square Foot							\$222
2023	16530	SAP 016-598-020	38.07	C-SLAB	975	\$675,451	\$693
2023	04532	SAP 004-622-025	40.00	TTS	1,360	525,794	387
2023	58559	SAP 058-599-045	40.00	TTS	880	399,184	454
2023	39532	SP 039-598-071	54.00	TTS	1,620	578,283	357
2023	16529	SAP 016-617-009	56.00	TTS	1,792	205,597	115
2023	01537	SAP 001-599-043	59.67	C-SLAB	1,611	500,627	311
2023	04533	SAP 004-622-024	66.00	TTS	2,244	768,281	342
2023	81532	SAP 081-603-038	69.92	PCB	2,448	720,154	294
2023	55600	SP 055-598-060	80.17	PCB	2,485	635,028	256
2023	49559	SAP 049-601-031	81.92	PCB	3,195	752,971	236
2023	49558	SP 049-606-022	84.92	PCB	3,312	825,499	249
2023	16527	SP 016-598-021	88.92	PCB	2,673	750,369	281
2023	25625	SAP 025-602-032	89.69	C-SLAB	3,498	904,938	259
2023	29534	SP 029-613-012	93.00	PCB	3,631	910,519	251
2023	12557	SAP 012-599-099	94.92	PCB	2,943	538,848	183
2023	74562	SAP 074-598-016	103.28	PCB	3,610	780,522	216
2023	53538	SAP 053-606-020	104.50	C-SLAB	3,658	696,707	190
2023	22626	SAP 022-599-117	108.67	C-SLAB	3,152	528,803	168
2023	22627	SAP 022-599-122	111.77	C-SLAB	3,465	596,976	172

Bridge Projects 2021-2025

Spring 2026

In addition to the normal bridge materials and construction costs, prorated mobilization 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.
2023	51537	SAP 051-599-104	113.14	PCB	3,508	736,293	210
2023	71534	SAP 071-604-036	114.17	PCB	4,910	1,301,394	265
2023	68544	SP 068-598-037	114.92	PCB	4,022	866,393	215
2023	53537	SAP 053-619-027	116.50	C-SLAB	4,078	825,562	202
2023	10556	SAP 010-641-006	119.17	PCB	4,171	964,560	231
2023	01539	SP 001-605-016	125.83	C-SLAB	4,405	947,230	215
2023	11534	SP 011-670-004	131.67	C-SLAB	6,474	1,702,509	263
2023	64603	SAP 064-598-032	133.04	C-SLAB	4,660	631,364	135
2023	56547	SP 056-645-009	135.26	C-SLAB	5,951	1,250,227	210
2023	02591	SP 002-656-001	137.96	PCB	11,960	3,980,755	333
2023	64601	SAP 064-608-030	138.00	C-SLAB	5,382	718,189	133
2023	67576	SP 067-601-014	139.27	C-SLAB	4,892	1,165,166	238
2023	09538	SP 009-606-038	143.01	PCB	5,108	1,769,748	346
2023 Average Cost per Square Foot							\$263
2024	39530	SAP 039-599-004	36.00	TTS	1,008	\$457,137	\$454
2024	31582	SAP 031-670-010	38.17	PCB	1,336	555,160	416
2024	39531	SAP 039-599-005	40.00	TTS	1,120	474,506	424
2024	01536	SAP 001-598-016	50.67	C-SLAB	1,774	448,230	253
2024	07604	SAP 007-598-035	55.92	PCB	1,958	464,278	237
2024	R0977	SP 058-591-001	62.25	TRUSS	720	356,021	494
2024	80540	SP 080-601-007	72.92	PCB	2,577	652,947	253
2024	81533	SAP 081-603-037	75.25	PCB	3,236	839,042	259
2024	65578	SP 065-598-028	77.17	PCB	2,701	565,578	209
2024	65579	SAP 065-599-090	79.00	C-SLAB	2,765	558,284	202
2024	55600	SP 055-598-060	80.17	PCB	2,485	757,694	305
2024	31581	SP 031-670-009	80.50	C-SLAB	2,818	838,769	298
2024	49559	SAP 049-601-031	81.92	PCB	3,195	715,596	224
2024	83555	SAP 083-599-078	82.00	TTS	2,761	788,943	286
2024	58563	SP 058-602-010	82.92	PCB	3,234	905,253	280
2024	32582	SP 032-598-019	83.55	TTS	2,674	696,511	260
2024	86534	SP 086-602-012	83.92	PCB	3,609	861,502	239
2024	32549	SP 032-598-018	84.00	TTS	2,688	687,593	256
2024	25601	SP 025--597-004	89.10	C-SLAB	3,854	700,078	182
2024	54554	SAP 054-642-005	89.52	C-SLAB	3,133	801,786	256
2024	33537	SP 033-606-024	90.58	C-SLAB	3,895	822,575	211
2024	24555	SAP 024-598-019	92.44	PCB	3,236	809,466	250
2024	67579	SAP 067-609-024	98.00	C-SLAB	3,430	597,069	174
2024	65573	SP 065-612-020	100.00	C-SLAB	3,900	920,999	236
2024	69A89	SAP 069-625-023	102.17	PCB	3,610	1,091,021	302
2024	36535	SAP 036-598-032	104.67	C-SLAB	3,245	1,225,583	378
2024	07603	SP 007-629-007	105.92	PCB	4,131	879,374	213
2024	45580	SAP 045-604-027	110.44	PCB	4,307	1,692,761	393
2024	01538	SAP 001-605-015	112.67	C-SLAB	4,394	873,001	199
2024	53539	SP 053-603-033	115.67	C-SLAB	4,511	789,150	175
2024	83554	SAP 083-627-025	119.25	PCB	5,130	1,038,928	203
2024	11534	SP 011-670-004	131.67	C-SLAB	6,474	1,077,301	166
2024	77539	SAP 077-614-022	132.67	C-SLAB	6,235	1,512,117	243

Bridge Projects 2021-2025

Spring 2026

In addition to the normal bridge materials and construction costs, prorated mobilization 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.
2024	14555	SP 014-614-001	140.50	C-SLAB	6,089	1,333,748	219
2024	69A88	SP 069-598-069	142.17	PCB	4,407	1,094,837	248
2024	86536	SP 086-605-026	143.25	PCB	6,160	1,548,864	251
2024	31586	SP 031-661-012	144.42	PCB	7,257	1,625,064	224
2024	78534	SAP 078-598-038	146.00	C-SLAB	5,110	1,346,881	264
2024 Average Cost per Square Foot							\$267
2025	16532	SAP 016-599-005	32.67	C-SLAB	980	625,003	638
2025	31583	SAP 031-598-033	36.00	TTS	1,080	523,215	484
2025	26502	SAP 026-598-012	40.00	TTS	1,214	717,685	591
2025	31584	SAP 031-668-008	40.00	TTS	1,200	490,081	408
2025	81535	SAP 081-606-002	54.00	C-SLAB	1,890	487,798	258
2025	01541	SAP 001-602-015	61.50	C-SLAB	2,368	706,512	298
2025	28561	SAP 028-599-101	61.92	PCB	1,920	458,455	239
2025	02598	SAP 002-607-032	64.92	PCB	3,052	1,308,179	429
2025	07607	SAP 007-598-037	66.92	PCB	2,075	478,616	231
2025	42581	SAP 042-599-153	67.67	C-SLAB	2,098	502,351	239
2025	83556	SAP 083-599-079	68.92	PCB	2,137	522,920	245
2025	30521	SP 030-598-004	72.93	C-SLAB	2,553	765,314	300
2025	25627	SAP 025-607-027	75.00	PCB	2,625	683,880	261
2025	01542	SAP 001-602-015	77.58	C-SLAB	2,987	855,929	287
2025	11533	SAP 011-653-001	78.17	PCB	2,580	640,028	248
2025	42582	SAP 042-599-154	78.92	PCB	2,447	564,128	231
2025	23607	SAP 023-611-013	79.54	PCB	2,785	530,944	191
2025	29536	SP 029-645-015	80.17	PCB	3,127	754,152	241
2025	50605	SP 050-607-043	89.93	C-SLAB	3,148	666,871	212
2025	05538	SP 005-598-028	90.92	PCB	3,183	824,950	259
2025	50604	SP 050-607-043	90.92	PCB	3,183	615,879	193
2025	05537	SP 005-622-016	95.25	PCB	3,334	1,027,022	308
2025	07605	SAP 007-610-029	98.95	PCB	3,859	896,949	232
2025	86538	SAP 086-608-034	110.67	PCB	4,759	1,045,711	220
2025	25624	SP 025-608-013	115.31	PCB	4,555	982,877	216
2025	07606	SAP 007-604-010	115.67	C-SLAB	4,049	792,507	196
2025	42584	SAP 042-597-004	116.00	C-SLAB	3,596	778,672	217
2025	67577	SAP 067-606-016	121.67	C-SLAB	4,745	999,126	211
2025	38538	SAP 038-598-009	125.25	C-SLAB	4,384	1,147,167	262
2025	79558	SAP 079-599-080	126.00	C-SLAB	3,906	616,510	158
2025	55599	SAP 055-603-037	126.67	C-SLAB	7,132	1,534,766	215
2025	85584	SAP 085-625-069	131.92	PCB	4,617	946,873	205
2025 Average Cost per Square Foot							\$279
TOTAL							\$248

Bridge Projects 2021-2025

Spring 2026

In addition to the normal bridge materials and construction costs, prorated mobilization 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.
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
2021 Average Cost per Square Foot							\$228
2022	84535	SP 084-604-013	155.17	PCB	5,431	\$1,337,040	\$246
2022	30520	SAP 030-614-023	239.56	PCB	9,343	2,090,677	224
2022	36534	SAP 036-624-019	263.17	PCB	11,316	3,454,564	305
2022	10553	SAP 010-632-018	274.67	PCB	10,713	2,197,694	205
2022	08553	SP 008-608-041	404.92	PCB	12,552	3,121,560	249
2022 Average Cost per Square Foot							\$246
2023	02592	SP 002-657-003	151.83	PCB	13,310	\$4,966,303	\$373
2023	80541	SP 080-623-022	153.58	C-SLAB	5,990	1,283,624	214
2023	57527	SAP 057-622-007	185.95	PCB	7,252	2,206,058	304
2023	31585	SAP 031-598-032	252.50	PCB	8,838	2,035,488	230
2023	07602	SAP 007-613-013	270.17	PCB	10,540	2,627,713	249
2023	73581	SP 072-675-042	273.67	PCB	21,620	3,585,716	166
2023 Average Cost per Square Foot							\$256
2024	16533	SP 016-612-076	158.58	PCB	7,685	\$5,434,811	\$707
2024	86537	SAP 086-599-029	185.67	PCB	7,241	1,980,396	273
2024	57527	SAP 057-622-007	185.95	PCB	7,252	2,221,159	306
2024	10558	SAP 010-618-016	191.06	PCB	10,475	2,136,705	204
2024	47537	SAP 047-599-049	193.75	PCB	6,007	1,233,478	205
2024	17539	SAP 017-598-010	196.00	PCB	6,860	1,662,703	242
2024	64602	SAP 064-610-032	208.19	PCB	8,119	1,598,504	197
2024	60570	SAP 060-599-281	210.63	PCB	6,529	1,922,719	294
2024	85585	SP 085-630-010	241.42	PCB	8,450	1,453,629	172
2024 Average Cost per Square Foot							\$289
2025	71533	SP 071-615-012	155.17	PCB	11,237	2,991,631	266
2025	47538	SP 047-634-012	156.75	C-SLAB	6,114	1,309,886	214
2025	17538	SAP 017-615-024	161.67	C-SLAB	6,952	1,412,655	203
2025	45581	SAP 045-599-159	258.00	PCB	9,030	2,256,836	250
2025	85586	SAP 085-626-024	320.92	PCB	12,516	1,215,828	97
2025 Average Cost per Square Foot							\$206
Total Average Cost per Square Foot							\$245

Culvert Costs 2021-2025

Spring 2026

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 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 (10,094
Average Barrel Volume Cost (\$/CF)	\$21.16

Totals/Averages for ALL SIZES Box Culverts Let in CY 2022

Total Number of Culvert Projects	94
Average Barrel Length (LF)	58'
Average Barrel Cost (\$/LF)	\$1,905
Average End Section Cost (\$/EA)	\$23,315.00
Average Total Barrel Volume (8,774
Average Barrel Volume Cost (\$/CF)	\$31.84

Totals/Averages for ALL SIZES Box Culverts Let in CY 2023

Total Number of Culvert Projects	86
Average Barrel Length (LF)	56'
Average Barrel Cost (\$/LF)	\$2,142
Average End Section Cost (\$/EA)	\$29,655.00
Average Total Barrel Volume (9,484
Average Barrel Volume Cost (\$/CF)	\$36.81

Totals/Averages for ALL SIZES Box Culverts Let in CY 2024

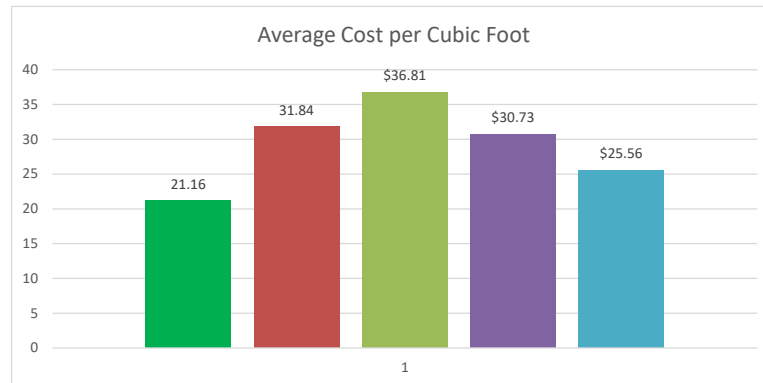
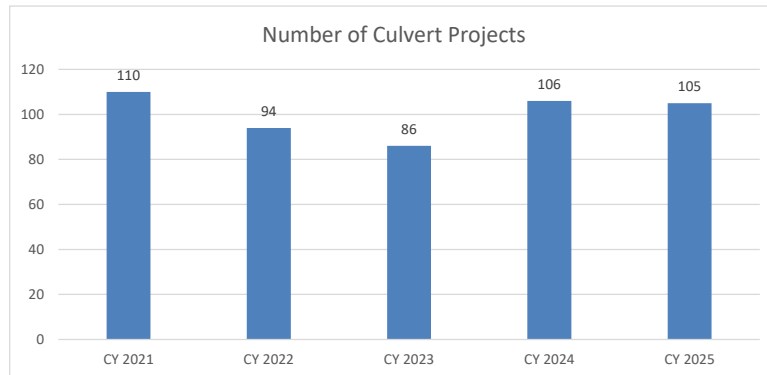
Total Number of Culvert Projects	106
Average Barrel Length (LF)	59'
Average Barrel Cost (\$/LF)	\$1,805
Average End Section Cost (\$/EA)	\$23,792.00
Average Total Barrel Volume (8,548
Average Barrel Volume Cost (\$/CF)	\$30.73

Culvert Costs 2021-2025

Spring 2026

Totals/Averages for ALL SIZES Box Culverts Let in CY 2025

Total Number of Culvert Projects	105
Average Barrel Length (LF)	56'
Average Barrel Cost (\$/LF)	\$1,610
Average End Section Cost (\$/EA)	\$21,722.00
Average Total Barrel Volume (10,250
Average Barrel Volume Cost (\$/CF)	\$25.56
5 year Average Unit Cost	\$29.22



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

Bituminous Surface Preservation Costs

Spring 2026

County	2021	2022	2023	2024	2025*
	Bit Cost/Ton	Bit Cost/Ton	Bit Cost/Ton	Bit Cost/Ton	Bit Cost/Ton
Carlton	\$47.09	\$52.95	\$59.48	\$59.53	\$59.45
Cook	\$57.74	\$58.20	\$59.64	\$59.55	\$64.30
Itasca	\$45.94	\$52.99	\$58.13	\$59.84	\$61.67
Koochiching	\$62.55	\$57.37	\$72.28	\$73.84	\$71.64
Lake	\$53.74	\$60.41	\$65.00	\$65.11	\$64.30
Pine	\$46.32	\$60.98	\$64.02	\$63.01	\$64.72
St. Louis	\$50.38	\$53.27	\$56.83	\$58.04	\$59.26
Beltrami	\$51.72	\$58.83	\$62.03	\$60.39	\$58.16
Clearwater	\$43.24	\$44.83	\$51.43	\$52.51	\$51.29
Hubbard	\$48.54	\$54.46	\$58.21	\$58.12	\$59.96
Kittson	\$45.52	\$50.47	\$55.77	\$63.16	\$64.36
Lake of the Woods	\$47.73	\$51.73	\$55.50	\$62.73	\$62.28
Marshall	\$42.96	\$44.25	\$56.30	\$56.90	\$57.63
Norman	\$46.96	\$52.28	\$66.06	\$65.43	\$66.52
Pennington	\$42.40	\$53.79	\$66.43	\$62.61	\$54.67
Polk	\$48.66	\$50.69	\$54.16	\$55.00	\$55.40
Red Lake	\$49.10	\$51.77	\$53.38	\$56.64	\$64.07
Roseau	\$49.66	\$52.26	\$57.37	\$58.14	\$63.73
Aitkin	\$48.14	\$52.50	\$54.88	\$55.66	\$56.42
Benton	\$53.30	\$55.34	\$58.22	\$59.79	\$62.71
Cass	\$50.08	\$54.68	\$56.97	\$57.76	\$57.62
Crow Wing	\$42.44	\$46.37	\$50.55	\$54.53	\$55.46
Isanti	\$47.59	\$53.49	\$56.83	\$58.89	\$60.01
Kanabec	\$51.09	\$58.42	\$61.68	\$62.19	\$64.25
Mille Lacs	\$50.01	\$54.36	\$60.12	\$61.05	\$66.22
Morrison	\$44.68	\$46.78	\$50.31	\$50.81	\$53.75
Sherburne	\$51.97	\$56.46	\$60.79	\$67.30	\$66.67
Stearns	\$51.73	\$53.86	\$57.46	\$61.84	\$68.72
Todd	\$41.62	\$45.23	\$50.11	\$53.34	\$53.91
Wadena	\$49.58	\$54.22	\$58.62	\$63.55	\$62.27
Wright	\$47.93	\$51.59	\$54.46	\$56.43	\$58.97
Becker	\$46.84	\$43.20	\$58.44	\$60.98	\$61.73
Big Stone	\$49.62	\$52.51	\$59.60	\$61.40	\$64.63
Clay	\$49.27	\$56.13	\$61.79	\$62.68	\$62.20
Douglas	\$49.99	\$52.67	\$55.82	\$57.92	\$61.75
Grant	\$55.07	\$54.30	\$53.74	\$54.87	\$54.97
Mahnomen	\$44.24	\$49.26	\$51.99	\$52.87	\$62.85
Otter Tail	\$46.89	\$31.58	\$54.00	\$58.32	\$62.60
Pope	\$49.01	\$54.76	\$58.65	\$60.88	\$63.03
Stevens	\$47.16	\$52.90	\$57.59	\$59.50	\$61.93
Swift	\$47.47	\$51.59	\$52.68	\$54.64	\$57.76
Traverse	\$60.70	\$67.81	\$67.50	\$68.77	\$71.18
Wilkin	\$49.19	\$55.94	\$59.30	\$63.83	\$65.32

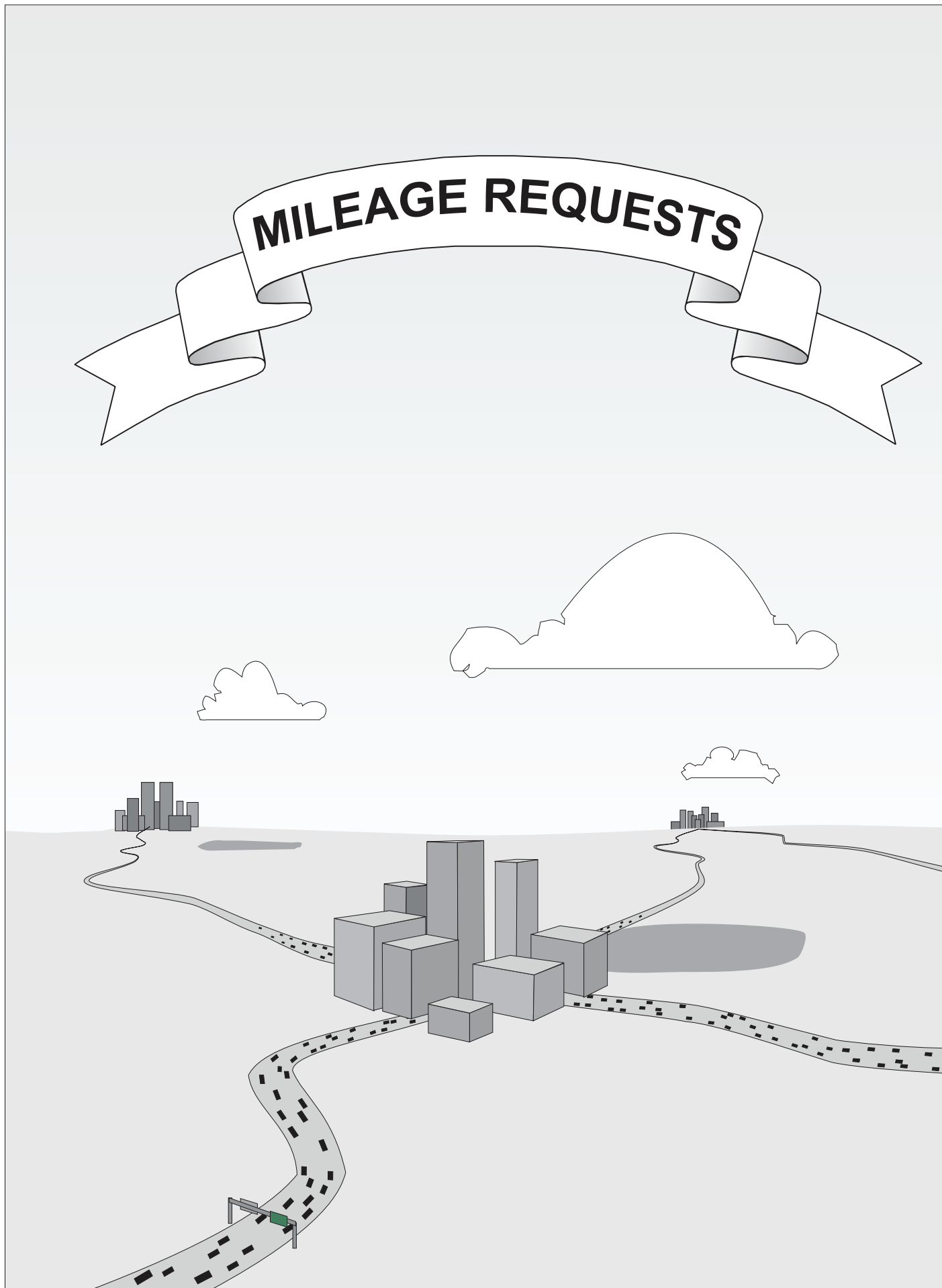
Bituminous Surface Preservation Costs

Spring 2026

County	2021 Bit Cost/Ton	2022 Bit Cost/Ton	2023 Bit Cost/Ton	2024 Bit Cost/Ton	2025* Bit Cost/Ton
Dodge	\$63.83	\$71.95	\$79.83	\$87.33	\$91.27
Fillmore	\$76.53	\$77.86	\$83.88	\$83.88	\$85.55
Freeborn	\$52.77	\$56.19	\$65.49	\$74.09	\$72.09
Goodhue	\$62.98	\$64.81	\$69.51	\$72.69	\$77.07
Houston	\$66.21	\$68.56	\$71.70	\$74.60	\$83.64
Mower	\$61.42	\$66.06	\$69.18	\$73.13	\$75.90
Olmsted	\$63.96	\$69.26	\$73.97	\$77.79	\$82.21
Rice	\$52.49	\$66.07	\$77.11	\$79.37	\$76.83
Steele	\$54.10	\$68.76	\$71.78	\$75.01	\$78.44
Wabasha	\$63.05	\$70.86	\$73.34	\$76.44	\$83.76
Winona	\$62.58	\$67.20	\$70.82	\$77.59	\$82.73
Blue Earth	\$58.21	\$64.63	\$69.46	\$71.67	\$75.22
Brown	\$47.91	\$53.76	\$60.79	\$61.24	\$66.87
Cottonwood	\$50.26	\$53.67	\$56.66	\$57.96	\$62.77
Fairbault	\$59.57	\$65.78	\$68.11	\$71.54	\$71.47
Jackson	\$60.04	\$65.78	\$70.21	\$70.05	\$75.45
Le Sueur	\$61.30	\$67.71	\$68.81	\$69.78	\$70.75
Martin	\$58.32	\$60.36	\$68.07	\$70.42	\$75.11
Nicollet	\$53.30	\$61.69	\$80.60	\$80.84	\$82.54
Nobles	\$45.88	\$48.55	\$60.03	\$60.49	\$68.34
Rock	\$54.76	\$57.91	\$58.89	\$62.91	\$60.72
Sibley	\$55.00	\$58.51	\$63.39	\$63.72	\$66.83
Waseca	\$51.88	\$60.43	\$69.76	\$68.26	\$68.46
Watonwan	\$56.85	\$58.10	\$59.83	\$62.93	\$66.51
Chippewa	\$46.77	\$49.71	\$57.77	\$56.73	\$59.27
Kandiyohi	\$52.99	\$57.37	\$62.36	\$63.19	\$61.06
Lac qui Parle	\$51.06	\$58.89	\$63.38	\$64.71	\$67.70
Lincoln	\$52.48	\$62.28	\$69.60	\$75.01	\$72.55
Lyon	\$54.61	\$60.04	\$60.04	\$60.97	\$62.56
McLeod	\$56.48	\$58.92	\$60.95	\$65.70	\$73.38
Meeker	\$50.48	\$54.26	\$58.06	\$60.59	\$61.38
Murray	\$50.14	\$55.95	\$61.80	\$63.15	\$65.51
Pipestone	\$52.51	\$57.33	\$63.93	\$65.82	\$67.76
Redwood	\$52.32	\$57.39	\$60.91	\$61.66	\$62.67
Renville	\$49.04	\$53.74	\$57.08	\$59.47	\$59.86
Yellow Medicine	\$53.33	\$54.40	\$54.40	\$57.90	\$66.04
Anoka	\$64.29	\$70.91	\$72.77	\$75.14	\$78.94
Carver	\$61.76	\$63.23	\$63.23	\$69.91	\$71.48
Chisago	\$65.03	\$69.25	\$74.11	\$75.98	\$81.70
Dakota	\$52.96	\$57.03	\$62.07	\$66.08	\$70.20
Hennepin	\$68.23	\$74.83	\$74.70	\$83.46	\$84.38
Ramsey	\$73.86	\$75.18	\$81.87	\$85.17	\$89.48
Scott	\$61.62	\$61.62	\$70.21	\$72.14	\$73.14
Washington	\$65.04	\$71.15	\$72.20	\$75.00	\$76.56
Yearly AVG.	\$53.27	\$57.65	\$62.72	\$64.96	\$67.20

* Current as of 05/04/2026, subject to change before 12/31/2026

MILEAGE REQUESTS



Criteria Necessary for County State Aid Highway Designation

Spring 2026

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 2026

CSAH Mileage Limitations:

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

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

County	Banked Mileage Available
Aitkin	0.00
Anoka	0.23
Becker	0.11
Beltrami	0.03
Benton	0.28
Big Stone	0.05
Blue Earth	0.60
Brown	0.07
Carlton	0.78
Carver	2.71
Cass	0.17
Chippewa	0.00
Chisago	0.05
Clay	0.37
Clearwater	0.21
Cook	0.01
Cottonwood	0.12
Crow Wing	0.14
Dakota	0.52
Dodge	0.76
Douglas	0.91
Faribault	0.29
Fillmore	0.00
Freeborn	0.00
Goodhue	4.19
Grant	0.00
Hennepin	1.50
Houston	0.00
Hubbard	0.20
Isanti	0.88
Itasca	1.40
Jackson	0.21
Kanabec	0.60
Kandiyohi	0.65
Kittson	0.00
Koochiching	0.91
Lac Qui Parle	0.00
Lake	0.00
Lake of the Woods	0.00
Le Sueur	1.63
Lincoln	0.20
Lyon	0.00
McLeod	1.04
Mahnomen	0.44

County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.02
Mille Lacs	0.00
Morrison	0.10
Mower	0.00
Murray	0.00
Nicollet	1.84
Nobles	0.29
Norman	2.26
Olmsted	6.93
Otter Tail	5.05
Pennington	0.23
Pine	0.46
Pipestone	0.35
Polk	0.00
Pope	0.61
Ramsey	0.46
Red Lake	0.01
Redwood	0.01
Renville	2.47
Rice	0.14
Rock	0.17
Roseau	0.30
St. Louis	2.15
Scott	0.00
Sherburne	0.35
Sibley	0.24
Stearns	1.29
Steele	0.00
Stevens	0.68
Swift	0.30
Todd	0.24
Traverse	0.03
Wabasha	0.00
Wadena	3.39
Waseca	0.32
Washington	0.00
Watonwan	0.68
Wilkin	0.09
Winona	0.00
Wright	0.15
Yellow Medicine	1.13
Total Banked Mileage	55.03

Historical Documentation for the Anoka County CSAH Mileage Request

Spring 2026

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

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

These designations are left to be completed:

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

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

Historical Documentation for the Carver County CSAH Mileage Request

Spring 2026

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 2026

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

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
11/1/2012	Beginning Balance		321.82	321.82
9/23/2013	Banked mileage	(1.82)	321.82	320.00
9/23/2013	K - CR 79 - CSAH 47 to TH 50	5.93	320.00	325.93
9/23/2013	L - revoked portion CSAH 80	(2.00)	325.93	323.93
9/23/2013	L - CR 78 - from CSAH 23 to CSAH 80	7.00	323.93	330.93
9/23/2013	M - CR 80 from CSAH 80 to CSAH 47	3.50	330.93	334.43
12/10/2014	I - CR 64 Pilot Knob Rd to TH3	2.18	334.43	336.61
3/11/2016	A-CSAH 28 from TH3 to CSAH 73	1.01	336.61	337.62
10/6/2016	A - CoRd 28 from TH 149 to TH3	1.60	337.62	339.22
4/12/2021	P - CSAH 5 from TH 13 to CR 80S	(1.35)	339.22	337.87
3/24/2023	B - CSAH 9 from Dodd Blvd to CSAH 31	(3.22)	337.87	334.65
3/24/2023	B - CoRd 9 from Highview to CSAH 31	2.75	334.65	337.40
3/24/2023	H - Co Rd 60 from CSAH 9 to CSAH 23	1.67	337.40	339.07
8/2/2024	C - 117th St. from CSAH 71 to TH 52	1.42	339.07	340.49

These revocations need to be completed:

	Miles
D - CSAH 71 From TH 149 to TH 3	(0.90)
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)
	(5.40)

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 CSAH 31 to CR 73	1.25
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
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
	25.40

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

Historical Documentation for the Olmsted County CSAH Mileage Request

Spring 2026

Olmsted County CSAH mileage (6/06)	315.67
Banked mileaage	0.92
Approved Designations (10/06)	22.95
Approved Revocations (10/06)	(16.68)
TOTAL	322.86

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
10/1/2006	Beginning Balance	0.00	315.67	315.67
10/1/2026	Banked mileage	0.92	315.67	316.59
3/2008	Revoke CSAH 31 - CSAH 3 to TH 52	(3.34)	316.59	313.25
3/2008	Revoke CSAH 18 - TH 52 to 0.13 mi. East	(0.13)	313.25	313.12
3/2008	Revoke CSAH 12 - TH 52 to 0.24 mi. East	(0.24)	313.12	312.88
3/2008	CSAH 18 connection to TH 52 on CR 112	1.39	312.88	314.27
3/2008	CSAH 12 to TH 52	1.30	314.27	315.57
3/1/2016	Revoke CSAH 34 - CSAH 22 to TH 52	(1.47)	315.57	314.10
5/8/2017	Revoke CSAH 4 - CSAH 22 to MSAS 104	(2.55)	314.10	311.55
5/8/2017	Revoke CSAH 25 - CSAH 22 to S. Broadway	(1.23)	311.55	310.32
7/17/2018	Revoke CSAH 2 - CSAH 22 to MSAS 110	(1.32)	310.32	309.00
7/17/2018	Revoke CSAH 22 (37th St) - CSAH33 to TH52	(2.25)	309.00	306.75
7/17/2018	CSAH 22 (55th St)- TH 52 to CSAH 33	3.27	306.75	310.02
4/21/2020	CSAH 3 between CSAH 4 and CSAH 14	(2.70)	310.02	307.32
4/21/2020	CSAH 4/44 from TH 14 to CSAH 14	5.18	307.32	312.50
3/7/2024	CSAH 47 Willow Creek connector	1.70	312.50	314.20

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;"/> (3.42)

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
	<hr style="width: 100%; border: 0.5px solid black;"/> 10.18

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

Historical Documentation for the Scott County CSAH Mileage Request Spring 2026

Scott County CSAH mileage (2025)	230.70
Banked miles	1.18
Approved Revocations (10/20)	(7.67)
Approved Designations (10/20)	13.05
TOTAL	237.26

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
10/28/2020	Beginning Balance	0.00	230.70	230.70

These revocations need to be completed:	<u>Miles</u>
CSAH 4 - CSAH 7 to CSAH 11	2.00
CSAH 18 - CSAH 42 to CSAH 21	1.97
CSAH 15 - MSAS 125 to N of 270th St	1.00
CSAH 1 old alignment	<u>2.70</u>
	7.67

These designations are left to be completed:	<u>Miles</u>
Extend CSAH 8 - TH169 to I35	6.90
Extend CSAH 12 - CSAH 15 to CSAH 17	2.49
CSAH 15 - new alignment east of New Prague	1.16
CSAH 1 - Co Rd 60 in Blakely	<u>2.50</u>
	13.05

* See October 2025 County Screening Board Book , for detailed recommendations.

Historical Documentation for the Washington County CSAH Mileage Request

Spring 2026

Washington County CSAH mileage (2020)	226.35
Banked miles	0.26
Approved Revocations (10/20)	(2.31)
Approved Designations (10/20)	11.21
TOTAL	235.51

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
10/28/2020	Beginning Balance	0.26	226.35	226.61
03/13/2021	CSAH 28 - TH 95 to CSAH 21	2.75	226.61	229.36
09/21/2023	CSAH 15 to south ramps TH 36	0.08	229.36	229.44

These revocations need to be completed:

Revoke CSAH 6 in the City of Oakdale

Miles

2.31

These designations are left to be completed:

Extend CSAH 15 at TH 36

Lake Rd from I-494 to CSAH 25 in Woodbury

Extend CSAH 10 - 22nd Street - TH 95 to CSAH 21

Extend 25 from CSAH 25 to CSAH 18 (border rd)

Existing 100th from Hadley to US 61

100th Street to Grey Cloud Island

Co Rd 4 - W Co Line to US 61

Miles

0.62

0.27

0.66

0.72

2.62

1.58

1.61

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

Italics = Conditional

Historical Documentation for the Wright County CSAH Mileage Request

Spring 2026

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

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

These revocations need to be completed:

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

These designations are left to be completed:

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

History of CSAH Additional Mileage Requests

Spring 2026

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	2025	Total Miles To Date	County
Carlton	3.62																		3.62	Carlton
Cook	3.60																		3.60	Cook
Itasca																			0.00	Itasca
Koochiching	9.27 ¹			0.12															9.39	Koochiching
Lake	4.82 ¹	0.56				10.31	7.30												22.99	Lake
Pine	9.25																		9.25	Pine
St. Louis	19.14 ¹						7.60												26.74	St. Louis
District 1 Totals	49.70	0.56	0.00	0.12	0.00	10.31	14.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75.59	District 1 Totals
Beltrami	7.53 ¹	0.16																	9.79	Beltrami
Clearwater	0.30 ¹	1.00																	1.30	Clearwater
Hubbard	1.85	0.26	0.06																2.17	Hubbard
Kittson	6.60 ¹																		6.60	Kittson
Lake of 'Woods	0.89					7.65													8.54	Lake of 'Woods
Marshall	15.00 ¹	1.00																	16.00	Marshall
Norman	1.31																		1.31	Norman
Pennington	0.84																		0.84	Pennington
Polk	4.00	1.55	0.67																6.22	Polk
Red Lake		0.50																	0.50	Red Lake
Roseau	6.80																		6.80	Roseau
District 2 Totals	45.12	4.47	0.73	0.00	0.00	2.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.07	District 2 Totals
Aitkin	6.10		0.60																13.82	Aitkin
Benton	3.18 ¹																		3.18	Benton
Cass	7.90					2.80													10.70	Cass
Crow Wing	13.00 ¹																		13.00	Crow Wing
Isanti	1.80																		1.80	Isanti
Kanabec																			0.00	Kanabec
Mille Lacs		0.74																	0.74	Mille Lacs
Morrison						9.70													9.70	Morrison
Sherburne	5.42									26.68									32.10	Sherburne
Stearns	0.78		3.90		0.25			29.24											34.17	Stearns
Todd	1.90 ¹																		1.90	Todd
Wadena																			0.00	Wadena
Wright	0.45		1.38																7.77	Wright
District 3 Totals	40.53	0.74	5.88	0.00	0.25	19.62	0.00	29.24	0.00	26.68	0.00	7.77	0.00	0.00	0.00	0.00	0.00	0.00	130.71	District 3 Totals

History of CSAH Additional Mileage Requests

Spring 2026

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	2025	Total Miles To Date	County
Becker	10.07																		10.07	Becker
Big Stone	1.40	0.16																	1.56	Big Stone
Clay	2.00	0.10																	2.10	Clay
Douglas	10.65 ¹																		10.65	Douglas
Grant	5.42																		5.42	Grant
Mahnomen	1.42																		1.42	Mahnomen
Otter Tail			0.36																0.36	Otter Tail
Pope	3.63	1.20																	4.83	Pope
Stevens	1.00																		1.00	Stevens
Swift	0.78		0.24																1.02	Swift
Traverse	0.20	0.56		1.60															2.36	Traverse
Wilkin						0.11													0.11	Wilkin
District 4 Totals	36.57	2.02	0.60	1.60	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.90	District 4 Totals
Dodge				0.11															0.11	Dodge
Fillmore	1.12		1.10																2.22	Fillmore
Freeborn	0.95	0.65																	1.60	Freeborn
Goodhue		0.08																	0.08	Goodhue
Houston		0.12																	0.12	Houston
Mower	13.11 ¹		0.09																13.20	Mower
Olmsted	15.32 ¹											5.35				0.31			20.98	Olmsted
Rice	1.70																		1.70	Rice
Steele	1.55																		1.55	Steele
Wabasha	0.43 ¹	0.30																	0.73	Wabasha
Winona	7.40 ¹																		7.40	Winona
District 6 Totals	41.58	1.15	1.19	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.35	0.00	0.00	0.00	0.31	0.00	0.00	49.69	District 6 Totals

History of CSAH Additional Mileage Requests

Spring 2026

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	2025	Total Miles To Date	County
Blue Earth	15.29 ¹	0.25				3.46													19.00	Blue Earth
Brown	7.44	0.13																	7.57	Brown
Cottonwood	5.17	1.30																	6.47	Cottonwood
Faribault	0.37	1.20	0.09																1.66	Faribault
Jackson	0.10																		0.10	Jackson
Le Sueur	2.70	0.83		0.02															3.55	Le Sueur
Martin	1.52																		1.52	Martin
Nicollet	13.71	0.23		0.60					0.54										1.14	Nicollet
Nobles	0.50				0.12														14.06	Nobles
Rock	1.50		0.54																1.04	Rock
Sibley	4.53	0.14		0.05															1.50	Sibley
Waseca	0.04	0.68	0.19																4.72	Waseca
Watonwan	3.87	1.56	0.86	0.12	0.12	3.46	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	Watonwan	
District 7 Totals	52.83	3.87	1.56	0.86	0.12	3.46	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.24	District 7 Totals

Chippewa	15.00				0.05														15.05	Chippewa
Kandiyohi	0.44																		0.44	Kandiyohi
Lac qui Parle	1.93																		1.93	Lac Qui Parle
Lincoln	6.55 ¹																		6.55	Lincoln
Lyon	2.00				1.50														3.50	Lyon
Mc Leod	0.09	0.50			0.32														0.91	Mc Leod
Meeker	0.80	0.50																	1.30	Meeker
Murray	3.52	1.10																	4.62	Murray
Pipestone	0.50																		0.50	Pipestone
Redwood	3.41		0.13																3.54	Redwood
Renville																			0.00	Renville
Yellow Medicine		1.39																	1.39	Yellow Medicine
District 8 Totals	34.24	3.49	0.13	0.00	1.87	0.00	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.73	District 8 Totals

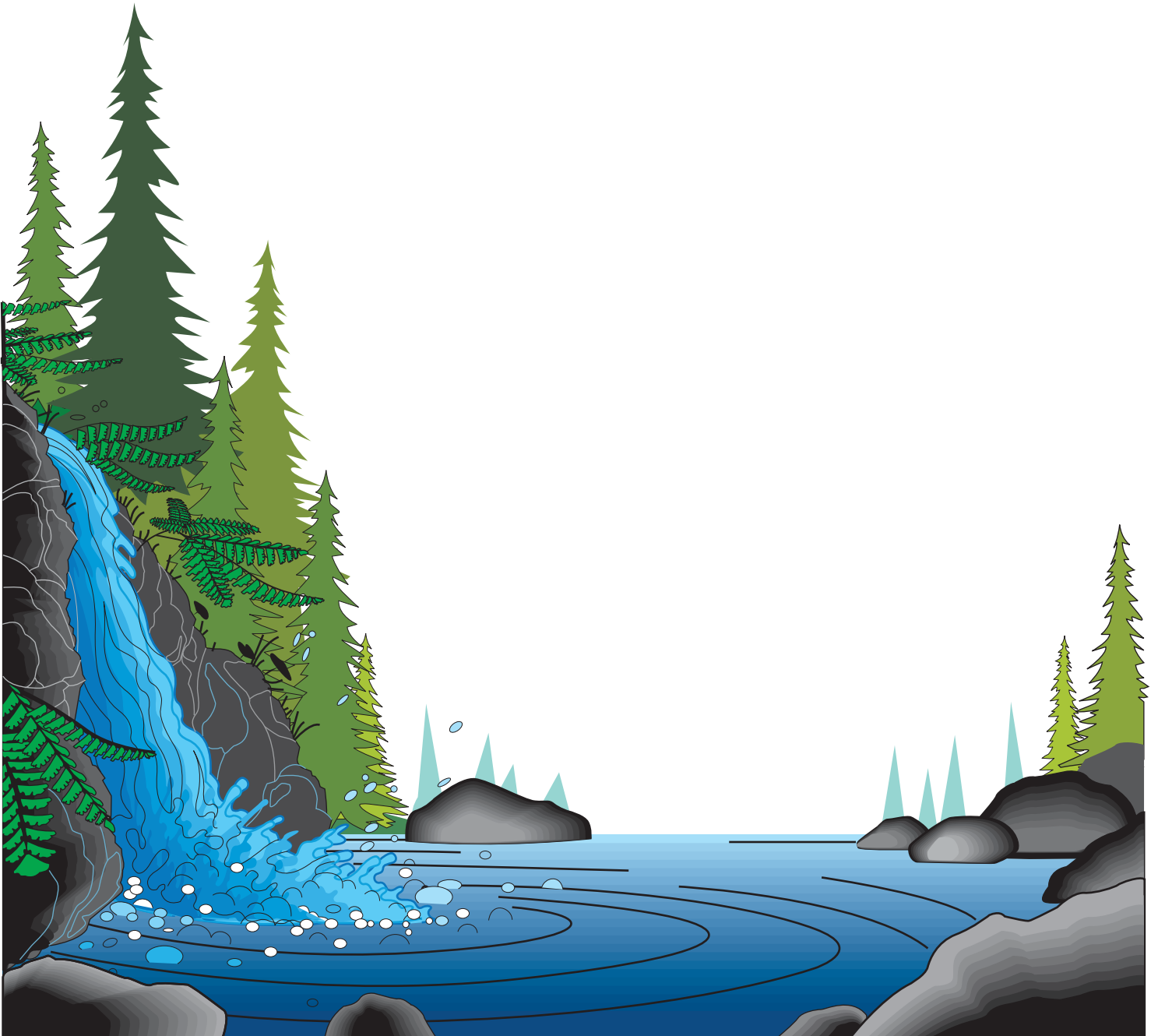
Anoka	2.04				10.42	24.99					22.13								59.58	Anoka
Carver	2.49	0.48		0.08			11.70							5.80					20.55	Carver
Chisago	3.24				2.20														5.44	Chisago
Dakota	1.65 ¹	2.47		2.26		35.63							39.60						81.61	Dakota
Hennepin	4.50	0.24	0.85																5.59	Hennepin
Ramsey	10.12 ¹	0.61		1.13															11.86	Ramsey
Scott	12.09 ¹	5.15	0.12		3.50	38.12												4.20	63.18	Scott
Washington	2.33 ¹	0.40	0.33	1.33	8.05	18.52											8.64		32.19	Washington
Metro Totals	38.46	9.35	1.30	4.80	24.17	117.26	11.70	0.00	0.00	0.00	22.13	0.00	-7.41	39.60	5.80	0.00	8.64	4.20	280.00	District 9 Totals

Totals	339.03	25.65	11.39	7.49	26.41	156.69	26.60	29.24	0.54	26.68	22.13	13.12	-7.41	39.60	5.80	0.31	8.64	4.20	739.93	Totals
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¹ Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

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

STATE PARK ROAD ACCOUNT



State Park Road Account

Spring 2026

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: Scott Smith (651) 366-3833

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 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.

MINUTES

**County State Aid 2025 Fall Screening Board
Sugar Lake Lodge, Cohasset, MN
October 29-30, 2025, starting at 1:00 pm
The Alexander 1 Room**

I. Opening of Screening Board Session, Chair, Joe Wilson at 1:03PM

A. Roll Call from Secretary

- X Jason DiPiazza, Lake County – D1
- X Andrea Weleski, Hubbard County – D2
- X Chris Byrd, Benton County – D3
- X Justin Sorum, Clay County- D4
- X Lyndon Robjent, Carver County – Metro
- X Joe Triplett, Chisago County – Metro
- X Ben Johnson, Olmsted County – D6
- X Dave Tiegs, LeSueur County – D7
- X Joe Wilson, Lincoln County – D8 Chair
- X Jerry Auge for Joe MacPherson, Anoka County
- X Erin Laberee, Dakota County
- OL Carla Stueve, Hennepin County
- X Brad Estochen, Ramsey County
- X Jim Foldesi, St. Louis County
- X Wayne Sandberg, Washington County

B. Recognition of alternates in attendance

- OL Trent Nicholson, Koochiching County – D1
- X Ericka Halstensgard, Roseau County – D2
- Darrick Anderson, Cass County – D3
- X Jordan Roggenbuck, Big Stone County – D4
- X Tony Winiecki, Scott County – Metro
- Jess Greenwood, Goodhue County – D6
- OL Jim Kollar, Waseca County - D7
- OL Nick Bergman, Pipestone County – D8

C. Recognition of Department of Transportation personnel

D. Approve minutes of the spring 2025 Screening Board Meeting (page 67)

Motion: Jim Foldesi, St. Louis County

Second: Joe Triplett, Chisago County

Passed Unanimously

II. Review of the Screening Board Report - Nick

A. General Information and Basic Needs Data and Adjustments

Notes: Nick presented the Fall 2025 County Screening Board Book.

Discussion on Wash Co Traffic Category 8. Currently, figured a workaround to generate a cost per mile for 6 lane divided highways. KDLR presented some potential options to the Screening Board for discussion and consideration.

Discussed pushing the topic to the General Subcommittee for review and recommendation back to the Screening Board.

Motion: Jim Foldesi, St. Louis County

Second: Wayne Sandberg, Washington County

Passed Unanimously

B. Tentative Apportionment Data

Notes:

C. Mileage Request – Scott County

Notes: Tony Winiacki with Scott County provided an overview of their State Aid Mileage Request.

Subcommittee Report provided to the group.

D. State Park Road

1. Hubbard County

Notes: Andrea Weleski provided an overview of their submitted project for consideration. Request Memo submitted. CSAH 23 northeast of Akeley, direct access to public access on Big Bass Lake, urban reconstruction \$1.2 million 50% of estimated total cost.

2. LeSueur County

Notes: Dave Tiegs provided an overview of their submitted request for consideration. Request Memo submitted. CSAH 15 direct access to the West Lake Jefferson Public Access, Lake Henry Public Access, complete reconstruction, \$500,000 4% of total project.

3. Mower County

Notes: Mitch Wenum provided an overview of their submitted project for consideration. Request Memo submitted. CSAH 30 main entrance to Lake Louise State Park, bit surface \$263,000 75% of total estimated cost.

4. Pope County

Notes: Brian Giese provided an overview of their submitted request for consideration. Request Memo submitted. CSAH 54 in Long Beach, access to the public Access to Lake Minnewaska and DNR facilities, resurfacing \$152,000 20% of total cost.

5. Meeker County

Notes: Phil Schmalz provided an overview of their submitted project for consideration. Request Memo submitted. CSAH 20 direct access to Lake Koronis Regional Park boat landing, pavement reconditioning, \$1 million 80% of total estimated cost.

6. Mille Lacs County

Notes: Wes Davis could not attend and submitted a memo with his request. KDRL provided a brief overview. CSAH 26 roadway improvements only access to Kathio State Park Headquarters and public water access to Shakopee Lake, \$911,200 56% of estimate total cost

KDRL provided a general overview of the SPRA statute, processes, timeline and funds.

E. Reference Info

Notes: Nick provided some remaining updates from the Fall 2025 Count Screening Board Book.

III. Research Account

Be it resolved that an amount of \$4,008,373 (not to exceed ½ of 1% of the 2025 CSAH Distribution sum of \$801,674,692) and an amount not to exceed the total distribution to any minimum county, shall be set aside from the 2026 Distribution Fund and be credited to the research account.

Thursday, October 30, 2025, 8:30 am

IV. Wrap Up

- A. If miles and needs as shown in the report are approved, the letter on page 31 to the Commissioner must be approved.

Motion to accept the book: Joe Triplett, Chisago County

Second: Chris Byrd, Benton County

Passed Unanimously

- B. Scott County Mileage Request

Everything except larger 9.5 mile segment and use 1.18 miles bank.

Motion: Joe Triplett, Chisago County to support and approve on mileage subcommittee

Second: Lyndon Robjent, Carver County

Passed Unanimously

C. State Park Road Requests Counties:

Motion: Jim Foldesi, St. Louis County

Second: Chris Byrd, Benton County

Exclusions: None

Passed Unanimously

D. LRRB Resolution:

Motion: Jason DiPiazza, Lake County

Second: Lyndon Robjent, Carver County

Passed Unanimously

E. Thank the outgoing district representatives:

Justin Sorum – D4
Lyndon Robjent –Metro
Joe Wilson - D8

F. Comments from Kristine/Ted

Notes: Covered comments and items at BOD on Wednesday.

G. Entertain motion to adjourn.

Motion: Joe Triplett, Chisago County

Second: Brad Estothen, Ramsey County

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 2025

BE IT RESOLVED:

ADMINISTRATIVE

Improper Needs Report

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

Type of Needs Study

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

Appearance at Screening Board

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

Construction Cut Off Date

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

Screening Board Vice-chair

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

Screening Board Meeting Dates and Locations

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

Screening Board Secretary

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

Research Account

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

Annual District Meeting

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

General Subcommittee

That the Screening Board Chair appoints a Subcommittee to:

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

The Subcommittee will make recommendations to the Screening Board.

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

Mileage Subcommittee

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

NEEDS ADJUSTMENTS

Restriction of 25-Year Construction Needs

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

County State Aid Construction Fund Balances

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

Minimum County Adjustment

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

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

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

Money Needs Adjustment

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

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

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

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

MILEAGE

CSAH Mileage Limitations

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

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

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

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

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

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

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

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

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

TRAFFIC

Traffic Projection Factors

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

Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

ROAD NEEDS

Method of Study

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

Storm Sewer

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

Construction Accomplishments

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

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

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

Additional Interchange Needs

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

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

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

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

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

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

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

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

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