

BRIDGE & ROAD CONSTRUCTION (BARC)

Program Eligibility and Process

BARC funds, also referred to as Road Repair funds, are unique in that they may be spent either through a normal state letting, a contract arranged through the District, or for materials and rental equipment needed by the District. BARC funds are not meant to be used for routine maintenance or for the purchase of equipment, both of which are considered operations expenses. BARC funds should be thought of as funding for projects that are consistent with legislative language (Ch. 6, Art 1 § 2, Subd. 3(a)(2), Laws of Minnesota, 2005 First Special Session) that indicates **the State Road Construction (SRC) appropriation is for the actual construction, reconstruction, and improvement of trunk highways.**

STEPS IN USING BARC FUNDS

1. During development of the State Transportation Improvement Program (STIP), each District estimates the amount of BARC funds needed for each year of the STIP. The amount of BARC funds needed is listed as a Setaside, i.e., as one line in the District's portion of the STIP. These funds have traditionally been state funds, and are part of each District's state fund target.
2. When the District identifies a use for these funds, the District either executes the project through the Central Office letting process or identifies the project as an eligible BARC activity to be handled by the District.
 - For a normal contract through Central Office, the District builds a PPMS screen and asks OIM to move funds from its setaside to the actual project.
 - For an eligible BARC activity, the District uses a tracking form that is sent to OIM requesting that BARC dollars from its setaside be transferred to the District's specific Road Repair Org. If OIM determines that the request is eligible for SRC, the funding is transferred to the District account. OIM sends the request to the Office of Finance, who transfers the amount to the District's account. If actual work costs less than what was estimated, OIM requests that the District adjust its next request accordingly. OIM keeps track of the amount of the setaside, decreases the setaside as requests are processed, and periodically reports status to the District.

BARC Eligible List		Checked ones are Eligible:		
		<u>Contract</u>	<u>Business Enterprise (Mn/DOT)</u>	<u>Materials & Rental Equipment</u>
Bridges				
Bridge Repairs	service includes: riprap, approach panel replacements, mill & overlay bridge decks, etc.	X		X
	material includes: steel, forms, ready mix, rebar, bearings, pads, beams, etc.	X		X
Bridge Preservation and Painting - planned aspects	service includes: riprap, approach panel replacements, mill & overlay bridge decks, etc.			
	material includes: steel, forms, ready mix, rebar, bearings, pads, beams, etc.			
Drainage				
Culverts, edge drains, drain tiles & other drainage infrastructure replacement & repair		X		X
Pond and ditch cleanout		X		
Pavements / Shoulders				
Bituminous Pavement Repair	service includes: wedge paving, shoulder paving, full overlays, thin overlays, spot overlays, seal coats, and base corrections	X		X
Bituminous Crack Sealing		X		
Concrete Pavement Repair	service includes: joint rehabs, panel replacement, etc.	X		X
Shoulder Restoration		X		X
Turn/Acceleration Lanes		X		X
Traffic Management				
Guardrails/guardrail replacement and end treatments for new standards, outdated stretches, and non-standard installations (Does not include hits)		X		X
Purchase and Install Impact Attenuators (Does not include hits)		X		X
Signs & Posts Replacements and Refurbishments (Has to be on the Sign Replacement Program)		X	X	X
Striping		X	X	X
Message painting		X	X	X
Stationary anti-icing system installing and upgrading		X		X
Roadsides				
Landscaping projects on roadways and rest areas		X		X
Living Snow Fence (on or off right-of-way)		X		X
Fence replacement for new standards and non-standard installations (Does not include hits)		X		X
Emergencies				
Major Drainage Failure Repairs	Service includes: bridge hits, major retaining wall failures, major drainage failures , etc.	X		X
Others or Miscellaneous				
Contract with city/county for work on any BARC eligible activities.		X		
Intelligent Transportation Systems (ITS)/TOCC - replacement equipment and hardware, not service/routine maintenance. (Initial equipment costs are eligible under SRC-STP, NHS & IM programs).		X		X
RWIS - replacement equipment and hardware, not service/routine maintenance.		X		X

If the proposed type of work is not found on either of these lists, please contact Bob Hofstad (651) 296-8519 in the Office of Investment Management for assistance.

The following types of work are unacceptable when using BARC funds:

1. Expenses related to Winter maintenance operations
2. Mn/DOT's labor costs
3. Routine patching
4. Expenses related to routine vegetation control
5. Culvert & edge drain cleanout
6. Program development
7. Spot patching
8. Any work to Mn/DOT facilities and grounds
9. Planning studies & corridor studies
10. Repair due to hits of guardrail, attenuators and signs
11. Service fees for RWIS, ITS, TOCCs
12. Inspection activities
13. Construction related items like laptops, cell phones, vehicles.
14. Any routine maintenance agreement

NOTES ABOUT BARC FUNDS

1. BARC funds are just another element of each District's state target. BARC funds are construction funds, and should be viewed in exactly the same way as each District views its funds used for construction projects.
2. Each District is completely in charge of the amount used for BARC within its overall state fund target. If during the State Fiscal Year, the District determines that it needs more BARC funds, it can transfer funds from another setaside or from a project that will not be needing funds that year. If the District determines that it needs less BARC funds, it can transfer excess funds to another activity or use the funds to balance any cost overruns in its program.

Investment Management
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