

**MINNESOTA DEPARTMENT OF TRANSPORTATION**  
**STATE AID FOR LOCAL TRANSPORTATION GROUP**  
**Technical Memorandum No. 00-SA-04**  
**May 3, 2000**

**TO:** County Engineers  
City Engineers  
Consulting Engineers  
District State Aid Engineers

**FROM:** Julie Skallman  
State Aid Engineer

**SUBJECT:** Plan Approval for Staged Grading and Surfacing

State Aid Operations Rules, Chapter 8820.9920 "Geometric Design Standards; Rural Undivided; New or Reconstruction Projects" require 9 ton paved roadways for ADT's in the ranges of 150-749 and 750 – 1499, and 10 ton paved roadways for ADT's of 1500 and over. At the same time, many agencies stage the construction of projects over a few years. This memorandum is to clarify how the rules are interpreted in regards to design strength and surfacing.

A common practice is to place the bituminous surface a year or two after grading. The reason for this is that many engineers like to expose the road bed to a full year or more of traffic and weather to help compact the grade and identify any potential problems related to differential settling, poor drainage, etc. before placing the paved surface. In this case, state aid policy shall be that the "future" paved typical section must be included in the grading plan, along with the dates for placement of the bituminous surface, which must be within 2 years of completion of the grading.

A second scenario is the placement of the bituminous surface over two consecutive construction seasons with the final wearing course completed during the second season. In this case state aid policy shall be either a single plan showing the complete 9 ton paving with provisions for placing the final surface the following year under the same contract, or, two plans simultaneously submitted for approval, one showing construction without the final wearing course and the other showing the construction of the final wearing course. At the time of plan approval where two separate plans are approved, the agency's five year capital improvement plan must be submitted showing the final surfacing project in the year following the completion of initial surfacing.

Another common practice for constructing large projects with limited annual funding is to grade the project in stages over a few years, and then placing the final surfacing over the entire roadway after the grading is complete. In this case, plans for each stage may be approved separately, but at the time of the plan approval of the initial stage, the agency's five year capital improvement plan must include all subsequent stages, including the final surfacing project. The "future" paved typical section must be included in the grading plans along with the dates for placement of the bituminous surface, which must be within 2 years

of completion of the grading of the final stage.

For CSAH and MSAS bridge projects, the surfacing and structural design strength requirements **do apply**, even if the rest of the roadway is not paved or does not meet structural strength requirements. An administrative variance will be processed to exclude non-state aid system bridge projects from the surfacing and structural design strength requirements.

During the next rule-making process, this issue will be discussed again. This memorandum will remain in effect until such time as the rules are revised, or until appropriate language is included in the State Aid Manual.

If you have any questions concerning this matter, please contact Paul Stine at 651-296-9973.

END

cc: Kevin Western; State Aid Bridge (3)      DSAA      State Aid Staff (7)