2020
COUNTY SCREENING BOARD DATA

Spring 2020

The State Aid Program Mission Study

Mission Statement:

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

Program Goals:

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

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

Key Program Concepts:

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

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

A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial

B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.

C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

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

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

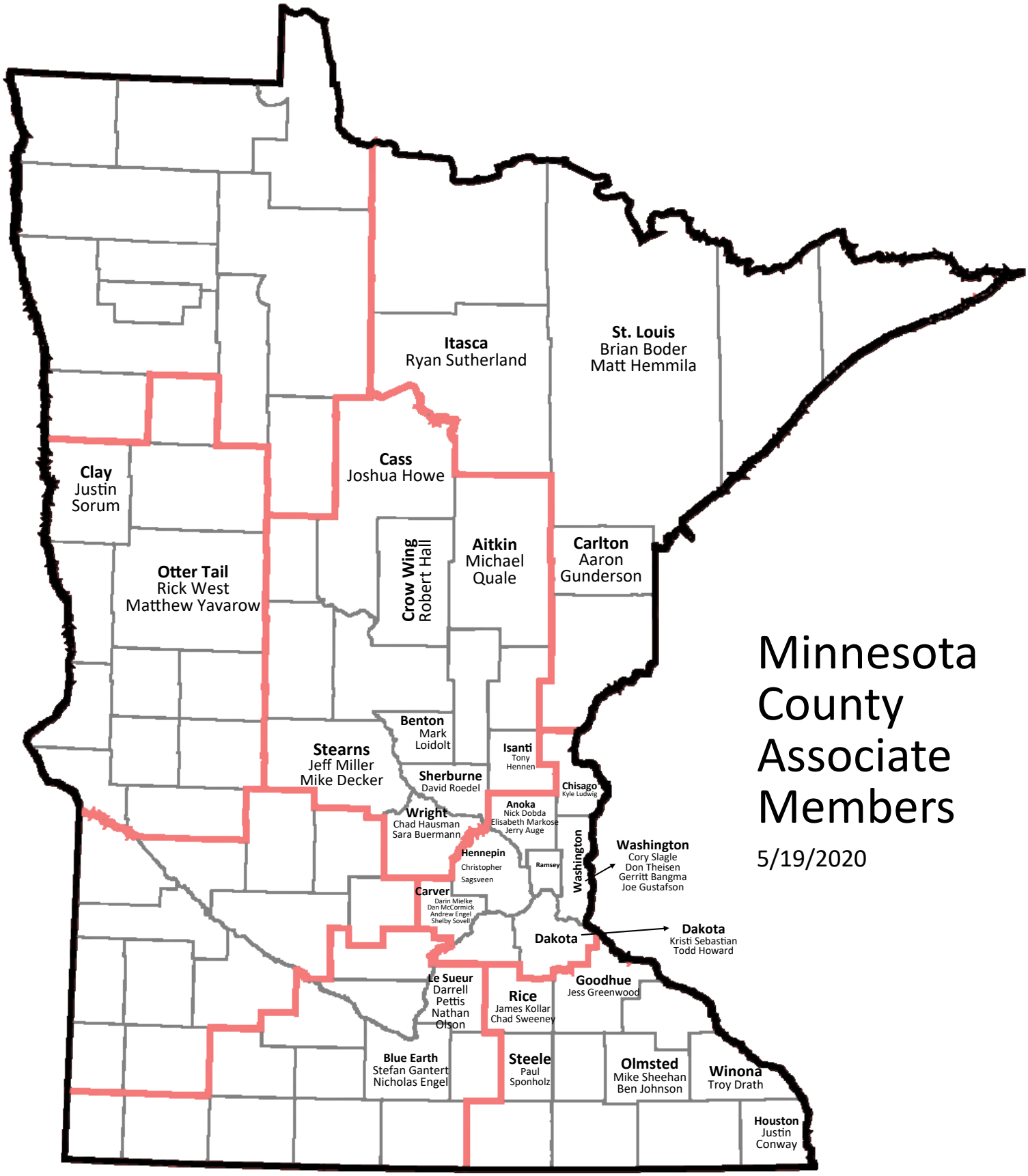
The *Needs* component of the distribution formula estimates the relative cost to build county highways or build and maintain city streets designated as state-aid routes.

Minnesota County Highway Engineers

5/10/2020

Minnesota County Associate Members

5/19/2020



2020 COUNTY SCREENING BOARD

JinYeene Neumann	(20-21)	Carlton County	District 1
Jed Nordin	(20-21)	Hubbard County	District 2
Ryan Odden	(19-20)	Wadena County	District 3
Todd Larson	(20-21)	Stevens County	District 4
Tony Winiecki	(18-21)	Scott County	Metro
Joe Triplett	(20-21)	Chisago County	Metro
Ron Gregg	(20-21)	Fillmore County	District 6
Mark Daly	(19-20)	Faribault County	District 7
Jeff Marlowe	(19-20)	Renville County	District 8
Joe MacPherson	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Carla Stueve-Chair	Permanent	Hennepin County	Urban
Ted Schoenecker	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
Andrew Witter, Secretary	(20-23)	Sherburne County	

2020 SCREENING BOARD ALTERNATES

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

2020 CSAH MILEAGE SUBCOMMITTEE

Lyndon Robjent	October 2022	Carver County
Tim Erickson	October 2020	Douglas County
Guy Kohlnhofer	October 2021	Dodge County

2020 CSAH GENERAL SUBCOMMITTEE

Jodi Teich	June 2020	Stearns County
John Brunkhorst	June 2021	McLeod County
Tony Winiecki	June 2022	Scott County
Brain Giese		NTF Member - Outstate Rep
Mark Krebsbach		NTF Member - Metro Rep

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

http://www.dot.state.mn.us/stateaid/csah-springbooks.html

Introduction

Spring 2020

The primary task of the Screening Board spring meeting is to establish new unit prices to be used for the 2020 County State Aid Highway Needs Study.

As in other years, in order to keep the five-year average unit price study current, we have removed the 2014 construction projects and added the 2019 construction projects. The awarded bids on all state aid and federal aid projects, let from 2015 through 2019, are the basic source of information for compiling the data used for computing the recommended 2020 unit prices. The needs application calculates the construction, ROW and preservation costs for each county.

Minutes of the General Subcommittee meeting held May 4, 2020 via Skype are included in this report. Costs may vary slightly between now and next January because we do not have 100% of all the counties updates in the system.

Minutes of the CSAH General Subcommittee Meeting

May 4, 2020

WebEx Meeting 10:30am

Attendees: Jodi Teich, Stearns County – North

John Brunkhorst, McLeod County – South

Tony Winiecki, Scott County – Metro

Brian Giese, Pope County – NTF GM

Mark Krebsbach, Dakota County – NTF Metro

Kim DeLaRosa, State Aid

Marc Briese, State Aid

The General Subcommittee met to recommend unit prices for the 2020 Spring Screening Board meeting.

Unit Prices

The Subcommittee recommends the following unit prices to be used for the 2020 needs computation:

Rail Protection Cost

	2019	2020
Signs	$1,500	$1,500
Signals Only	$275,000	$275,000
Signals & Gates	$325,000	$325,000
RR X-ing surfacing	$1,350	$1,350

Railroad costs are supplied by the Office of Freight and Commercial Vehicle Operations. There was no change in projected costs.

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

Traffic Signals

Again we are not seeing data to support an increase in signal costs. The General Subcommittee recommends using $225,000 for 2020 ($56,250 per leg). The MSAS system is using a cost of $207,700 (1.8% construction cost index applied to previous year's cost) and they will do a cost study in 2021. There was also a request to look at stand-alone roundabout costs in the needs.

Bridges

The average local bridge(s) cost from 2015-2019 projects were compiled based on the project information received from the State Aid Bridge Office on county owned bridge. In addition to the normal bridge materials and construction costs; prorated mobilization, bridge removal and riprap costs are included if these items are part of the contract. Traffic control, field office, and field lab costs <u>are not included</u>. The average unit costs for 2015-2019 bridge construction are:

$169/sq. ft. for 0-149 ft. bridges

$141/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 $17.44 per ft^3. We have just over 3,600 culverts of varying sizes on the CSAH system.

Gravel Surface

We are not seeing state aid gravel surface projects. Some counties have provided their gravel contract costs for the last five years. The subcommittee recommends using the same price as last year, $10.01 based on the data presented.

Other Topics Discussed

Traffic counting in 2020 will be discussed at the district meetings. Watch for a memo from State Aid to the locals.

County Screening Board may need to revise resolution for LRRB due to the forecasted reduction in revenue. Counties want to be conscientious of the minimum county allocation versus the LRRB funds.

Construction/maintenance split discussion of changing for one year due to the COVID-19 pandemic. Discussion to be had at the next BOD meeting and district meetings.

Proposed Unit Prices

Spring 2020

		2016	2017	2018	2019	2020
RR x-ing Protection items:						
Signs	Each	$1,500	$1,500	$1,500	$1,500	$1,500
Signals	Each	$250,000	$275,000	$275,000	$275,000	$275,000
Signals & gates	Each	$300,000	$325,000	$325,000	$325,000	$325,000
Surfacing	Lin. Ft.	$1,200	$1,350	$1,350	$1,350	$1,350
Traffic signals	Leg	$56,250	$56,250	$56,250	$56,250	$56,250
Bridge <150	Sq. Ft.	$141	$152	$155	$163	$169
Bridge >150	Sq Ft.	$144	$138	$146	$147	$141
Culverts	Cu. ft.	$14.83*	$15.47	$15.75	$16.61	$17.44
Gravel	Ton	$9.90*	$10.30*	10.01*	$10.01	$10.01

***Generated by the application.**

Signals based on a $225,000 system.

DEPARTMENT OF TRANSPORTATION

Memo

Date: 04/14/2020

To: Kimberlie DeLaRosa

CSAH Needs Manager

From: Julie Whitcher

State Rail Safety Engineer

RE: Projected Railroad Grade Crossing Improvements – Costs for 2020

We have projected 2020 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)*	$275,000 - $300,000
Signals & Gates (multiple track, high/low speed, average price)*	$300,000 - $375,000
Signs (advance warning signs)	$1,500 per crossing
Pavement Markings (tape)	$4,500 per crossing
Pavement Markings (paint)	$600 per crossing
Crossing Surface (concrete, complete reconstruction)	$1,200 - $1,500 per track ft.

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

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

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

Bridge Projects 2015-2019

Spring 2020

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

BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2015	85575	SAP 085-599-070	32.51	C-SLAB	758	$222,610	$294
2015	L1230	SAP 009-598-016	49.92	REHAB	1,177	233,880	199
2015	22613	SAP 022-599-108	51.50	C-SLAB	1,614	250,297	155
2015	31569	SAP 031-619-009	55.50	PCB	1,961	363,337	185
2015	69A28	SAP 069-716-010	59.85	PCB	2,115	553,086	262
2015	85576	SAP 085-599-073	71.67	C-SLAB	1,661	411,031	247
2015	69A29	SAP 069-604-076	74.80	PCB	3,530	630,102	178
2015	23566	SP 028-625-009	77.08	PCB	3,032	384,874	127
2015	67567	SP 067-611-007	78.46	C-SLAB	2,707	349,599	129
2015	64587	SAP 064-598-021	79.92	PCB	2,824	252,839	90
2015	10548	SAP 010-630-030	82.08	PCB	3,539	420,470	119
2015	42568	SAP 042-598-043	82.67	C-SLAB	2,591	273,317	105
2015	22620	SAP 022-619-019	91.00	C-SLAB	3,579	452,242	126
2015	66557	SAP 066-612-008	93.50	C-SLAB	3,678	442,081	120
2015	73578	SAP 073-617-037	93.92	PCB	3,694	479,353	130
2015	28556	SAP 028-598-009	102.42	PCB	3,619	342,353	95
2015	23591	SAP 023-599-196	103.13	C-SLAB	3,231	287,391	89
2015	78526	SAP 078-598-030	107.00	C-SLAB	3,763	367,485	98
2015	49555	SAP 049-643-015	117.90	PCB	4,637	615,309	133
2015	51536	SAP 051-599-096	124.77	C-SLAB	3,910	381,905	98
2015	71529	SP 071-624-001	134.08	PCB	7,554	1,257,984	167
2015	48535	SAP 048-598-013	139.75	C-SLAB	4,938	736,581	149
2015	72551	SAP 072-599-062	143.50	PCB	4,496	700,501	156
2015	31568	SAP 031-622-004	146.69	PCB	5,159	1,121,576	217
					2015 Average Cost per Square Foot		**$153**
2016	09J32	SAP 009-608-017	32.00	C-ARCH	6,720	$1,227,210	$183
2016	27B86	SP 027-746-005	38.17	PCB	1,635	435,865	267
2016	32578	SAP 032-599-095	40.00	C-SLAB	1,254	224,176	179
2016	35539	SAP 035-599-116	43.67	C-SLAB	1,369	276,436	202
2016	77537	SAP 077-599-060	45.17	PCB	1,378	270,262	196
2016	27B85	SP 027-735-003	51.68	PCB	1,826	797,055	437
2016	32577	SAP 032-599-098	54.00	TTS	1,620	335,747	207
2016	31570	SAP 031-598-022	63.17	PCB	2,232	321,888	144
2016	20561	SAP 020-599-113	65.00	C-SLAB	2,297	315,136	137
2016	83551	SAP 083-599-075	65.00	C-SLAB	2,297	344,810	150
2016	25617	SAP 025-599-112	66.67	PCB	2,102	277,093	132
2016	11532	SAP 011-599-015	68.00	TTS	2,176	393,492	181
2016	17534	SAP 017-601-021	76.00	PCB	3,294	410,669	125
2016	69A53	SAP 069-621-034	80.93	PCB	3,508	716,205	204
2016	49556	SAP 049-599-068	87.00	PCB	3,074	388,203	126
2016	69A43	SAP 069-599-040	88.09	C-SLAB	3,176	762,330	240
2016	78527	SAP 078-598-031	92.00	C-SLAB	3,235	324,854	100
2016	58556	SAP 058-653-010	92.92	PCB	4,027	529,041	131
2016	64588	SP 064-598-022	101.04	C-SLAB	3,490	331,525	95

Bridge Projects 2015-2019

Spring 2020

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

BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2016	27B84	SAP 027-646-007	103.67	PCB	7,447	2,370,452	318
2016	71530	SP 071-598-008	112.17	PCB	4,412	$531,750	121
2016	67571	SP 067-615-009	112.50	C-SLAB	3,975	462,261	116
2016	12554	SAP 012-599-094	113.31	C-SLAB	3,551	397,793	112
2016	23593	SAP 023-601-028	115.67	PCB	5,012	608,294	121
2016	42579	SAP 042-610-038	117.00	C-SLAB	4,602	473,926	103
2016	64590	SAP 064-599-108	117.46	C-SLAB	4,150	377,813	91
2016	22621	SP 022-606-017	118.67	C-SLAB	5,756	954,305	166
2016	50587	SAP 050-597-006	124.96	PCB	8,789	2,088,989	238
2016	23592	SAP 023-601-027	138.67	PCB	6,009	670,694	112
2016	69A35	SAP 069-659-002	149.29	PCB	5,313	784,107	148
						2016 Average Cost per Square Foot	**$169**

Bridge Projects 2015-2019

Spring 2020

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

BRIDGE LENGTH 0-149 FEET

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

Bridge Projects 2015-2019

Spring 2020

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

BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2018	70554	SAP 070-608-024	41.67	C-SLAB	1,972	547,872	$278
2018	69A61	SAP 069-599-043	42.17	PCB	1,321	398,332	302
2018	31572	SAP 031-625-004	47.67	C-SLAB	1,685	337,916	201
2018	17536	SAP 017-599-088	49.00	C-SLAB	1,519	180,126	119
2018	79556	SAP 079-599-078	54.00	C-SLAB	1,674	240,315	144
2018	23595	SAP 023-601-029	55.92	PCB	1,957	374,121	191
2018	11531	SAP 011-598-009	64.00	TTS	2,048	442,889	216
2018	32575	SAP 032-605-020	68.00	C-SLAB	2,675	400,033	150
2018	54553	SAP 054-620-012	68.00	PCB	2,403	368,421	153
2018	27C53	SP 027-596-009	68.00	TTS	2,720	1,048,855	386
2018	64593	SAP 064-599-112	74.00	C-SLAB	2,590	395,883	153
2018	42571	SAP 042-603-026	74.67	C-SLAB	2,937	392,240	134
2018	31573	SAP 031-598-023	75.67	C-SLAB	2,674	584,902	219
2018	02588	SAP 002-678-023	76.20	PCB	7,133	1,301,413	182
2018	32568	SAP 032-599-089	81.00	C-SLAB	2,511	368,060	147
2018	27C02	SAP 027-661-048	81.73	PCB	6,483	1,285,438	198
2018	48534	SAP 048-597-003	83.00	C-SLAB	2,532	516,374	204
2018	16525	SAP 016-605-005	89.93	PCB	2,916	679,704	233
2018	67572	SAP 067-599-179	91.67	C-SLAB	2,842	318,368	112
2018	64592	SAP 064-599-111	93.47	C-SLAB	3,271	472,004	144
2018	07599	SAP 007-652-003	97.73	PCB	3,372	461,460	137
2018	37554	SP 037-607-037	100.17	PCB	3,856	682,237	177
2018	65566	SAP 065-608-012	102.92	PCB	4,460	587,557	132
2018	67573	SAP 067-599-178	107.00	C-SLAB	3,317	417,371	126
2018	07601	SAP 007-599-060	108.00	C-SLAB	3,348	412,106	123
2018	69A64	SAP 069-652-020	110.71	PCB	3,912	637,498	163
2018	68542	SP 068-598-035	111.00	C-SLAB	3,885	628,938	162
2018	10552	SAP 010-599-020	119.00	PCB	3,689	462,957	125
2018	73580	SAP 073-665-021	120.00	C-SLAB	4,680	603,473	129
2018	45578	SP 045-598-023	123.10	C-SLAB	4,309	610,061	142
2018	23536	SAP 023-599-150	133.90	C-SLAB	4,156	800,288	193
2018	02589	SAP 002-678-023	136.09	PCB	12,589	3,824,021	304
2018	71531	SAP 071-606-013	140.92	PCB	6,107	877,475	144
2018	45577	SP 045-598-021	141.67	C-SLAB	4,394	903,844	206
2018	83552	SAP 083-599-076	143.67	C-SLAB	5,028	515,631	103
					2018 Average Cost per Square Foot		**$178**
2019	85580	SAP 085-598-010	41.77	C-SLAB	1,309	408,953	$312
2019	69A56	SAP 069-644-027	63.92	PCB	2,530	663,029	262
2019	69A66	SAP 069-599-046	66.17	PCB	2,073	454,430	219
2019	31571	SP 031-598-026	72.17	PCB	2,261	279,135	123
2019	64589	SAP 064-608-025	75.00	C-SLAB	2,588	321,853	124
2019	27J72	SP 027-596-011	76.17	PCB	3,733	2,630,431	705
2019	69A67	SAP 069-599-045	77.92	PCB	2,442	480,619	197

Bridge Projects 2015-2019

Spring 2020

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

BRIDGE LENGTH 0-149 FEET

Award Year	New Bridge Number	Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2019	58557	SAP 058-632-018	80.06	PCB	3,123	421,822	135
2019	09534	SAP 009-611-004	84.50	PCB	2,958	668,786	226
2019	65568	SAP 065-598-019	85.00	C-SLAB	3,004	338,181	113
2019	69A71	SAP 069-605-050	88.92	PCB	3,527	653,028	185
2019	64595	SP 064-605-030	94.17	PCB	3,673	449,397	122
2019	20562	SAP 020-603-013	95.92	PCB	3,741	571,545	153
2019	09533	SAP 009-601-051	96.77	C-SLAB	4,161	733,228	176
2019	83553	SAP 083-599-077	98.00	TTS	3,332	507,736	152
2019	12556	SAP 012-602-024	100.50	C-SLAB	4,707	537,838	114
2019	56544	SAP 056-615-018	104.67	C-SLAB	5,260	844,815	161
2019	23596	SAP 023-601-030	108.67	C-SLAB	3,803	523,502	138
2019	69A59	SP 069-598-065	110.94	PCB	3,883	718,037	185
2019	55595	SAP 055-632-003	121.77	C-SLAB	4,262	441,934	104
2019	12555	SAP 012-599-096	128.28	C-SLAB	3,978	488,681	123
2019	78533	SAP 078-598-037	130.00	C-SLAB	4,593	566,077	123
2019	53536	SAP 053-619-025	143.46	C-SLAB	5,021	596,915	119
						2019 Average Cost per Square Foot	**$186**
TOTAL							**$169**

Bridge Projects 2015-2019

Spring 2020

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

BRIDGE LENGTH 150 FEET & OVER

Award Year	New Bridge Number		Project	Bridge Length	Beam Type	Deck Area	Bridge Cost	Cost per Sq. Ft.
2015	84536	SAP	084-601-007	154.67	PCB	5,439	$774,283	$142
2015	69A20	SAP	069-710-025	159.11	PCB	7,515	1,362,125	181
2015	58554	SAP	058-607-023	275.92	PCB	11,957	1,529,991	128
							2015 Average Cost per Square Foot	**$150**
2016	87581	SAP	087-599-132	170.17	PCB	6,013	$495,531	$82
2016	80539	SAP	080-626-021	176.00	PCB	6,076	839,461	136
2016	69A41	SP	069-605-044	302.17	PCB	10,677	1,447,655	136
							2016 Average Cost per Square Foot	**$118**
2017	43561	SAP	043-599-043	160.38	PCB	5,667	$867,902	$153
2017	31574	SAP	031-598-025	175.17	PCB	5,489	$1,050,133	191
2017	03513	SAP	003-607-022	192.17	PCB	9,624	$2,038,065	212
2017	87563	SP	087-598-025	252.42	PCB	8,919	$951,385	107
2017	13526	SAP	013-620-026	354.17	PCB	15,348	1,782,433	116
							2017 Average Cost per Square Foot	**$156**
2018	17537	SAP	017-607-020	159.00	C-SLAB	6,837	$892,953	$131
2018	71532	SAP	071-603-023	170.84	PCB	7,346	843,391	115
							2018 Average Cost per Square Foot	**$123**
2019	77538	SAP	077-626-008	158.42	PCB	6,099	435,478	$71
2019	67574	SAP	067-598-022	188.79	PCB	5,821	926,620	159
2019	58558	SAP	058-652-011	192.25	PCB	7,562	1,294,310	171
2019	64586	SAP	064-701-019	353.21	PCB	15,306	3,438,352	225
							2019 Average Cost per Square Foot	**$157**
								$141

Culvert Costs 2015-2019

Spring 2020

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calcualate 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 avearage 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 2015

Total Number of Culvert Projects	88	
Average Barrel Length (LF)	56'	
Average Barrel Cost ($/LF)	$963	
Average End Section Cost ($/EA)	$13,380	All Sizes Combined
Average Total Barrel Volume (CF)	8,080	
Average Barrel Volume Cost ($/CF)	$16.37	

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

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

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

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

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

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

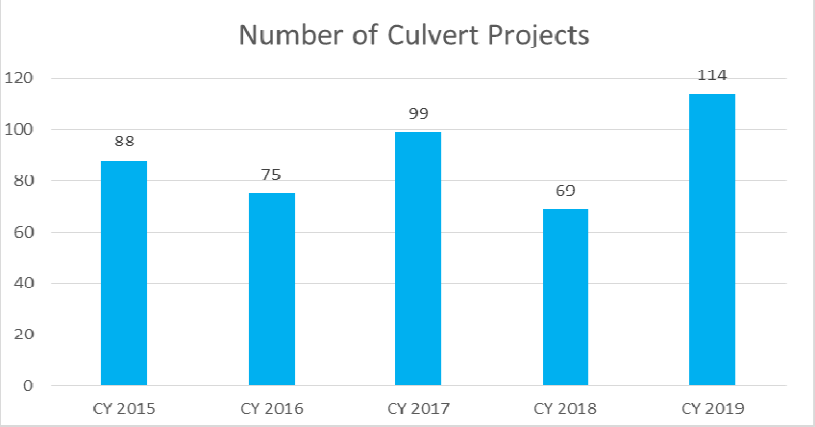
Culvert Costs 2015-2019

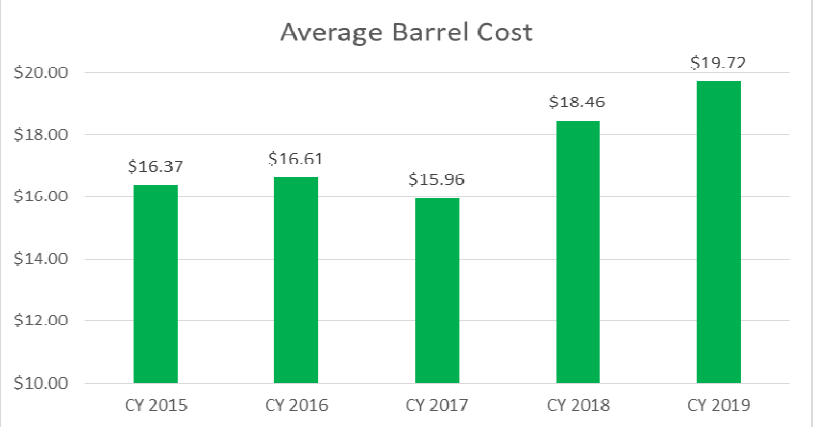
Spring 2020

As per the 2016 Screening Board we will transition to use the costs prepared from the bridge office to calcualate 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 avearage cost per cubic foot.

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

Total Number of Culvert Projects	114	
Average Barrel Length (LF)	65'	
Average Barrel Cost ($/LF)	$1,160	
Average End Section Cost ($/EA)	$17,137	All Sizes Combined
Average Total Barrel Volume (CF)	8,725	
Average Barrel Volume Cost ($/CF)	$19.72	
5 year Average Unit Cost	**$17.44**	





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

Gravel Surface Preservation Cost

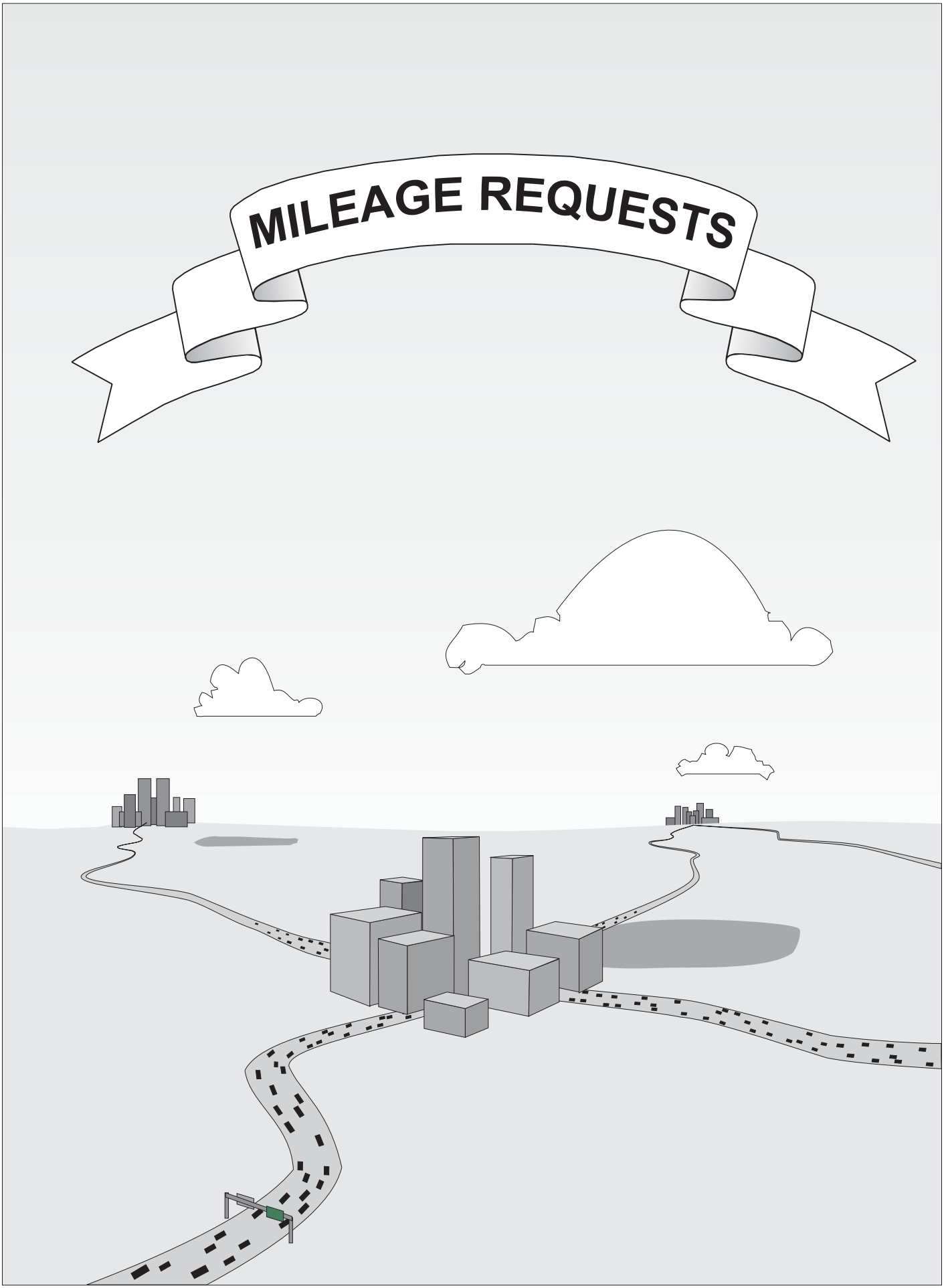
Spring 2020

Project Number	Gravel Cost	Gravel Tons	Award Date	Unit Cost	
SLC	482,723.50	48,982	3/5/15	9.86	
SLC	20,511.78	4,423	3/5/15	4.64	
035-614-007	173,827.50	16,555	3/17/15	10.50	
CP 115-067-1196 Polk	276,850.00	24,500	3/27/15	11.30	
CP 115-216-1197 Polk	220,350.00	19,500	3/27/15	11.30	
045-624-003	59,913.00	5,706	4/21/15	10.50	
SLC	106,146.00	11,794	1/2/16	9.00	
SLC	119,106.00	13,234	1/2/16	9.00	
SLC	153,820.80	16,023	1/2/16	9.60	
CP 116-065-1214 Polk	345,000.00	30,000	2/26/16	11.50	
CP 116-067-1215 Polk	123,525.00	13,500	2/26/16	9.15	*
CP 116-212-1216 Polk	64,050.00	7,000	2/26/16	9.15	*
045-617-015	19,890.00	1,326	8/16/16	15.00	*
079-628-002	2,052.00	228	11/15/16	9.00	
SLC	327,810.30	41,234	3/23/17	7.95	
SLC	304,144.00	38,018	3/23/17	8.00	
SLC	41,724.00	4,392	3/23/17	9.50	
SLC	119,012.40	15,258	3/23/17	7.80	
SLC	16,063.80	1,959	3/23/17	8.20	
SLC	27,563.90	3,262	3/23/17	8.45	
SLC	88,583.40	10,182	3/23/17	8.70	
SLC	16,363.20	1,948	3/23/17	8.40	
KCP 17-04 KANABEC	509,983.11	75,235	4/18/2017	6.78	
CP 5-001 CHIPPEWA	517,650.00	40,600	11/21/2017	12.75	
CP 117-028-1231 Polk	48,107.00	7,300	3/24/2017	6.59	
CP 117-03-1232 Polk	213,285.00	24,100	3/24/2017	8.85	
CP 117-075-1233 Polk	89,822.00	9,700	3/24/2017	9.26	
CP 117-240-1234 Polk	42,973.00	4,900	3/24/2017	8.77	
SLC	345,470.90	41,623	1/25/18	8.30	
CP 118-220-1255 Polk	210,984.00	17,700	3/16/18	11.92	
CP 118-51-1256 Polk	392,200.00	37,000	3/16/18	10.60	
CP 18:80 TODD	58,291.00	7,100	3/27/2018	8.21	
CP18-01 TRAVERSE	100,485.00	10,150	3/29/2018	9.90	
KCP 18-06 KANABEC	691,456.96	99,184	5/15/2018	6.97	**
CP CHIPPEWA	729,054.00	41,400	11/6/2018	17.61	
CP 119-248-1295 Polk	91,724.00	9,200	3/22/19	9.97	
CP 119-44-1293 Polk	155,532.00	15,600	3/22/19	9.97	
CP 119-45-1294 Polk	238,283.00	23,900	3/22/19	9.97	
Roseau 2015	45,705.00	4,320	7/2/15	10.58	**
Roseau 2018	41,176.80	5,320	7/19/18	7.74	**
Roseau 2017	30,619.50	4,795	6/13/17	6.39	**
Roseau 2016	75,750.00	7,570	7/1/16	10.01	**
KCP 19-07 KANABEC	770,021.00	104,765	4/16/2019	7.35	
CP 2019-05 Houston	243,532.60	27,400	4/24/19	8.89	
Totals	**$8,751,136.45**	**947,886**		**$9.23**	

* does not include state wages

** Stockpile delivered

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

Spring 2020

In the past, there has been considerable speculation as to which requirements a road must meet in order to qualify for designation as a County State Aid Highway. The following section of the Minnesota Department of Transportation Rules which was updated in July, 1991, definitely sets forth what criteria are necessary.

Portion of Minnesota Rules For State Aid Operations

State Aid Routes shall be selected on the basis of the following criteria:

Subp. 2. A county state-aid highway may be selected if it:

(A) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;

(B) connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and

(C) provides an integrated and coordinated highway system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

Banked CSAH Mileage

Spring 2020

CSAH Mileage Limitations:

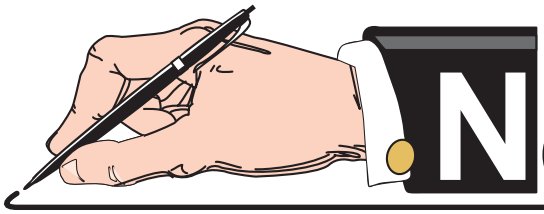
Any revocation of CSAH mileage resulting in the reduction of exisiting CSAH mileage shall be reflected by the reduction of the same mileage within the appropriate traffic category in the needs calculation system. These revoked miles shall be deposited into a mileage bank and may be designated elsewhere.

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

County	Banked Mileage Available
Aitkin	0.00
Anoka	0.68
Becker	0.11
Beltrami	2.06
Benton	0.28
Big Stone	0.05
Blue Earth	0.60
Brown	0.61
Carlton	0.78
Carver	0.10
Cass	0.85
Chippewa	0.38
Chisago	0.01
Clay	0.37
Clearwater	0.01
Cook	0.01
Cottonwood	0.74
Crow Wing	1.17
Dakota	0.00
Dodge	0.76
Douglas	2.11
Faribault	0.49
Fillmore	0.00
Freeborn	0.00
Goodhue	4.17
Grant	0.00
Hennepin	5.83
Houston	0.00
Hubbard	0.20
Isanti	0.88
Itasca	0.60
Jackson	0.21
Kanabec	0.60
Kandiyohi	0.65
Kittson	0.00
Koochiching	2.65
Lac Qui Parle	0.00
Lake	0.00
Lake of the Woods	0.00
Le Sueur	0.59
Lincoln	0.20
Lyon	0.00
McLeod	2.58
Mahnomen	0.44

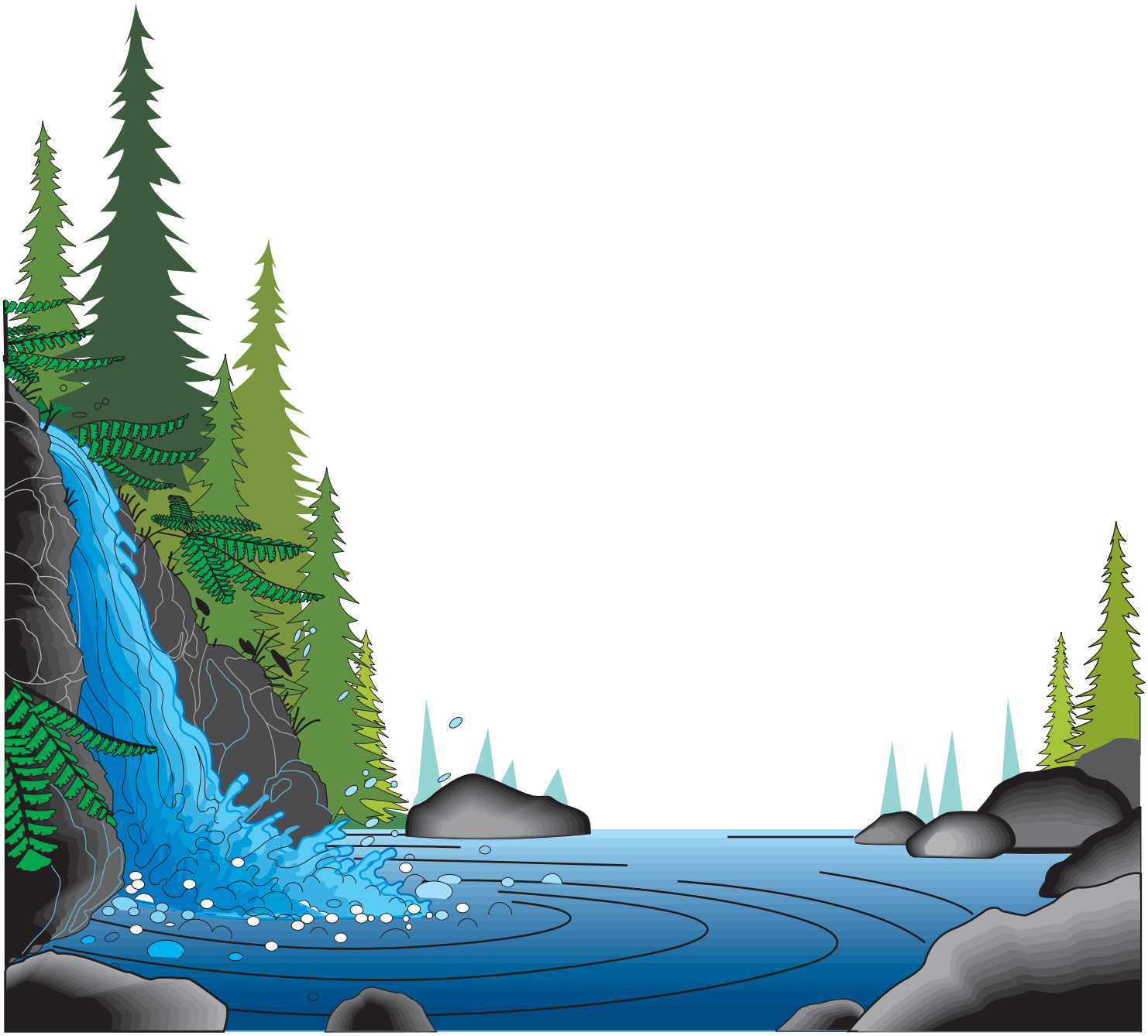
County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.02
Mille Lacs	0.00
Morrison	0.25
Mower	0.00
Murray	0.00
Nicollet	1.84
Nobles	0.29
Norman	2.26
Olmsted	0.00
Otter Tail	4.65
Pennington	0.37
Pine	0.46
Pipestone	0.60
Polk	0.00
Pope	0.61
Ramsey	0.88
Red Lake	0.00
Redwood	0.01
Renville	2.47
Rice	0.14
Rock	0.17
Roseau	0.30
St. Louis	4.76
Scott	0.68
Sherburne	0.00
Sibley	0.50
Stearns	1.29
Steele	0.45
Stevens	0.68
Swift	0.30
Todd	0.24
Traverse	0.03
Wabasha	0.00
Wadena	3.67
Waseca	0.32
Washington	2.31
Watonwan	0.68
Wilkin	0.00
Winona	0.00
Wright	1.27
Yellow Medicine	0.24
Total Banked Mileage	**64.54**

As of August 30, 2019



NOTES and COMMENTS

STATE PARK ROAD ACCOUNT



State Park Road Account

Spring 2020

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

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

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

DNR website for more information:
http://www.dnr.state.mn.us/grants/recreation/parkroads.html

State Aid Contact: Mao Yang (651) 366-3840
DNR Contact: Dave Sobania (218) 828-2620

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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.

Hardship Transfers

Spring 2020

State Aid Rules 8820.1800 TRANSFER FOR HARDSHIP CONDITION OR LOCAL OTHER USE.

Subpart 1. **Hardship.** When the county board or governing body of an urban municipality desires to use a part of its state-aid allocation off an approved state-aid system, it shall certify to the commissioner that it is experiencing a hardship condition in regard to financing its local roads or streets while holding its current road and bridge levy or budget equal to or greater than the levy or budget for previous years. Approval may be granted only if the county board or governing body of an urban municipality demonstrates to the commissioner that the request is made for good cause. If the requested transfer is approved, the commissioner, without requiring progress reports and within 30 days, shall authorize either immediate payment of at least 50 percent of the total amount authorized, with the balance to be paid within 90 days, or schedule immediate payment of the entire amount authorized on determining that sufficient funds are available.

Hardship Transfers		
CY 1997		
Big Stone	$600,000	Abnormal winter conditions
Grant	500,000	Abnormal winter conditions
Mahnomen	250,000	Abnormal winter conditions
Pennington	150,000	Snow & spring flooding
Pope	250,000	Abnormal winter conditions
Stevens	500,000	Abnormal winter conditions
Swift	100,000	Abnormal winter conditions
Traverse	480,000	Abnormal 1997 winter conditions
Traverse	420,000	Spring 1997 flood damage
	$3,250,000	
CY 2001		
Pennington	$296,000	#24 & #27 County Road System
	$296,000	
CY 2003		
Traverse	$268,915	Disastrous fire destroying
	$268,915	Wheaton Hwy shop
CY 2004		
Kittson	$100,000	wet weather, poor drying &
	$100,000	heavy comm truck damage
CY 2005		
Kittson	$125,000	Heavy rain 7/3/2005 weekend
Otter Tail	500,000	High water, CSAH 12 & 10
	$625,000	
Total	**$4,539,915**	

CSAH Variances

Spring 2020

SALT Request No.	Local Agency Requesting Variance	Hearing Date or Admin. Process	Request: Rule Number, Description Of Standard Proposed/Lieu of Standard Required	Approval Date And Status (Full Approval or Pend HH)	Project Number, Route Name, Number, Location, Termini, Tied Project Numbers
2017-01	Washington County	23-Mar-17	**8820.9936 Minimum Design Standards, Urban; New or Reconstruction Projects** Allow one parking lane width of 8' in lieu of 10' throughout the project termini	3/28/2017	**SAP 82-613-033** (Project 01-16 , WSB 2121-64), CSAH 13 (Olson Lake Trail) Reconstruction from 44th St N to 50th St N in Lake Elmo and Oakdale
2017-03	Hennepin County	23-Mar-17	**8820.9941 Minimum Design Standards: On road Bicycle Facility for Urban; New or Reconstruction Projects** Allow one travel lane in lieu of two travel lanes for eastbound Glenwood Ave from Royalston Ave to 10th Street (700 feet)	3/28/2017	**SAP 27-640-006** (County Project 1540); CSAH 40 (Glenwood Avenue N) Reconstruction from Aldrich Ave to 7th Street
2017-05	Waseca County	23-Mar-17	**8820.2800 Construction Requirements. Subp. 2. Eligibility for Funding** Allow state aid funding despite opening bids prior to plan approval by the State Aid Engineer	3/28/2017	**SAP 081-614-012**; CSAH 14 (TH Project SP 8103-113) - Rdwy Reconstr from east project termini of Steele County line to west termini TH 14 EB traffic off ramp at CSAH 14
2017-06	Houston County	23-Mar-17	**8820.9922 Minimum Design Standards; New Bridge, Bridge Replacement, or Bridge Rehabilitation Projects and Approach Roadways on Rural or Suburban Undivided Roadways That are not on the State-Aid System** Allow 20 MPH vertical sag curve in lieu of the 30 MPH curve	3/28/2017	**SAP 028-599-088**; (Fort Ridgley Road; Sheldon Township) Replace Bridge #L4549 with #28J57
2017-07	Hennepin County	Admin	**8820.1500 Construction Funds Subp.6. Engineering Costs** Allow Engineering costs of 32% in lieu of the maximum 25%	3/29/2017	**SAP 27-752-027**; CSAH 152 (Washington Ave) from CSAH 52 (Hennepin Ave) to 5th Ave S
2017-11	Anoka County	Admin	**8820.9936 Minimum Design Standards, Urban; New or Reconstruction Projects** Allow a 0' curb reaction distance in lieu of the required 2' curb reaction distance between 8th Avenue and 500' west of Wedgewood Drive	7/5/2017	**SAP 02-614-040**; CSAH 14 (Main Street East in the City of Anoka) Reconstruction from 7th Ave to CSAH 9 / Round Lake Blvd
2017-14	Anoka County	Admin	**8820.9936 Minimum Design Standards, Urban; New or Reconstruction Projects** Allow a 0' curb reaction distance in lieu of the required 2' curb reaction distance	10/2/2017	**SAP 002-614-040** CSAH 14 (Main Street East in the City of Anoka) Reconstruction from 7th Ave to CSAH 9 / Round Lake Blvd
2017-18	Anoka County	14-Dec-17	**8820.9995 Minimum Off-Road and Shared-Use Path Standards** To retain an existing 6 foot two way trail width in lieu of the minimum 8 foot required width	12/18/2017	**SP 002-678-022**; CSAH 78 (Hanson Blvd.) Project.
2017-19	Benton County, City of Foley	Admin	**8820.9961 Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking** Allow 18' width for 45-Degree Angled Parking stalls	10/2/2017	**SAP 005-627-004** (2nd Ave. N, 3rd Ave N & Dewey St. Improvements
2017-20	County of Renville	14-Dec-17	**8820.9961 Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking** Allow 18 foot parking stall depth in lieu of required 20 feet depth.	12/18/2017	**SAP 065-608-013**; Reconstruction of CSAH 8 from US 212 to the No City Limits of Buffalo Lake in the City of Buffalo Lake.
2018-02	Washington County	22-Mar-18	**8820.9941 Minimum Design Standards: On road Bicycle Facility for Urban; New or Reconstruction Projects** Allow shared bicycle lane in CSAH 12 corridor from 650' East of TH 244 to CSAH 9	3/22/2018	**SAP 082-612-022**; CSAH 12 (Stillwater Blvd.) Corridor Improvement from 650' East of TH 244 to CSAH 9 (Jamaica Ave. North) in the cities of Willernie, Mahtomedi and Grant.
2018-04	Wabasha County	22-Mar-18	**8820.9920 Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects** Allow design of vertical and horizontal curves to less than design minimum.	3/22/2018	**SP 079-070-010**; CSAH 59 safety improvement with intersection of TH 61.
2018-13	Waseca County	27-Sep-18	**8820.9920 Minimum Design Standards, Rural and Suburban Undivided; New or Reconstruction Projects** Allow a horizontal curve design of 20 mph in lieu of 30 mph on CSAH 3 approaching the intersection of TH 83.	10/8/2018	**SAP 081-603-036**; Roadway improvements for CSAH 3 near TH 83.
2018-15	Fillmore County	6-Dec-18	**8820.9936 Minimum Design Standards, Urban; New or Reconstruction Projects** Approve a curve that meets 25 mph horizontal curve design standard instead of the 30 mph horizontal curve design standard for ADT less than or equal to 10,000.	12/11/2018	**SAP 023-605-035**; Reconstruction of CSAH 5 in the city limits of Wykoff.

CSAH Variances

Spring 2020

SALT Request No.	Local Agency Requesting Variance	Hearing Date or Admin. Process	Request: Rule Number, Description Of Standard Proposed/Lieu of Standard Required	Approval Date And Status (Full Approval or Pend HH)	Project Number, Route Name, Number, Location, Termini, Tied Project Numbers
2018-16	Kittson County	6-Dec-18	**8820.9920 Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects** Allow an exception for a required shoulder width (for projected ADT of 165) of 1.81' in lieu of 4'	12/11/2018	**SAP 035-614-010**; Surfacing of CSAH 14 from Junction of CSAH 7 to CSAH 10 from Gravel to Bituminous.
2019-01	Pipestone County	28-Mar-19	**8820.9995 Minimum Off-Road and Shared Use Path Standards:** Approve a design speed of 16 mph in lieu of the required 20 mph speed Approve a path width of 6' in lieu of the required 8' minimum path width Approve a total width of 6' on a vehicular bridge and eliminate the need for lead-in guard rail in lieu of the required width of 8' and lead-in guard rail when the minimum travel lane and shoulder/clear zone widths are not provided through the structure	4/2/2019	**SP 059-090-001**; Construction of Indian Lakes Pedestrian / Bike Trail Phase III.
2019-03	Polk County	28-Mar-19	**8820.9961 Minimum Design Standards for 45-Degree and 60-Degree Pull-In Diagonal Parking** Allow back-in diagonal parking in lieu of pull-in parking using the same dimensions and standards based on traffic volume for pull-in parking	4/2/2019	**SAP 060-610-013**; Reconstruction of CSAH 10 between Trinity Point Road and Polk County Road 231.

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
October 23-24, 2019
Grandview Lodge
Nisswa, MN

The fall meeting of the County Engineer's Screening Board was called to order by Chair Karin Grandia on October 23, 2019. Chair Grandia called for any additions to the agenda and hearing none she declared the agenda complete.

Attendance

A roll call of the Screening Board members, showed the following board members in attendance:

Karin Grandia, Itasca County - chair	District 1
Jed Nordin, Hubbard County	District 2
Ryan Odden, Wadena County	District 3
Jim Olson, Becker County	District 4
Tony Winiecki, Scott County	Metro
Lyndon Robjent, Carver County	Metro
Brian Pogodzinski, Houston County	District 6
Mark Daly, Faribault County	District 7
Jeff Marlowe, Renville County	District 8
Joe MacPherson, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Carla Stueve, Hennepin County	Urban
Ted Schoenecker, Ramsey County	Urban
Jim Foldesi, St. Louis County	Urban
Wayne Sandberg, Washington County	Urban

Alternates in Attendance

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

Krysten Foster, Lake County	District 1- Absent
	District 2
Chad Gramentz, Kanabec County	District 3
Todd Larson, Stevens County	District 4
Joe Triplett, Chisago County	Metro
Ron Gregg, Fillmore County	District 6
Ryan Thilges, Blue Earth County	District 7
Mel Odens, Kandiyohi County	District 8 - Absent

Approval of Screening Board Minutes

Chair Grandia requested a motion to approve the minutes of the spring 2019 Screening Board meeting. *Motion to approve the spring 2019 minutes was made by Joe Triplett, Chisago County and seconded by Ted Schoenecker, Ramsey County. With no discussion being presented, the vote was called and the motion passed unanimously.*

Review of the Screening Board Report

Chair Grandia introduced Ms. Kim DeLaRosa, State Aid, to discuss the fall 2019 Screening Board Data Book. Ms. DeLaRosa stated the purpose of the meeting as outlined in Minnesota State Statutes is to approve the mileage and the needs as presented to you that will be used for the 2020 distribution. The Screening Board would ultimately sign off on the letter as outlined on page 19 of the fall 2019 Screening Board Data book.

Ms. DeLaRosa discussed the following information from the fall 2019 Screening Board Data book.

A. General Information and Basic Needs Data and Adjustments

Ms. DeLaRosa stated the amount shown in the fall 2019 Screening Board Data book increased the 2019 distribution by 5.2%, it is anticipated that this figure is conservative. MnDOT is projecting a 7% increase for the 2020 distribution. There are a few adjustments to the raw computations that are shown on page 4 and page 5. The, restricted needs adjustment is identified on Page 6 and page 7. The number of counties being restricted is not as great as what it was prior to implementation of the new needs calculation in 2015. The second adjustment is the construction funds needs reduction as shown on page 8 and page 9. Many of the deductions will change and this adjustment will be rerun on December 31, 2019. The next adjustment is a statutory dedicated adjustment on the mill levy as shown on pages 10-12. The final adjustment shown on page 13-14, is the minimum statutory county adjustment for the five (5) select counties. In order to calculate the minimum adjustment, it requires equalization, motor vehicle and lane mileage information. It was recommended to not adjust the prior year's motor vehicle registration total due to unreliable data received from the Department of Motor Vehicle.

Ms. DeLaRosa stated that page 15 shows the 5.2% increase in needs which is $647 million versus $615 million in 2019 and pages 28-29 shows the tentative 2020 distribution. Ms. DeLaRosa mentioned there are still projects being reviewed and the needs may vary slightly. Ms. DeLaRosa asked if there were any questions and comments from the Board, hearing none she continued.

B. Mileage Requests

Ms. DeLaRosa stated there is no mileage requests are needing approval today. There are about 64-miles that counties have banked. Page 34, shows the number of banked miles for each county. In order to reduce the mileage bank, counties need to follow the proper procedures to designate these miles.

C. State Park Road Account

Ms. DeLaRosa mentioned there are two requests for State Park Road Account funds from Aitkin and St. Louis County. Aitkin County is requesting $284,000 to replace a 1964 built timber bridge on CSAH 14, 1 mile south of Savanna Portage State Park. The replacement

will be a concrete box culvert. St. Louis County is requesting $300,000 for a $650,000 project to reclaim CSAH 128, Bear Head Lake State Park Road, providing access to a number of homes and recreational properties on and around Eagle's Nest Lakes One thru Four. Ms. DeLaRosa asked if there were any questions and comments.

D. Reference Material

Ms. DeLaRosa continued with explanation of the reference materials and county traffic projection factors identified on page 48.

Ms. DeLaRosa stated that the Screening Board needs to take action tomorrow regarding money going to Local Road Research Board (LRRB). The proposed amount would be about $3.077 million and not to exceed ½ of 1% of the 2019 distribution.

Ms. DeLaRosa gave an update on county reconciliation. It is taking much longer than expected but we will keep digging. Overall there is very little or no impact to the needs but we are making the data more accurate.

Chair Grandia asked if there were any other items that require discussion and mentioned the need for a secretary.

Chair Grandia requested a motion to adjourn the fall 2019 Screening Board meeting. *A motion to adjourn the fall 2019 Screening Board meeting was offered by Mark Krebsbach, Dakota County and seconded by Joe MacPherson, Anoka County. The motion passed unanimously.*

October 24, 2019 - Screening Board Minutes

The meeting reconvened on October 24, 2019. Chair Karin Grandia, Itasca County called the meeting to order.

Chair Grandia called for discussion or a motion to approve the mileage and needs calculations. *A motion to approve the mileage and needs calculations was offered by Mark Daly, Faribault County and seconded by Jim Foldesi, St. Louis County. After calling for further discussion and hearing none, Chair Grandia called for the vote. The motion passed unanimously.*

Chair Grandia called for discussion or a motion on the Aitkin County State Park Road Account Request. *A motion to accept the Aitkin County State Park Account Road requests was offered by Mark Krebsbach, Dakota County and seconded by Ted Schoenecker, Ramsey County. The motion passed unanimously.*

Chair Grandia called for discussion or a motion on the St. Louis County State Park Road Account Request. *A motion to accept the St. Louis County State Park Account Road request was offered by Carla Stueve, Hennepin County and seconded by Tony Winiecki, Scott County. The motion passed unanimously*

Chair Grandia asked if the Board wished to offer a motion to fund the Local Road Research Board (LRRB) Account in 2020. *Jim Foldesi, St. Louis County offered the following motion, seconded by Ted Schoenecker, Ramsey County. The motion passed unanimously.*

Be it resolved that an amount of $3,077,873, (not to exceed ½ of 1% of the 2019 CSAH Distribution Sum of $615,574,528) and an amount not to exceed the total distribution to any minimum county, shall be set aside from the 2020 Distribution Fund and be credited to the Research Account.

Chair Grandia thanked the outgoing member, Wayne Sandberg, Washington County, for serving on the mileage subcommittee. Ms. DeLaRosa noted that a new representative is needed from the Metro.

Chair Grandia thanked the outgoing district members of the Screening Board for their service. The outgoing representatives being thanked were: Representative Jim Olson, Becker County-District 4; Representative Lyndon Robjent, Carver County-Metro; Representative Brian Pogodzinski, Houston County-District 6, and Kim thanked Karin for her service as the District 1 representative and chair.

Chair Grandia mentioned that Carla Stueve, Hennepin County will be the Chair of the 2020 Screening Board.

The 2020 Spring Screening Board meeting will be held during the summer conference at Arrowwood in Alexandria on June 10-12, 2020.

Ms. DeLaRosa asked that if there are mileage requests that these requests would be reviewed during the fall meeting each year.

A motion to adjourn the fall 2019 Screening Board meeting was offered by Mark Daly, Faribault County and seconded by Ted Schoenecker, Ramsey County. The motion passed unanimously.

Respectively Submitted,

Kimberlie A DeLaRosa

Kimberlie A. DeLaRosa
County State Aid Needs Manager

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) <u>Right-of-Way Component:</u> 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) <u>Preservation Component:</u> 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.

Category	Preservation Quantity	Preservation Life Cycle
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) <u>Additional Interchange Component:</u> 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) <u>Additional TH Bridge/RR Bridge/Municipal Bridge Component:</u> 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

Fall 2016

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.

Current Resolutions of the County State Aid Screening Board

Fall 2020

BE IT RESOLVED:

ADMINISTRATIVE

Improper Needs Report

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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.

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