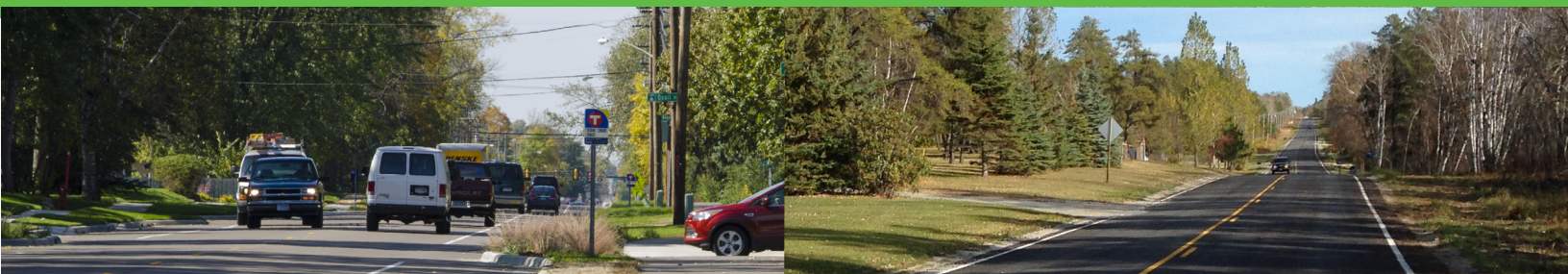


Redefining the State Aid Design Standards Stakeholder Input Process



In 1957, the vision of a locally built, owned and operated transportation network; that was safe, reliable and connected was put into motion. Today, we know it as the State Aid System. This designed system of roads is the backbone of the local roadway system providing vital, high-quality connections necessary for the reliable, safe and efficient movement of people, goods and services within and across our great state. This system makes up 24% of Minnesota's transportation network, carries approximately 18 billion Vehicle Miles Traveled while having one of the lowest fatal crash rates in the nation. A key element of this success is the flexible, consistent and adaptable standards and rules that have guided its development, design and operation. These standards and rules were established and built around the needs of the citizens and the agencies that own the roads.

The Purpose of the Rules

The State Aid Rules were established to provide a consistent framework in the form of minimum standards and financial guidance for the operation, construction and maintenance of the State Aid system. They carry the force of law. Therefore, in order to build system unification between all agencies, the MnDOT Division of the State Aid for Local Transportation (SALT) collaborates with local agencies to establish rules that are built by and represented by agencies. Since the rules were established in 1957, they have been revised and updated 23 times, approximately every two and a half years. These revisions are typically done to adapt to changing environmental, economic, social and/or engineering conditions.

The purpose of the State Aid Design Advisory Committee

The rules continue to evolve and are open to ongoing improvement and engagement with agencies. The current update includes the involvement of the State Aid Design Advisory Committee made up of local agency volunteers, who will guide SALT in streamlining the Design Standards' Stakeholder Input Process. The Committee improves lead and response time to design revision requests and concerns from agencies continuing to support design flexibility, and maintaining these engineering standards for the future local roadway system.

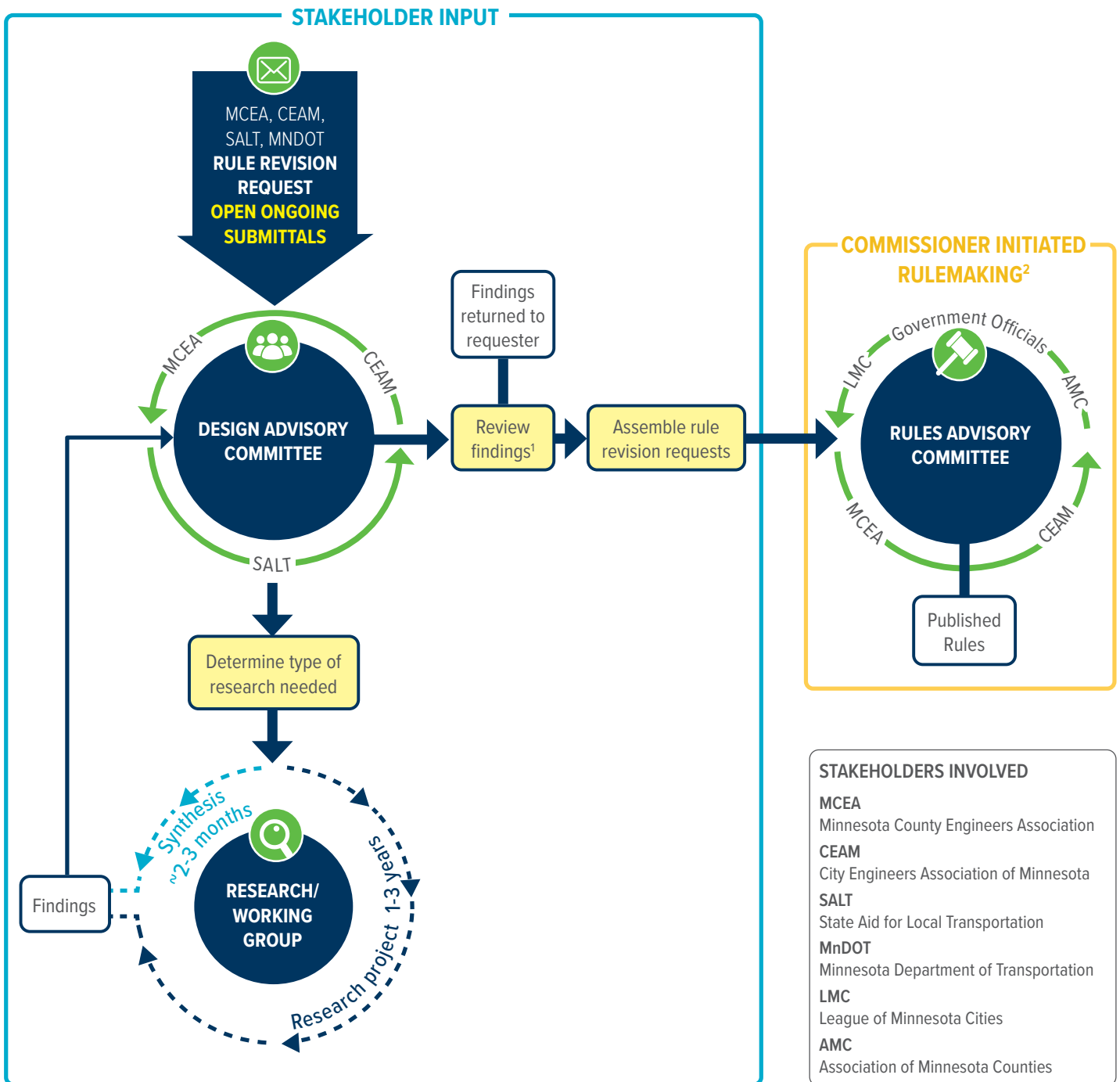
For the complete Design Standards' Review Process, see the second page of this document.

The State Aid Design Advisory Committee

The Committee is coordinated by the MnDOT Division of SALT and supported by a consulting team. Local agencies and State Aid representatives make up the Committee. They include the following:

- Anoka County, County Engineer
- Carver County, County Engineer
- Cass County, County Engineer
- Jackson County, County Engineer
- Kanabec County, Public Works Director
- Polk County, County Engineer
- Washington County, Traffic Engineer
- City of Alexandria/Wideseth Smith Nolting & Assoc, City Engineer
- City of Coon Rapids, City Engineer
- City of Duluth, City Engineer
- City of St. Louis Park, Engineering Director
- City of Roseville, City Coordinator
- MnDOT District 1, DSAE
- MnDOT Metro, DSAE
- MnDOT Metro, DSAA
- SALT, Pre-Construction Coordinator
- WSB & Associates, City Engineer

The Design Standards' Review Process



¹ Findings will be shared with the Standards and Specifications Committee (CEAM) and the Standards Committee (MCEA).

² Commissioner's Statutory Authority under Rulemaking.

For further information on the State Aid Rules, Review Process, or submitting a Rule Revision Request, please go to www.dot.state.mn.us/stateaid/rules.html or email Mao Yang, mao.yang@state.mn.us.