



State Aid Update

Minnesota County Engineers Association
Summer Conference 2021

Potential Shutdown

- Good progress being made on Transportation Omnibus Bill
- No bill = must plan
- From the Star Tribune this morning:
 - “Gun rights and legalize marijuana advocates have come together to lobby for...”
- MnDOT is sending letters to contractors today notifying of possible suspension
- State Aid will provide you a sample letter to use for projects on TH
- VOIP

Federal COVID Relief Funding

- Available after July 1 (for Greater Mn local agencies)
- Calculated amount using 2021 CSAH formula
 - Will be close to your reduction in Maintenance allocation
- Options:
 - Add to existing Federal Project (FY 22,23,24, and maybe 21)
 - “Force Account” to document labor, equipment, materials (agreement/resolution, etc)
- Elisa Bottos and Cindy Degener working out final details

Capital Budget Requests 2022

- \$150 million: Local Road Improvement Program
- \$200 million: Local Bridge Replacement Program
- \$2 million: Safe Routes to School Infrastructure
- \$8 million: Active Transportation

Systems Preservation

- 133 responses (half counties, half cities)
 - “current level of interest in participating:” 44 responded with 4 or 5 (scale 0-5)
 - 27 were interested in getting started right away (20 Counties, 7 Cities)
 - 118 indicated this was a good use of State Aid Admin account funding.
 - 20 Counties (18 GM, 2 Metro). 7 Cities (1 GM, 6 Metro).
 - Cost share input – Counties:
 - 10 @ \$5,000
 - 2 @ \$2,500
 - 6 @ “whatever it takes”
- Cities were a little lower – especially smaller

Timber Hauler Account update

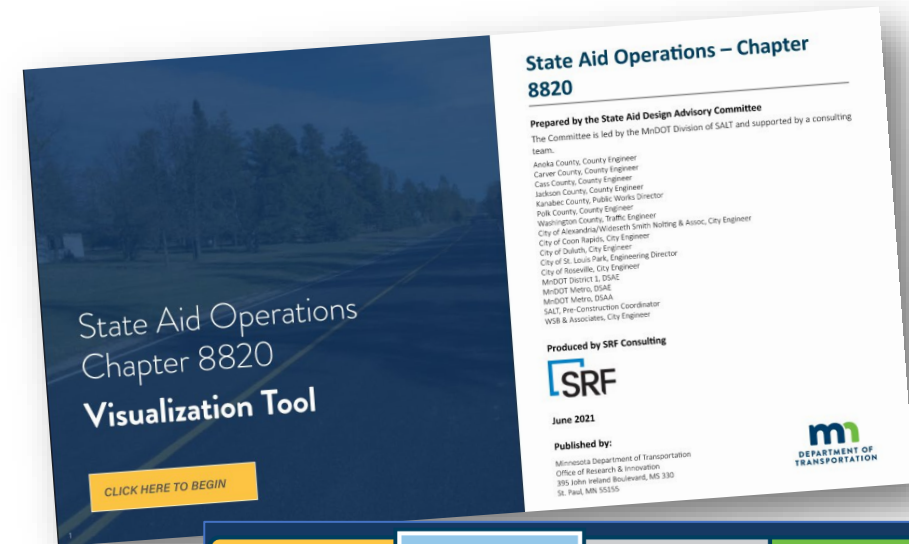
- **Minnesota Statutes, section 169.86, subd. 5(i):**
- (i) \$300 for a motor vehicle described in section [169.8261](#). The fee under this paragraph must be deposited as follows:
 - (1) the first \$50,000 in each fiscal year must be deposited in the trunk highway fund for costs related to administering the permit program and inspecting and posting bridges; and(2) all remaining money in each fiscal year must be deposited in the bridge inspection and signing account as provided under subdivision 5b.
- **Subd. 5b.Bridge inspection and signing account; appropriation.**
- (a) A bridge inspection and signing account is established in the special revenue fund. The account consists of fees for special permits as specified under this chapter, and any other money donated, allotted, transferred, or otherwise provided to the account.
- (b) The revenue in the bridge inspection and signing account under this subdivision is annually appropriated to the commissioner for:
 - (1) **inspection of local bridges and identification of local bridges to be posted**, including contracting with a consultant for some or all of these functions; and
 - (2) erection of **weight-posting signs on local bridges**.

Timber Hauler Account update

- Bridge Inspection Liaison positions
- State Aid Bridge salaries attributable to local bridge inspection
- Bridge Inspection Training classes
- Load Posting Signs – Work Order process
- Truck Weight Education Program
- ATR/WIM
- SHV Inspection (Match) → Historic Bridge program
- Contracts for IOH/Emergency Vehicle load rating and Concrete box and pipe rating

Chapter 8820 Visualization Tool

- Developed by the State Aid Design Advisory Committee
- Serves as a supplementary resource to be used in conjunction with Chapter 8820
- Includes a visualization for each chart along with considerations and notes
- Demonstrates flexibility within State Aid Standards
- **The draft Tool will be sent out via State Aid for all agencies. Please review/comment by July 15th.**



HOW TO USE THIS TOOL | RURAL/SUBURBAN ROADWAY PROJECTS | URBAN ROADWAY PROJECTS | ENVIRONMENTAL ROUTE PROJECTS | OTHER TYPICAL PROJECTS

8820.9920 | 8820.9926

8820.9920 Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects

1. What is the projected ADT?

2. What is the minimum design speed?

| Proposed ADT (a) | Lane Width (b) | Shoulder Width (c) | In-slope (d) | Clear Zone (e) | Minimum Design Speed (f) | Surfacing (g) | Structural Strength (h) | Bridges to Remain (i) | Width Curb to Curb (j) |
|------------------|----------------|--------------------|--------------|----------------|--------------------------|---------------|-------------------------|-----------------------|------------------------|
| 0-49 | 11-12 | 1' | 1.3 | 7' | 30 | Agg | 28 | 22 | 22 |
| 50-149 | 11-12 | 3 | 1.4 | 9 | 40 | Agg | 28 | 22 | 22 |
| 150-299 | 11-12 | 4 | 1.4 | 15 | 40 | Paved | 28 | 28 | 28 |
| 300-749 | 11-12 | 4 | 1.4 | 15 | 40 | Paved | 28 | 28 | 28 |
| 750-1499 | 11-12 | 4 | 1.4 | 25 | 40 | Paved | 28 | 28 | 28 |
| 1500 and over | 11-12 | 4g | 1.4 | 30 | 40 | Paved | 10 | 30 | 30 |

Lowercase letters apply to the footnotes section within [Chapter 8820](#)

Bridges to Remain - Width Curb to Curb T (g)

Chapter 8820 | Definitions | Speed and ADT Definitions | Print Manual

Rural/Suburban Roadway Projects (3 of 5)

Return to Decision Tree | Back | Next

MnDOT Single Audit of Federal projects

- Very good results, but findings similar to last year re: Concrete Moistures (CA and sand)
 - Repeated (same) result on same day or same time of day over multiple days/weeks
 - Values of starting/ending weights of separate tests are the same (or a .1 gram)
- Specification 2461.3.F.5(9.3) states that the Independent Assurance Inspector, Project Engineer, or Concrete Engineer be contacted if any test results are unusual or questionable. The Concrete Office advises the following:
 - The Plant Monitor should contact the Project Engineer and Concrete Office if their review and further investigation leads to any cause for concern.
 - The Plan Monitor should contact their Independent Assurance representative if they have any procedural concerns.
 - The Plant Monitor should contact the Project Engineer and Concrete Office if they are getting any resistance from the Producer to comply with specifications.

MnDOT Single Audit of Federal projects

Best Practices for Ready Mix:

- Read and be familiar with the 2461 Special Provision in your contract.
- The Plant Monitor should make sure they follow the duties listed for each visit to ensure compliance. **A checklist to assist with this will be part of the QA workbook by the end of June 2021.**
- Ensure QA Ready Mix Workbooks are emailed to the Concrete Office per their instructions by the following Thursday of each week.
- Have the Plant Monitor keep in frequent contact with the Project Engineer to discuss any questionable results that are observed. If your Plant Monitor is an outside firm this can be even more critical, especially if the monitor is not always the same individual.
- Reach out to the MnDOT Concrete Engineering Unit if you have any specific questions or are unclear on any procedures.

Thank you!

Chris Kufner, Deputy State Aid Engineer

chris.kufner@state.mn.us

mndot.gov/stateaid