LRRB: What's New

MCEA Summer Conference – June 13, 2025

Michael Marti, PE,
SRF Consulting

MN Statutes 162.06 Subdivision 4 Research Account

- Conducting research for improving the design, construction, maintenance and environmental compatibility of state-aid highways and appurtenances;
- Constructing research elements and reconstructing or replacing research elements that fail; and
- Conducting programs for implementing and monitoring research results

LRRB
LOCAL ROAD RESEARCH BOARD

LRRB Key Facts

$4 Million
IN ANNUAL FUNDING

25+
NEW PROJECTS EACH YEAR

75+
ACTIVE PROJECTS

12 CITY/COUNTY **BOARD MEMBERS**

100+ TAP CITY/ COUNTY **MEMBERS**

Who is the Local Road Research Board?

Lon Aune (Chair)
Marshall County

Kristine Elwood
MnDOT State Aid

Brian Giese
Pope County

Duane Hill
MnDOT D1

Katie Walker
MnDOT R&I

Matt Leonard
City of Monticello

Kyle Shelton
MnDOT R&I

Andrew Witter
Sherburne County

Mark Ray
City of Burnsville

Wayne Sandberg
Washington County

Who is the Research Implementation Committee?

Will Manchester (Chair)
City of Minnetonka

Darrick Anderson
Cass County

Brian Giese
Pope County

Aaron Holmbeck
Nobles County

Ryan Thilges
Blue Earth County

Matt Wegwerth
City of Grant Rapids

Ted Schoenecker
MnDOT State Aid

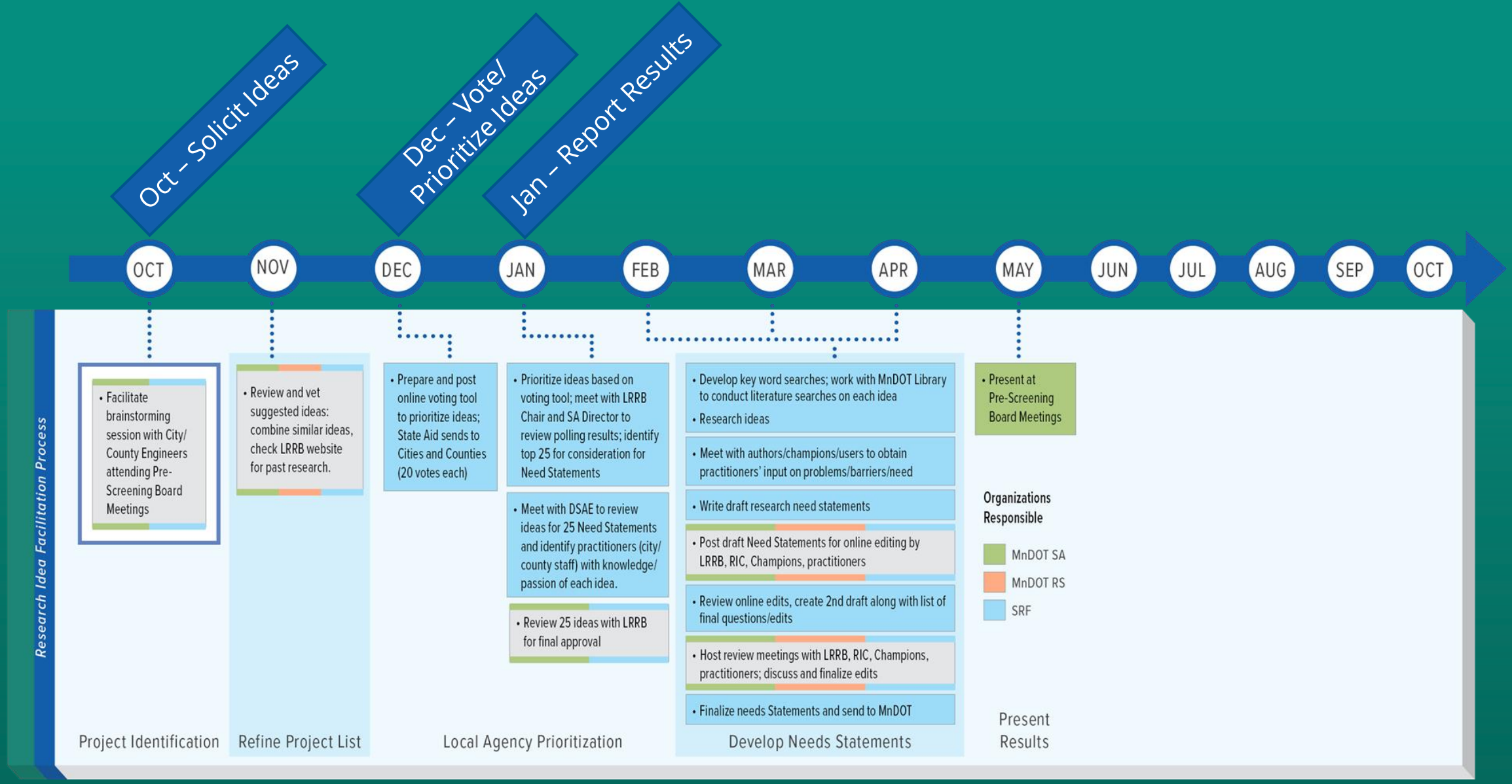
Fausto Cabral
MnDOT D1

Ben Worel
MnDOT Road Research

Andrew Wrucke
U of M CTS

Status of LRRB
New ~~Ideas~~ Projects

The Needs Statement Process



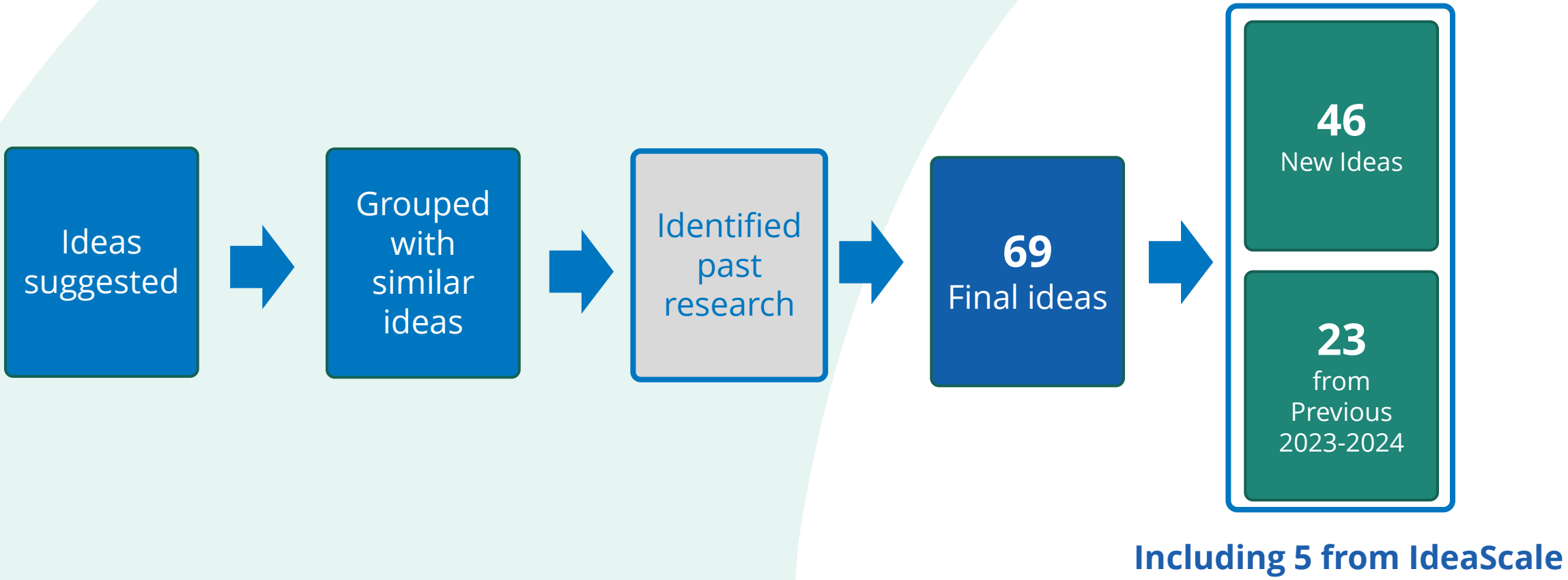
Brainstorming at Pre-Screening Board Meetings

12 Meetings

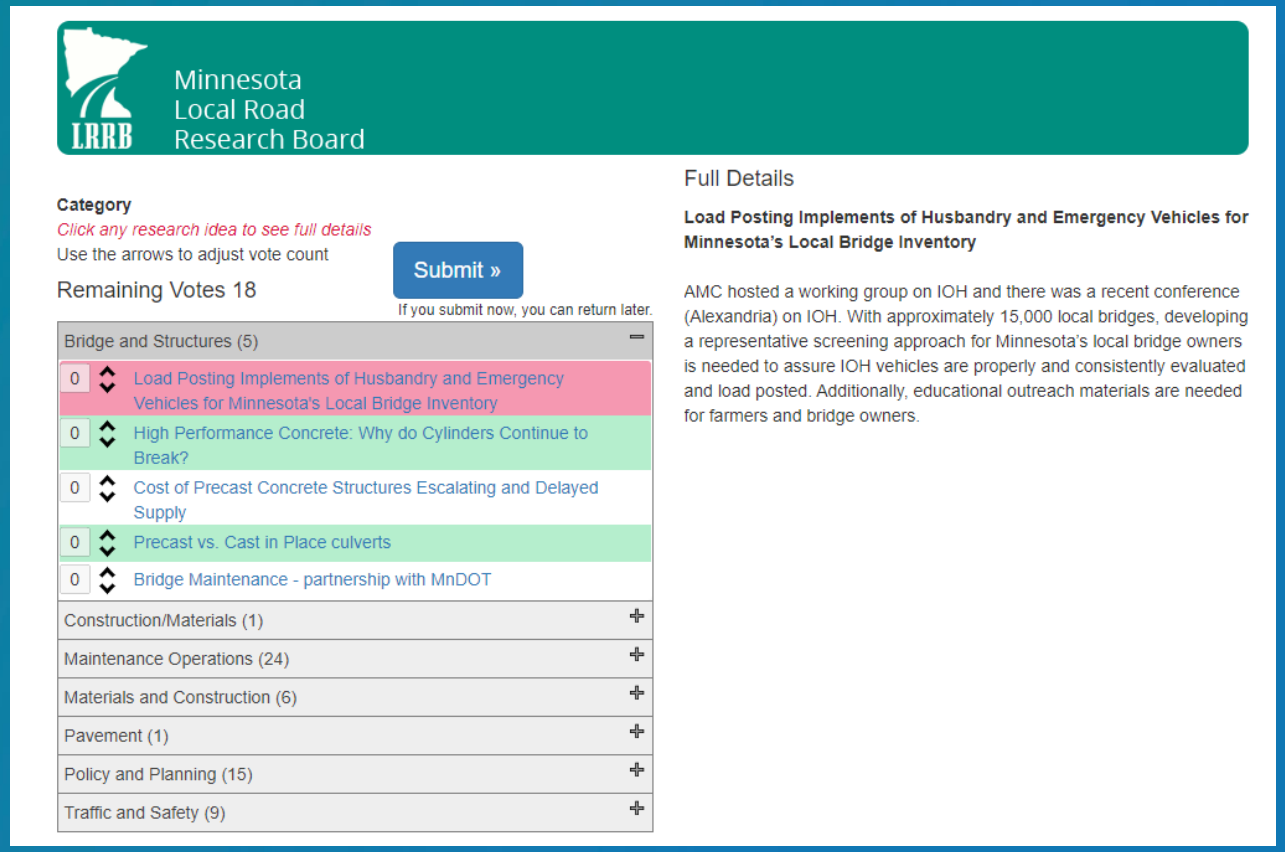
250+ Participants

2024 LRRB PSB Brainstorming				
Mtg	Date	Dist	County/Muni	Location
1	2-Oct		Maintenance	St. Cloud
2	8-Oct	7/8	City	Redwood Falls
3	9-Oct	3	City	Waite Park
4	9-Oct	2/4	County	Moorhead
5	10-Oct	2/4	City	Moorhead
6	10-Oct	6	County	Faribault
7	11-Oct	6	City	Rochester
8	15-Oct	M	City	Minnetonka
9	16-Oct	7	County	Kasota
10	17-Oct	8	County	Montevideo
12	28-Oct		Maintenance	Bloomington
11	2/19 or 20		Technician	Mankato

Process to Reduce the Number of Ideas



Online Polling to Cities and Counties



District	City	County	Total
1	1	4	5
2	1	8	9
3	6	8	14
4	3	7	10
M	39	14	53
6	5	10	15
7	2	12	14
8	2	3	5
Total	**59**	**66**	**125**

Voting Results

	Total	City	Cnty	Category	Idea
1	111	57	54	Materials & Construction	How to Minimize Reflective Cracking
2	107	58	49	Materials & Construction	Are Seal Coats Cost Effective?
3	100	75	25	Traffic & Safety	Traffic Calming Best Practices (Update)
4	98	47	51	Administration	Lack of Technicians
5	96	60	36	Materials & Construction	Best Practices for Turf Establishment
6	82	44	38	Policy & Planning	Ramifications of Reducing Speed Limits
7	79	45	34	Materials & Construction	Pavement Design - Which to use?
8	73	38	35	Policy & Planning	Pavement Management: What's New? - Leveraging AI
9	69	13	56	Maintenance Operations	Effect of using RAP on Gravel Roads
10	65	14	51	Maintenance & Operations	Sign Management Best Practices
11	63	37	26	Policy & Planning	Managing Utility Congestion in Limited Rights of Way
12	62	16	46	Maintenance & Operations	Best Practices to Deter Beavers, Muskrats and Other Animals from Obstructing Waterways
13	62		62	Policy & Planning	MN County Law Book
14	60	54	6	Environmental	Private Stormwater BMPs - Tracking, Maintenance, Education, & Enforcement
15	54	22	32	Policy & Planning	Quality of Work - Incentives vs. Disincentives

LRRB Summer Meeting

- Earlier this week the LRRB met, revied/discussed Need Statements, and…

RIC: 12 funded projects

LRRB: 6 soliciting proposals

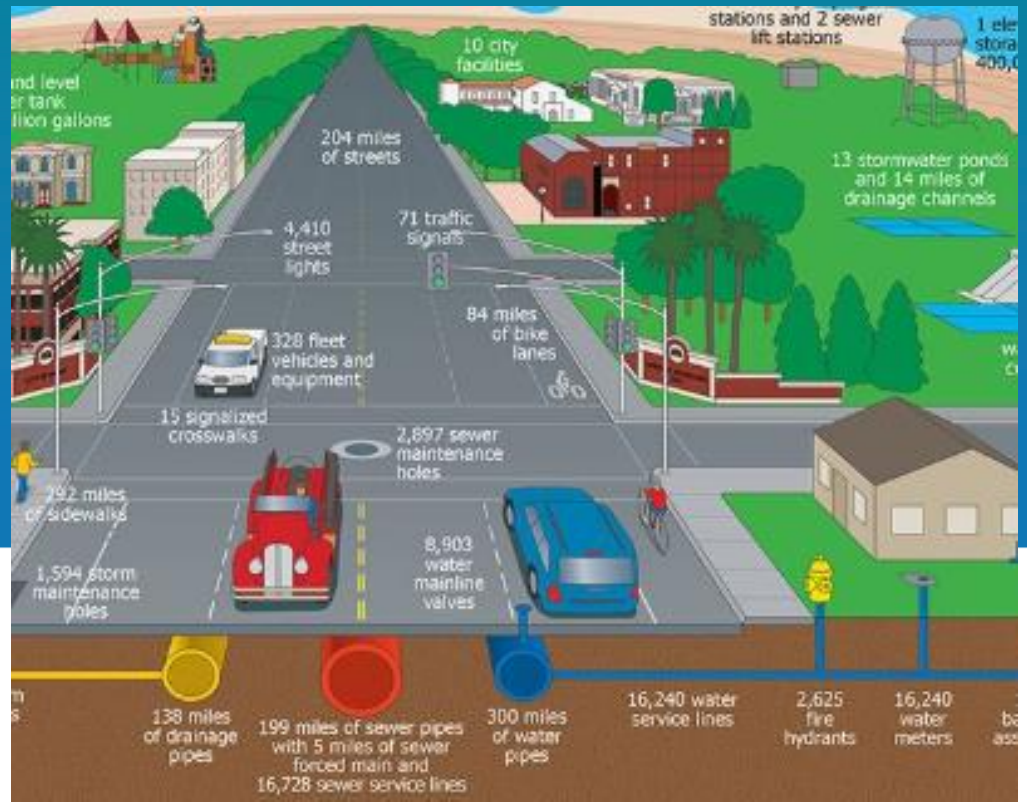
- We need TAP members!
- Know a lot about the topic? Know very little about the topic but want to learn more? Both qualities make for excellent TAP members.
- Help shape the direction – express your interest using the QR code.

Upcoming LRRB - RIC Research Projects

Need Statement	Total Votes	City Votes	Cnty Votes	Category	Idea
RIC1	111	57	54	Materials & Construction	How to Minimize Reflective Cracking
RIC2	100	75	25	Traffic & Safety	Traffic Calming Best Practices Update
RIC5	79	45	34	Materials & Construction	Pavement Design - Tools and Resources for Cities and Counties
RIC7	65	14	51	Maintenance & Operations	Software Platforms for Sign Management
RIC8	63	37	26	Policy & Planning	Managing Utility Congestion in and out of the Rights of Way
RIC9	62	16	46	Maintenance & Operations	Best Practices to Deter Beavers, Muskrats and Other Animals from Obstructing Waterways
RIC10	62		62	Policy & Planning	Development of a Minnesota County Transportation Law Book
RIC12	NA	NA	NA	Materials & Construction	Best Practices for Constructing Longitudinal Joints
RIC14	48	28	20	Traffic & Safety	Identify/Develop Smartphone Wayfinding Applications for Work Zones on the Local System
RIC16				Maintenance & Operations	Guardrail Replacement and Maintenance Guidelines (Update 2010 Resource)
RIC17	42	32	10	Multimodal	Best Practices for Multimodal Expansion on Rural and Urbanized Roadways
RIC19	37	14	23	Traffic & Safety	Guidance for Pavement Markings on Roadways with less than 6,000 Average Daily Traffic

Completed Project

Public Works 101



LRRB Project – PW 101

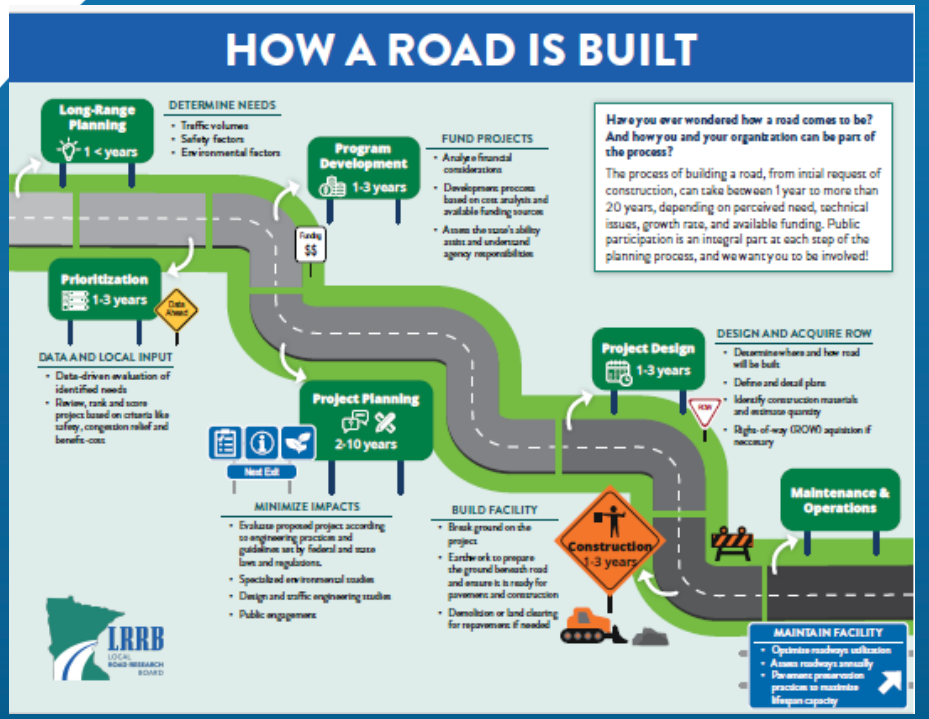
Project Purpose

- City/county engineers often need to explain (and justify) what they do (or do not do) and how long it takes to deliver a successful project.
- Resource to help in answer those questions
  - List of FAQs
  - Road Construction Project timeline

Technical Advisory Panel	
Will Manchester, Chair	Minnetonka
Aaron Kuznia	Chaska
Adam Nafstad	Albertville
Andy Brotzler	Prior Lake
Anthony Pirkl	LOTW County
Chris LaBounty	Maple Grove
Jenna Obernolte	Stewartville (SEH)
Jeremy Gilb	Chippewa County
Jessie Dehn	Brainerd
Ryan Thilges	Blue Earth County
Research Team	
Sue Miller	SRF
Steve Lund	
Lia Siro	

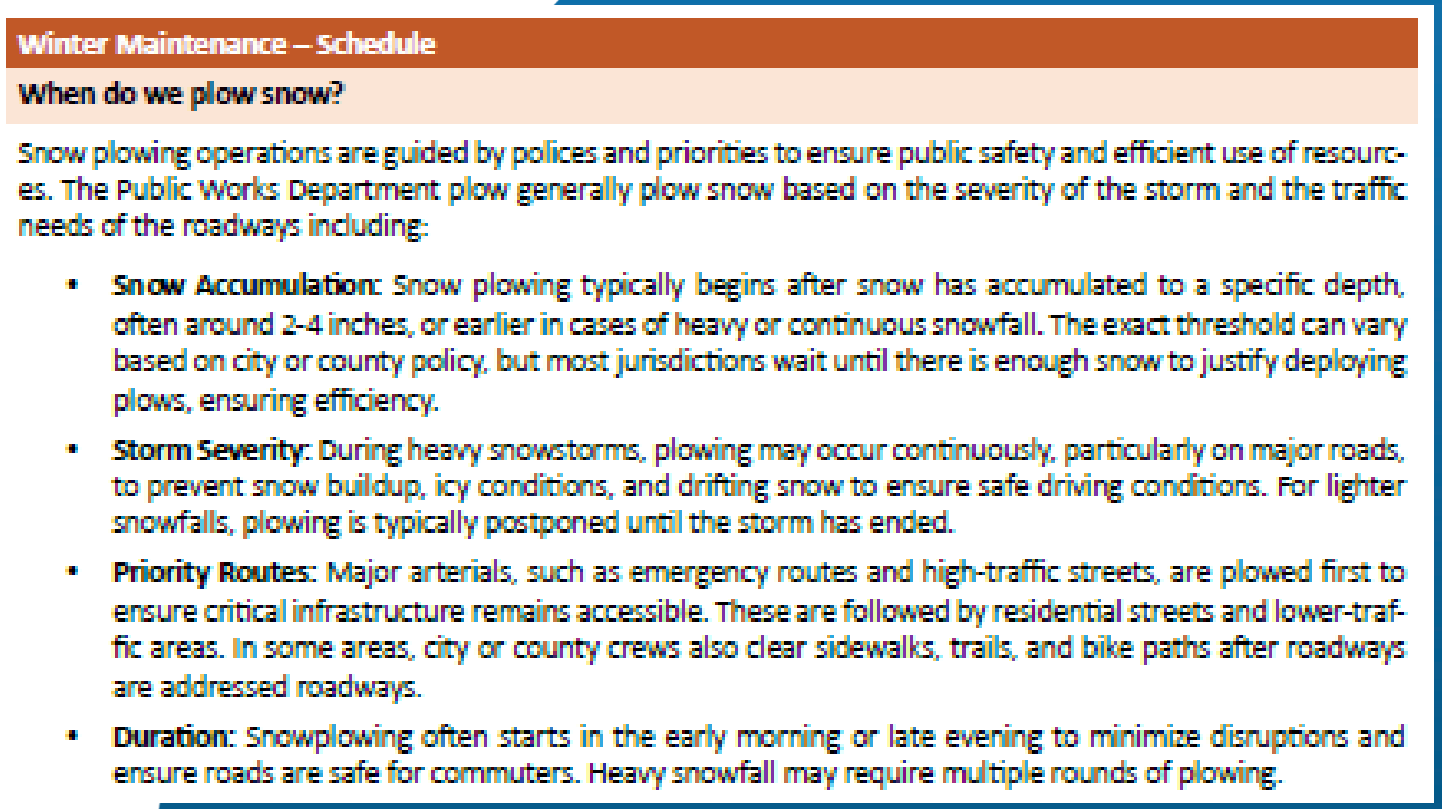
Deliverables

- **FAQs**
  - General Questions (11)
  - Construction Questions (13)
  - Operations and Maintenance Questions (12)
- **PPT Presentation**
  - Agency Facts (system)
  - Budgets/expenditures/funding
  - Maintenance practices/whys
  - Safety
  - Modes
- **Construction Timeline**
  - How a Road is Built
  - Maintenance Schedule



Deliverables

- **FAQs**
  - General Questions (11)
  - Construction Questions (13)
  - Operations/Maintenance Questions (12)



Winter Maintenance – Schedule

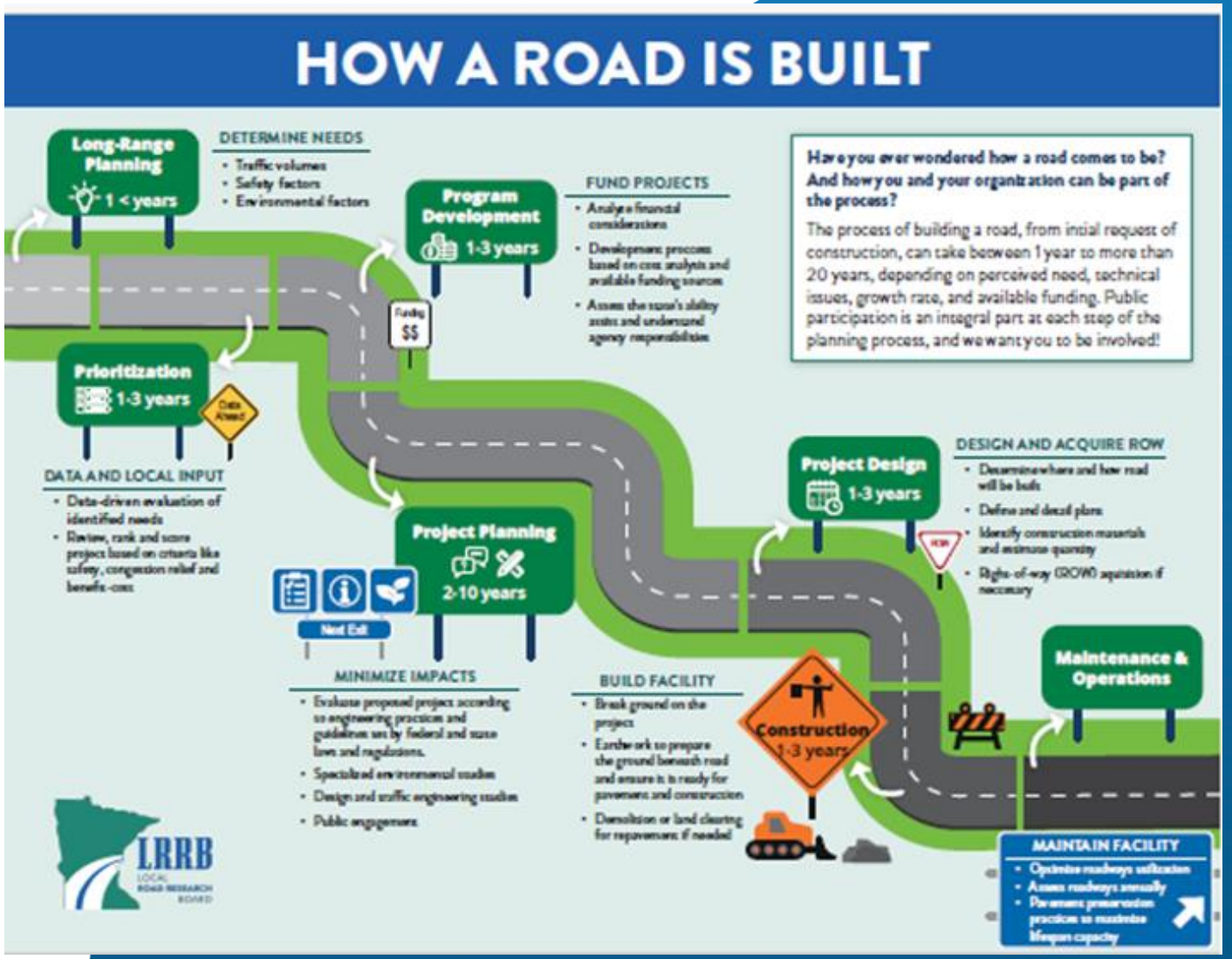
When do we plow snow?

Snow plowing operations are guided by polices and priorities to ensure public safety and efficient use of resources. The Public Works Department plow generally plow snow based on the severity of the storm and the traffic needs of the roadways including:

- **Snow Accumulation:** Snow plowing typically begins after snow has accumulated to a specific depth, often around 2-4 inches, or earlier in cases of heavy or continuous snowfall. The exact threshold can vary based on city or county policy, but most jurisdictions wait until there is enough snow to justify deploying plows, ensuring efficiency.
- **Storm Severity:** During heavy snowstorms, plowing may occur continuously, particularly on major roads, to prevent snow buildup, icy conditions, and drifting snow to ensure safe driving conditions. For lighter snowfalls, plowing is typically postponed until the storm has ended.
- **Priority Routes:** Major arterials, such as emergency routes and high-traffic streets, are plowed first to ensure critical infrastructure remains accessible. These are followed by residential streets and lower-traffic areas. In some areas, city or county crews also clear sidewalks, trails, and bike paths after roadways are addressed roadways.
- **Duration:** Snowplowing often starts in the early morning or late evening to minimize disruptions and ensure roads are safe for commuters. Heavy snowfall may require multiple rounds of plowing.

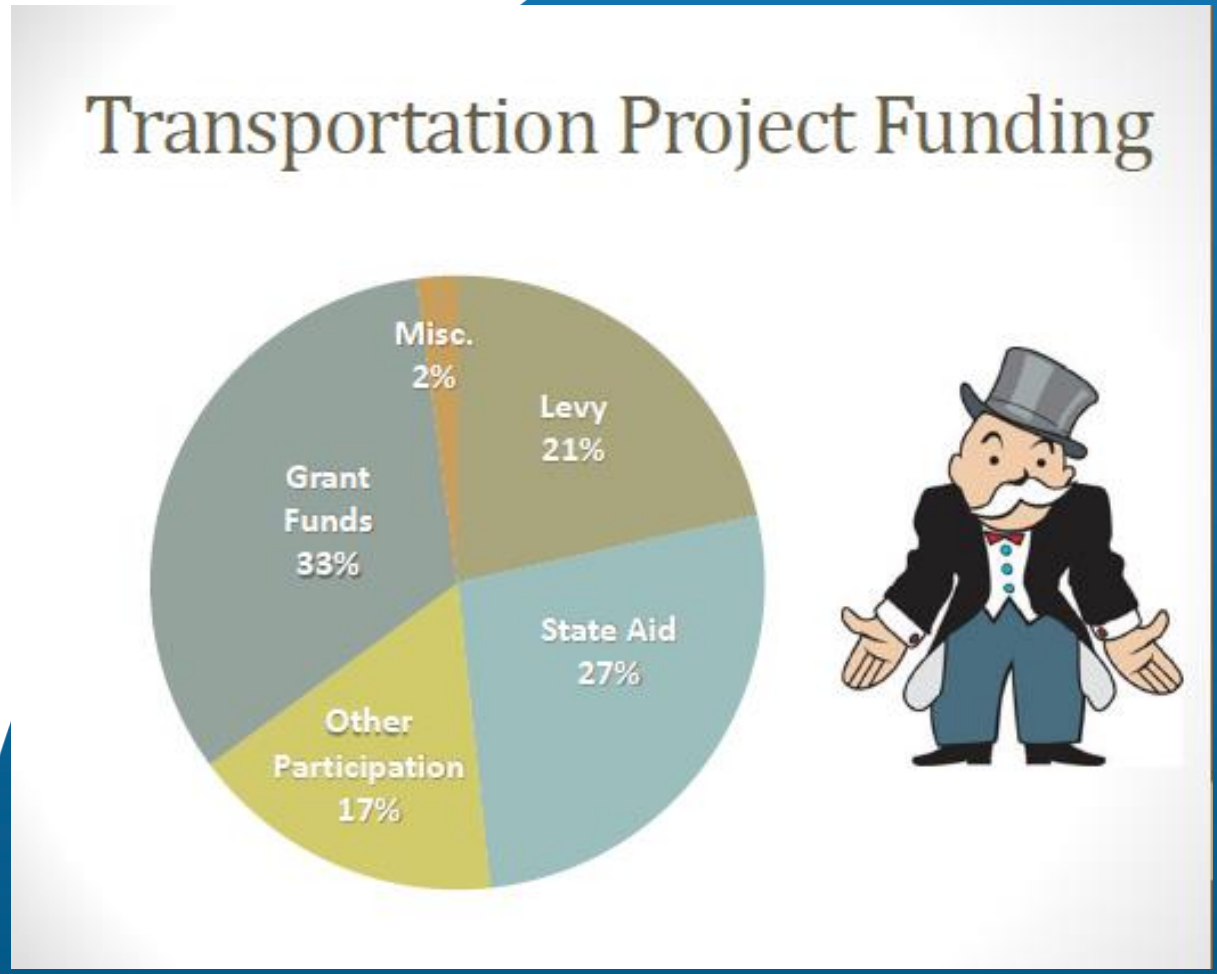
Deliverables

- **Construction Timeline**
  - How a Road is Built
  - Maintenance Schedule



Deliverables

- **PPT Presentation** *(customizable)*
  - Agency Facts (system)
  - Budgets/expenditures/funding
  - Maintenance practices/whys
  - Safety
  - Modes



CEAM Webinar
LRRB – PW 1010

Tuesday June 17th

2025 City Engineers Association of Minnesota Webinar

The City Engineers Association of Minnesota is offering a variety of webinars - free of charge for CEAM Members, and at a low cost to non-members. These sessions are curated with our partners, and designed to bring you timely and relevant information to support the work you are doing in these times.

Please be aware that a recording of this event may not be freely available for replay.

Bridging the Gap: Explaining Public Works with Confidence and LRRB Resources

12:00 PM | Tuesday, June 17, 2025

Session Description

After this session, you will know that you are not alone in this continuous education cycle and have access to tools and resources you can use in your community to create better understanding of your role and the transportation system you are tirelessly working to improve.

Capitol Improvement Plan

LRRB Project – CIP

Project Purpose

- Investigate how are agencies using tools to track and report investment priorities and programmatic goals?
- What is being used or has been developed?
- Has there been integration to GIS mapping tools ?

Technical Advisory Panel	
Ryan Thilges, Chair	Blue Earth County
Andrew Witter	Sherburne County
Ben Johnson	Olmsted County
Brad Wentz	NDSU
Darin Mielke	Carver County
Jenna Obernolte	SEH - Stewartville
Jeremy Gilb	Chippewa County
Jessie Dehn	Brainerd
Ryan Thilges	Blue Earth County
Andrew Witter	Sherburne County
Justin Bergerson	Isanti County
Kevin Peterson	Washington County
Lyndon Robjent	Carver County
Matt Clark	Chaska
Paul Jurek	Bollig Inc
Justin Sorum	Clay County
Krysten Foster	Otter Tail County
Jodi Teich	Stearns County
Research Team	
Sue Miller	SRF
Lia Siro	
Brooke McInnes	

CIP Tools Identified and Evaluated

Vendor Name	Contact Information	Point of Contact
Plan-It	Phone: (952)994-1744 supprt@cipsoftware.com	Shaylan Hurley Chief Support Officer
OpenGOV	Phone: (650)336-7167 Email: pr@opengov.com | cespinoza@opengov.com	Christina Espinoza Account Executive
RTVision	Phone: 612.799.0202 Email: marcr@rtvision.com	Marc Rood & Melissa Scherer Business Development
ESRI*	Phone: (651)454-0600	
GRIT*	Phone: (701)231-7767 Email: ndsu.ugpti@ndsu.edu | Bradley.Wentz@ndsu.edu	Bradley Wentz Program Director

Plan-It!

OpenGov

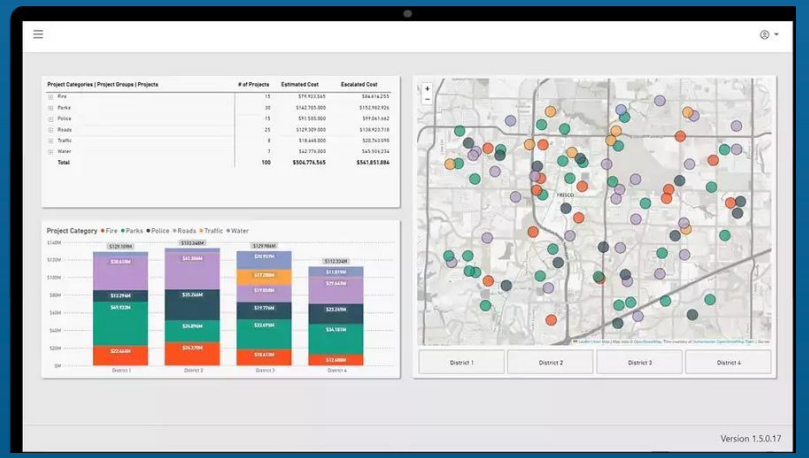
RTVISION
SOFTWARE SOLUTIONS

esri
THE SCIENCE OF WHERE™

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
Geographic Roadway Inventory Tool (GRIT)

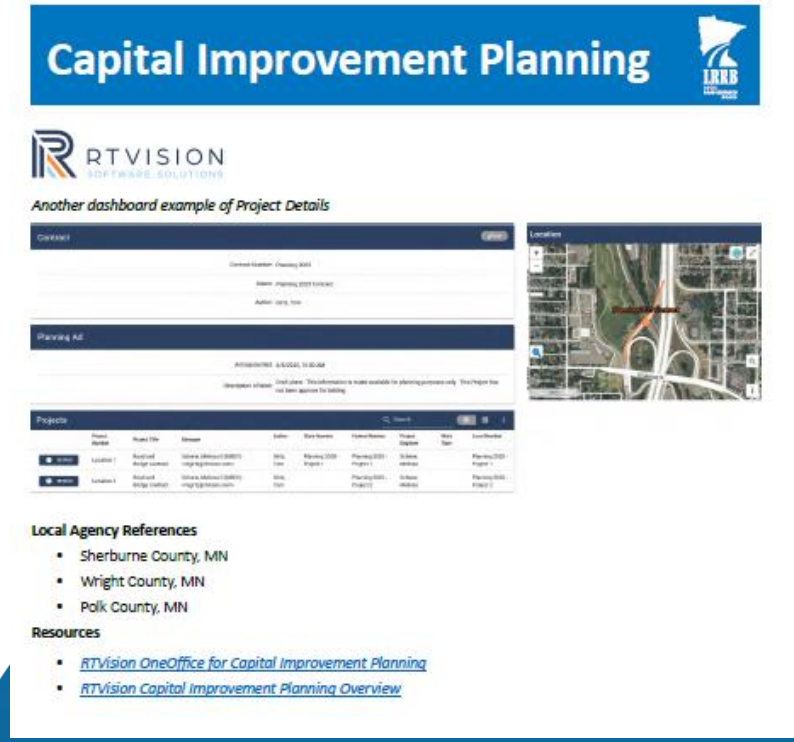
What was evaluated

- **Cost & Licensing** – how are fees are structured
  (e.g., per user, per agency, annual subscriptions)
- **Support & Training Costs**
  (onboarding, support, and software updates)
- **Geospatial & GIS Integration**
  (internal vs integration of other mapping tools
  (e.g., ArcGIS). how is data visualized or exported.



Deliverables

- **Planning Guide**
  - Overview
  - Dashboard Examples
  - Local Agency References
  - Resources
- **Vendor Matrix**



Capital Improvement Planning

RTVISION
SOFTWARE SOLUTIONS

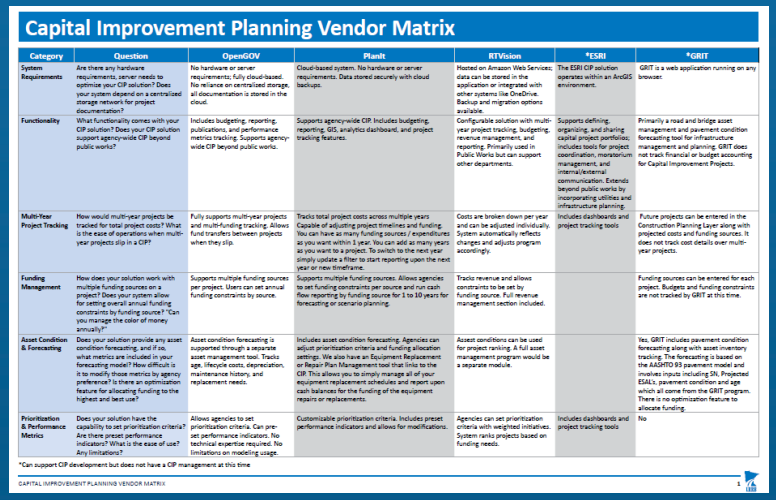
Another dashboard example of Project Details

Local Agency References

- Sherburne County, MN
- Wright County, MN
- Polk County, MN

Resources

- *RTVision OneOffice for Capital Improvement Planning*
- *RTVision Capital Improvement Planning Overview*



Capital Improvement Planning Vendor Matrix

Category	Question	OpenGOV	Planit	RTVision	*ESRI	*GRIT
System Requirements	Are there any hardware requirements, server needs to optimize your CIP solution? Does your system depend on a centralized storage network for project documentation?	No hardware or server requirements; fully cloud-based. No reliance on centralized storage, all documentation is stored in the cloud.	Cloud-based system. No hardware or server requirements. Data stored securely with cloud backups.	Hosted on Amazon Web Services; data can be stored in the application or integrated with other systems like OneDrive. Backup and migration options available.	The ESRI CIP solution operates within an ArcGIS environment.	GRIT is a web application running on any browser.
Functionality	What functionality comes with your CIP solution? Does your CIP solution support agency-wide CIP beyond public works?	Includes budgeting, reporting, publications, and performance metrics tracking. Supports agency-wide CIP beyond public works.	Supports agency-wide CIP. Includes budgeting, reporting, GIS, analytics dashboard, and project tracking features.	Configurable solution with multi-year project tracking, budgeting, revenue management, and reporting. Primarily used in Public Works but can support other departments.	Supports defining, organizing, and sharing capital project portfolios; includes tools for project coordination, moratorium management, and internal/external communication. Extends beyond public works by incorporating utilities and infrastructure planning.	Primarily a road and bridge asset management and pavement condition forecasting tool for infrastructure management and planning. GRIT does not track financial or budget accounting for Capital Improvement Projects.
Multi-Year Project Tracking	How would multi-year projects be tracked for total project costs? What is the ease of operations when multi-year projects slip in a CIP?	Fully supports multi-year projects and multi-funding tracking. Allows fund transfers between projects when they slip.	Tracks total project costs across multiple years Capable of adjusting project timelines and funding. You can have as many funding sources / expenditures as you want within 1 year. You can add as many years as you want to a project. To switch to the next year simply update a filter to start reporting upon the next year or new timeframe.	Costs are broken down per year and can be adjusted individually. System automatically reflects changes and adjusts program accordingly.	Includes dashboards and project tracking tools	Future projects can be entered in the Construction Planning Layer along with projected costs and funding sources. It does not track cost details over multi-year projects.
Funding Management	How does your solution work with multiple funding sources on a project? Does your system allow for setting overall annual funding constraints by funding source? "Can you manage the color of money annually?"	Supports multiple funding sources per project. Users can set annual funding constraints by source.	Supports multiple funding sources. Allows agencies to set funding constraints per source and run cash flow reporting by funding source for 1 to 10 years for forecasting or scenario planning.	Tracks revenue and allows constraints to be set by funding source. Full revenue management section included.		Funding sources can be entered for each project. Budgets and funding constraints are not tracked by GRIT at this time.
Asset Condition & Forecasting	Does your solution provide any asset condition forecasting, and if so, what metrics are included in your forecasting model? How difficult is it to modify those metrics by agency preference? Is there an optimization feature for allocating funding to the highest and best use?	Asset condition forecasting is supported through a separate asset management tool. Tracks age, lifecycle costs, depreciation, maintenance history, and replacement needs.	Includes asset condition forecasting. Agencies can adjust prioritization criteria and funding allocation settings. We also have an Equipment Replacement or Repair Plan Management tool that links to the CIP. This allows you to simply manage all of your equipment replacement schedules and report upon cash balances for the funding of the equipment repairs or replacements.	Asset conditions can be used for project ranking. A full asset management program would be a separate module.		Yes, GRIT includes pavement condition forecasting along with asset inventory tracking. The forecasting is based on the AASHTO 93 pavement model and involves inputs including SN, Projected ESALs, pavement condition and age which all come from the GRIT program. There is no optimization feature to allocate funding.
Prioritization & Performance Metrics	Does your solution have the capability to set prioritization criteria? Are there preset performance indicators? What is the ease of use? Any limitations?	Allows agencies to set prioritization criteria. Can pre-set performance indicators. No technical expertise required. No limitations on modeling usage.	Customizable prioritization criteria. Includes preset performance indicators and allows for modifications.	Agencies can set prioritization criteria with weighted initiatives. System ranks projects based on funding needs.	Includes dashboards and project tracking tools	No

*Can support CIP development but does not have a CIP management at this time

ROW Acquisition

LRRB Project – ROW Acquisitions

Project Purpose

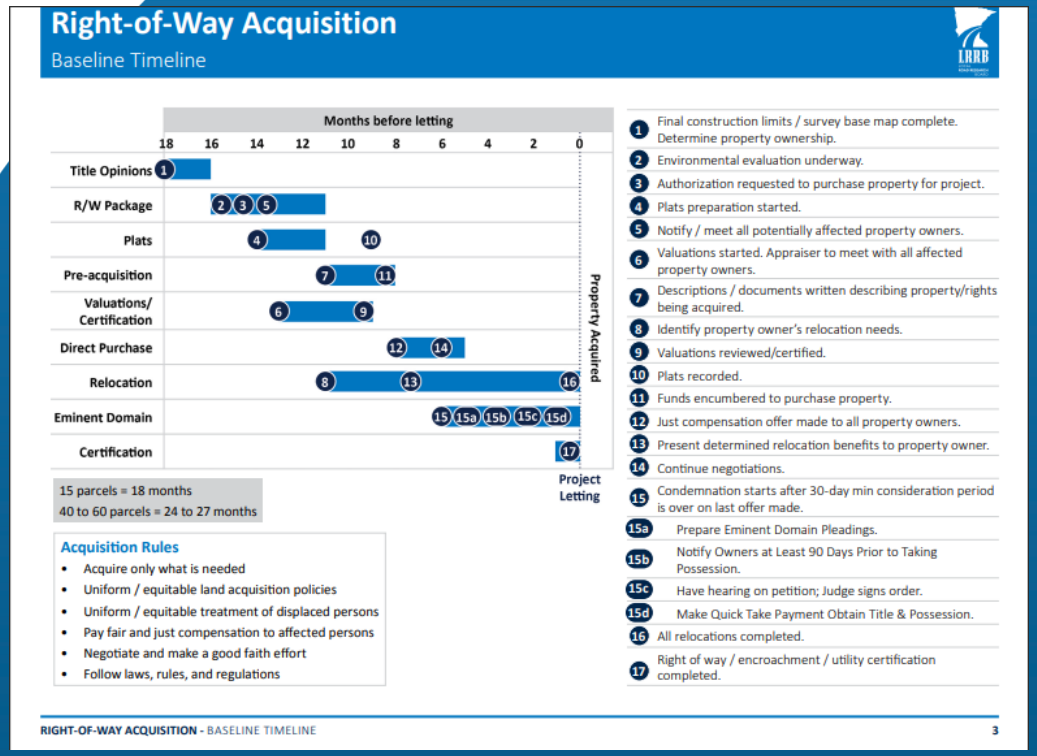
- ROW acquisition costs have risen sharply
  - In 2000 eminent domain compensation was 40% higher than average agency appraisal
  - **In recent years 130%**
- This project assembled seven **adaptable resources** to help city/county engineers manage risks, anticipate costs, and improve project coordination.

Note: While some challenges require legal reform, these tools focus on practical steps agencies can take to reduce delays, avoid conflict and build trust with property owners

Technical Advisory Panel	
Ryan Thilges, Chair	Blue Earth County
Jack Hermer	Blue Earth County
Lyndon Robjent	Carver County
Patrick Lambert	Carver County
Rick Sheridan	Hennepin County
Jeremy Douglas	Olmsted County
Seth Greenwood	Nicollet County
Joel Hawbaker	Nicollet County
Jodi Teich	Stearns County
Mike Decker	Stearns County
Research Team	
Sue Miller	SRF
Lia Siro	
Brooke McInnes	

Deliverables

- **Property Owner Guidebook**
- **Staff Frequently Asked Questions**
- **Procedures Checklist**
- **Process Tracker**
- **Process Timeline**
- **Minimal Determination Amount (MDA) Informational Sheet**
- **Landowner Notification Template Letters**
  - Initial Notification
  - Intent to Purchase
  - Minimum Damage Acquisition (MDA)
  - Temporary Easement
  - Right of Entry Request
- **ROW Process & Timeline Baseline**



Commercial Drivers License
CDLs

LRRB Project – CDLs

Project Purpose

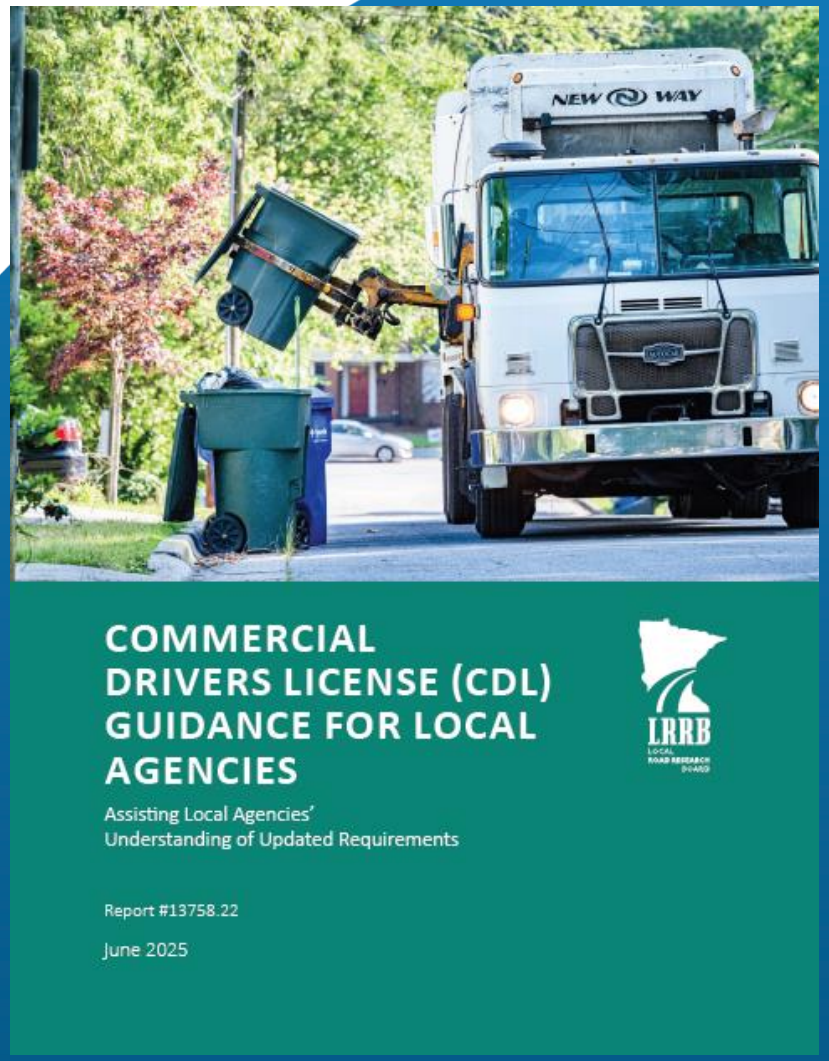
- Summarize skills and knowledge areas necessary to become CDL certified
- Requirements to become a Certified Training Provider
- Identify resources that provide contracted training
- Local Agency Survey

Technical Advisory Panel	
Mark Ray, Chair	Burnsville
Mindy Carlson, Chair	CTS, Mn LTAP
Chris Byrd	Benton County
Chad Wilde	Blue Earth County
Jeremy Gilb	Chippewa County
Ross Biebl	Cloquet
Josh Peterson (TL)	Coon Rapids
Ross Tracy	Coon Rapids
Andrew Wrucke	CTS – MN-LTAP
Tim Plath	Eagan
Tim Kieffer	Golden Valley
Pat McGrath	Grant County
Justin Bergerson	Isanti County
Cole Rossow	Jackson County
Dave Tiegs	LeSuer County
Dan Fischer	Mankato
Caleb Peterson	Mcleod County
Hannah Tjoflat	Mcleod County HR
Tony Marshall	MnDOT
Brian Lillie	MnDOT D7
Sara Freese	MSP MAC
Bryan Boder	St. Louis County
Todd Larson	Stevens County
Research Team	
Renae Kuehl	SRF
Steve Lund	
Lia Siro	

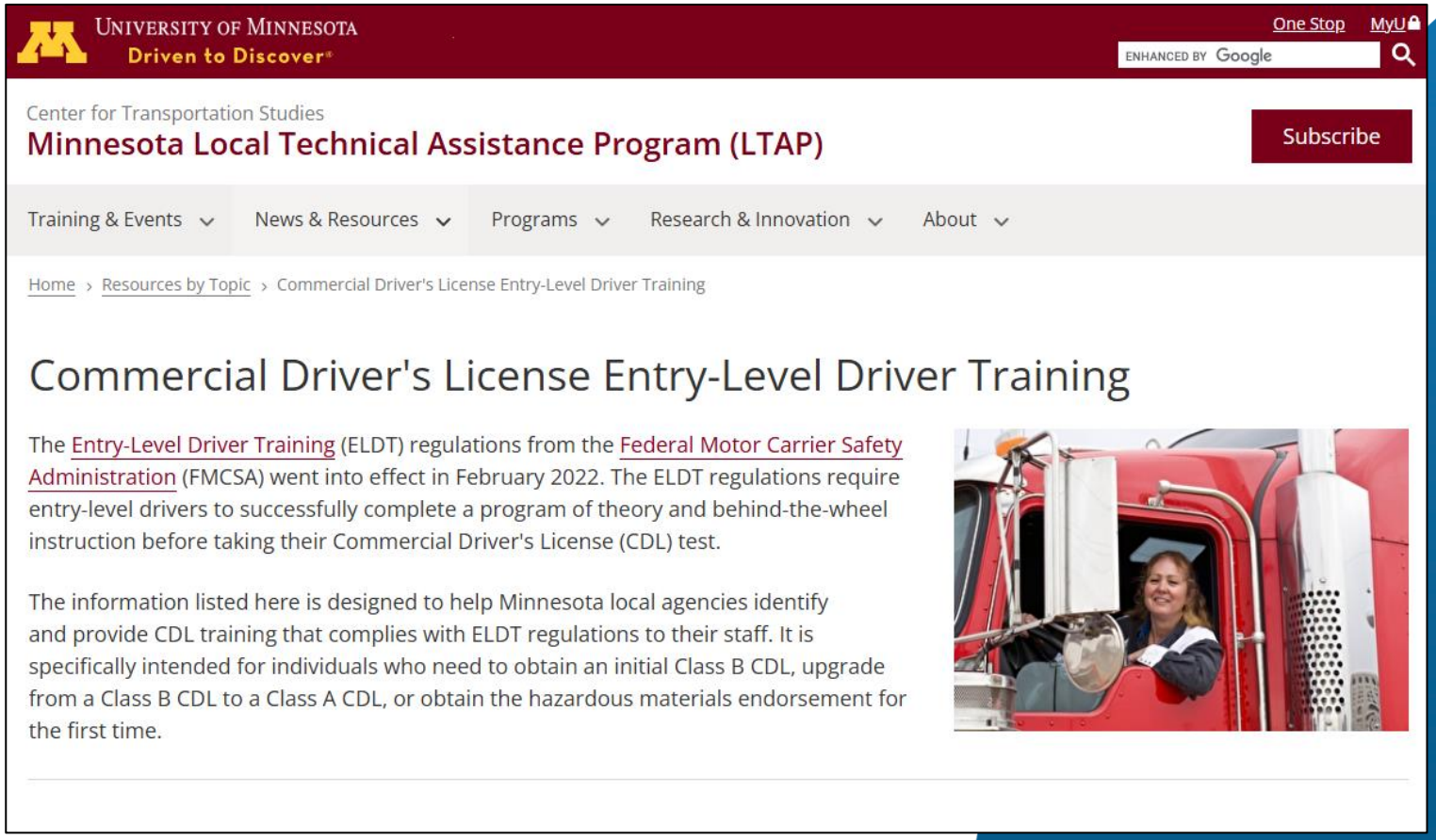
Deliverables

Two documents:

- CDL - Guidance for Local Agencies
  - FMCSA Standards
  - Training Resources
  - How to become a trainer
  - Summary of MN Survey
  - Existing Training (matrix)
  - Framework for developing an Internal Program
- CDL - Developing an In-House Training Course



MN CDL Clearinghouse - LTAP Website



Research Implementation Committee (RIC)

Project Highlights

MCEA Summer Conference

6/13/25

Stonebrooke

LRRB LOCAL ROAD RESEARCH BOARD

Pedestrian Crossings

Need for Research

Many smaller towns and tribal communities are bisected by higher speed (>45mph) roadways, making it challenging to cross

Scope

Create a comprehensive overview of pedestrian crossings for both pedestrians and drivers

Deliverable

Resource Guidebook

Stonebrooke

LRRB LOCAL ROAD RESEARCH BOARD

Table of Contents

MN Statutes – Driver/Vehicle Related

Short Version of Laws (Click for full language)	Relevant To
Drivers shall stop to yield to peds crossing the road within a marked crosswalk or at an intersection with no marked crosswalk	
When vehicles stop at a marked crosswalk or intersection with no marked crosswalk for peds, approaching drivers from the rear shall not pass the stopped vehicle	
Drivers of vehicles shall exercise due care to avoid colliding with any pedestrian on any road	
Vehicles shall yield to peds lawfully within the intersection or adjacent crosswalk when this signal is exhibited	
Vehicles shall yield to peds lawfully within an adjacent crosswalk	
Vehicles facing a steady circular yellow or yellow arrow must not enter the intersection	
Vehicles shall stop before entering a crosswalk, and shall yield to peds	

Summary of Data Collection and Research

Summary of Pedestrian Crossing Features or Treatments
- Signage/Markings/Signaling
- Road Geometry Change
- Surface Texture/Markings
- Landscape
- Other Less Common Practices

Data Collection
- Synthesis of relevant research reports and studies

Stonebrooke

LRRB LOCAL ROAD RESEARCH BOARD

Pedestrian Crossings

Project Coordinator:	Dave Glyer, MnDOT Research
Technical Liaison:	Jon Large, Mahnomen County
Technical Advisory Panel:	Vic Lund, St. Louis County Joe Gustafson, Washington County Nick Sanford, Olmsted County Tom Prew, MnDOT State Aid Kristi Sebastian, FHWA Mark Wagner, MnDOT OTE Michael Bowman, White Earth Trudy Kordosky, MnDOT D4 Nathan Gannon, MnDOT D4 Jerilyn Swenson, MnDOT D4

Video
Determining Speed Limits on Municipal Roads

Need for Research

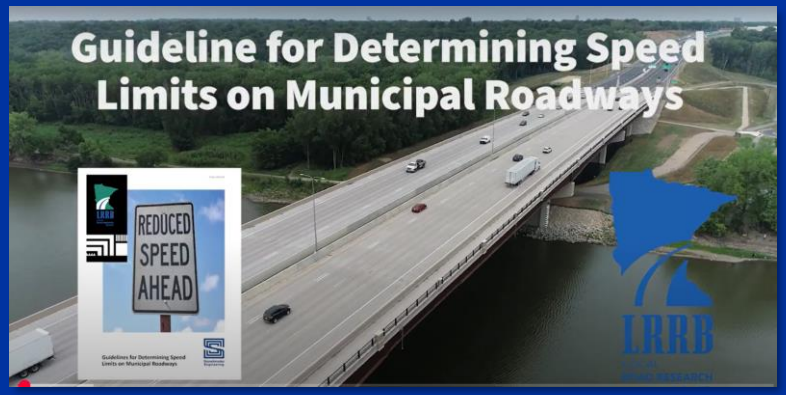
RIC members wanted a video capturing the highlights from the 2023RIC07 study

Scope

Create a short video summarizing the 2023RIC07 study

Deliverable

YouTube Video



Stonebrooke

LRRB LOCAL ROAD RESEARCH BOARD

Video
Determining Speed Limits on Municipal Roads

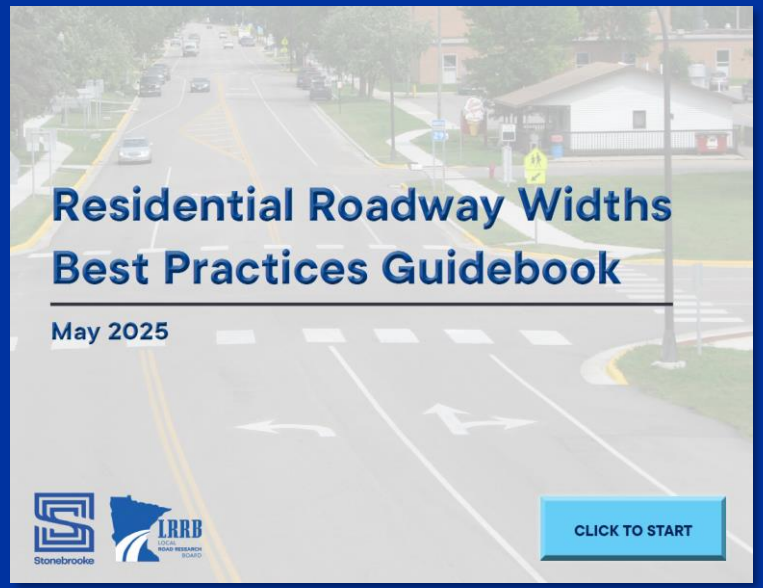
Project Coordinator:	Marcus Bekele, MnDOT Research
Technical Liaison:	Will Manchester, Minnetonka
Technical Advisory Panel:	Vic Lund, St. Louis County Tim Plath, Eagan Ken Johnson, MnDOT Debra Heiser, St. Louis Park Andrew Scipioni, Edina

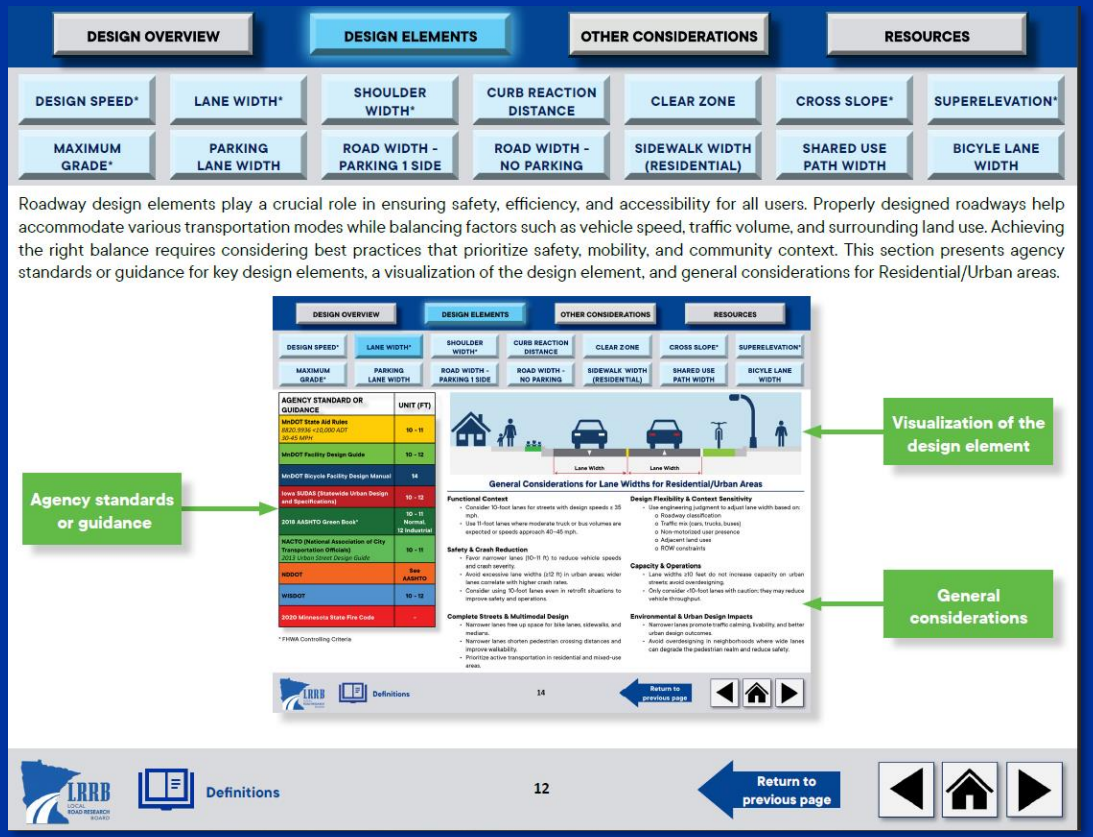
Stonebrooke

LRRB LOCAL ROAD RESEARCH BOARD

“Close” to Final Projects

Residential Roadway Widths Best Practices Guidebook





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“Close” to Final Projects

Rules & Guidelines for Prescriptive Right of Way

Prescriptive Right of Way FAQ

2025RIC04

Right of Way

A right-of-way is an easement that grants an entity or individual the legal right to pass through or use another person's land for a specific purpose, such as transportation or utilities. ROW can be public (e.g., streets, highways) or private (e.g., driveways).

Easement

An easement is a legal interest in land that allows a person or entity to use another's property for a specific purpose without owning it. Easements can be created by agreement, dedication, or through prolonged use.

Prescriptive Easement

A prescriptive easement is established through continuous, open, and unauthorized use of another's land for a statutory period (15 years in Minnesota). The use must be visible, uninterrupted, and without the landowner's explicit permission.

Statutory Easement

A statutory user easement is an easement obtained under Minnesota law (Minn. Stat. §160.05) through six years of continuous public use and maintenance by a road authority. This differs from a prescriptive easement, which requires a longer period of unauthorized use.

Fee Simple Title

Fee simple title is the most complete ownership of land, granting the owner full rights to use, transfer, or modify the property, subject only to applicable laws and regulations. Unlike easements, fee simple title represents full property ownership rather than a right of use.

What is the difference between easements acquired by prescription and “statutory user”?

- **Prescriptive Easement:** Requires 15 years of continuous, open, and unauthorized use. Can be used by private or public parties to establish an easement. Conclusive existence of easement requires court decision. Types of easement are not limited to roads (e.g., pond, building, etc.)
- **Statutory User Easement:** Requires only 6 years of continuous public use an a government road authority under Minnesota law. Can only be used for street and only by a road authority.

How can the limits/width of a statutory user road be determined?

Statutory user roads are limited to the width of the road as actually used and main depends upon historical use, which may include:

- **Traveled path**: main roadway for vehicles/pedestrians
- **Shoulders and sidewalks:** adjacent spaces used for safety and access
- **Drainage ditches:** necessary for water runoff management and lateral suppo road
- **Utility corridors:** space used for water, sewer, gas, and communication lines
- **Snow storage areas:** areas historically used for snow storage
- **Roadside mowing and vegetation management:** ensuring visibility and safet
- **Lighting and signage:** traffic control and safety measures

What counts as maintenance under Minn. Stat. §160.05?

Maintenance includes any work necessary to keep the road in usable condition, s

- Snow removal/plowing
- Grading and graveling
- Paving or resurfacing
- Ditch and drainage maintenance
- Vegetation control/mowing
- Signage and road striping
- Culvert and bridge maintenance

Prescriptive Right of Way FAQ

2025RIC04

Can a statutory user road be used for multi-modal transportation?

Under Minn. Stat. §237.162 subd. 3, multi-modal use (bicycles, pedestrians, transit) is allowed. Once a highway easement is created by statutory user, that easement can be used for multi-modal transportation. Before implementing any multi-modal use, you want to consider:

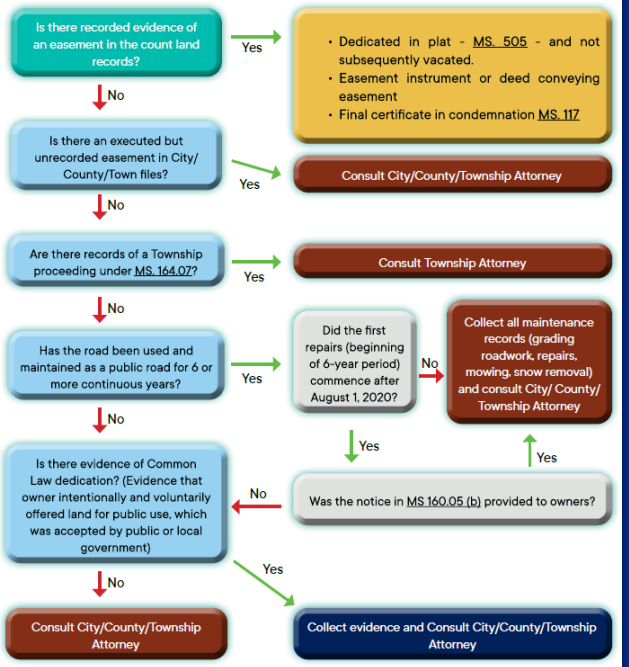
- Safety evaluations
- Consideration of public accessibility
- Compliance with local regulations

Other Ways Roads Are Dedicated

Roads can be dedicated through:

- **Plat dedication** (when streets are included in a subdivision plat) Minn. Stat. §505.01
- **Direct Purchase** (A straightforward, negotiated transaction to acquire road easement or fee title, with appraisal and recorded deed.) Minn. Stat. §412.211
- **Eminent domain** (government acquisition for public use with compensation) Minn. Stat. §117
- **Common law dedication** (landowner's intent and public acceptance over time)
- **Dedication by ordinance** (local government decision to establish a public road on land that the local government already owns)
- **Gift or devise** (landowner either donating or selling fee title or an easement for a public road) Minn. Stat. §465.03
- **Annexation or consolidation** (road ownership transfers as municipal boundaries change) Minn. Stats. §164.14 and §414.038
- **Cartways** (providing access to landlocked properties under Minn. Stats. §164.08 and §435.37
- **County or State Reversion/Transfer**

How was this Road Established?



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Thank You

Research Implementation Projects in Progress

Additional Research in Progress

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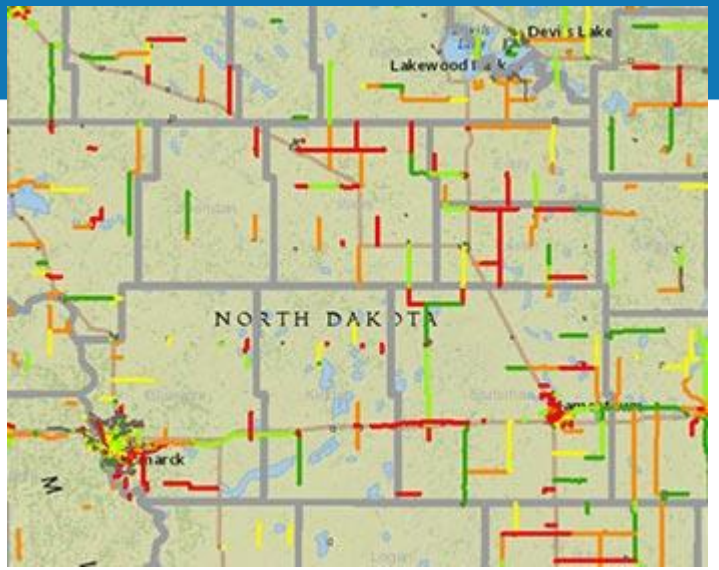
- Evaluating Local Funding in Regional Projects
- Pedestrian Safety around Roundabouts
- Gravel Road and Shoulder Maintenance
- Impacts on Design Standards Related to Speed
- Best Practices for Developing RFP's
- Effective Public Works Purchasing
- Guidance for Reducing Urban Street Signs
- Best Practices for Addressing Elements in the Right of Way

Additional Research in Progress

SRF

- **Snowplow Cutting Edges**
- **Public Art on Roadway Pavement**
- **Update Crash Statistics for Roundabouts**
- **Asphalt Rejuvenators** (surface application)
- **TZD – Behavioral Issues, what can be done?**
- **Underseals**
- **Asphalt Patching**
- **E-Ticketing**
- **Crash Reports (legislative change, no PD)**
- **EV Charging Stations**

Asset Management/GRIT



LRRB Project – Asset Mgmt

Project Purpose

- Develop a Pavement Lifecycle Tool
- Assist with implementation of GRIT:
  - Earlier LRRB GRIT report (MN pilot study)
  - MCEA Pavement Committee decision
  - Survey of MN counties
  - Develop FAQs
  - Develop videos (basic and how to's)

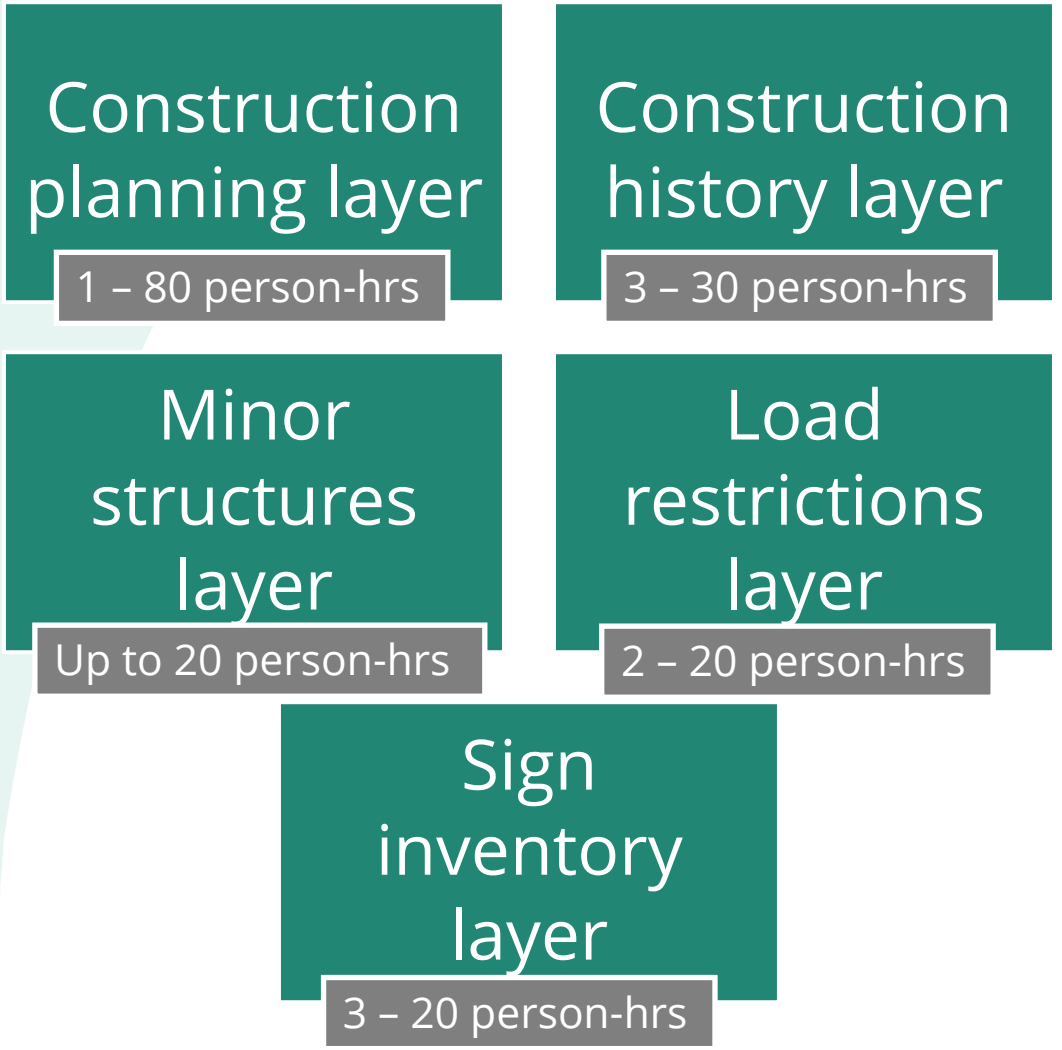
Technical Advisory Panel	
Bruce Hasbargen, Chair	Beltrami County
Lyndon Robjent	Carver County
Adam Nafstad	City of Albertville
Guy Kohlnhofer	Dodge County
Todd Howard	Dakota County
Will Manchester	City of Minnetonka
Chris LaBounty	City of Maple Grove
Nick Peterson	City of St. Paul
Brad Wentz (UGPTI)	NDSU-UGPTI
Mel Odens	Kandiyohi County
Lon Aune	Marshal County
John Brunkhorst	McLeod County
Rich Sanders	Polk County
Brian Giese	Pope County
Kent Exner	Hutchinson
Steven Bot	St. Michael
Chad Hausmann	Wright County
Aaron Holmbeck	Nobles County
April Wellman	Faribault County
Jim Olson	Becker County
Adam Nafstad	City of Albertville
Research Team	
Mike Marti	SRF
Becky Alper	
Jimoku Salem	

LRRB Project – GRIT

How GRIT works

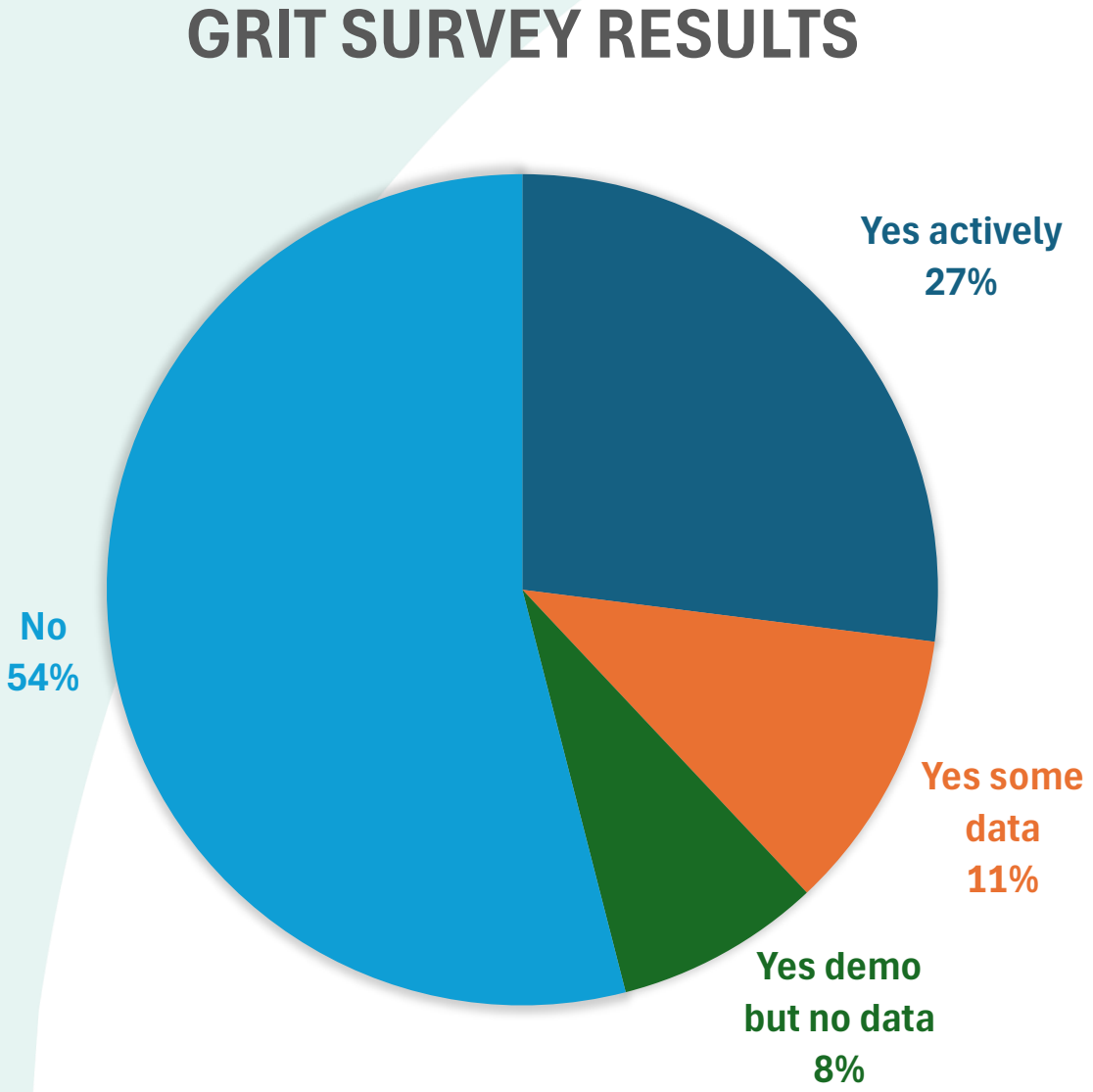
- Push pin method for adding/editing roadway segments/features
- User-friendly for non-GIS users
- Built on Google Maps with multiple viewing options:
  - Map view
  - Satellite imagery
  - Street view (where available)

GRIT's layers – Data Entry Survey Results



LRRB Project – GRIT

GRIT Use – Poll!



LRRB Project – GRIT

Survey Results

- Among those who use it:
  - Differentiation between people who use the data (decision makers) and people who enter the data (technicians)
  - Generally, they find it simple to use and helpful in management transportation assets
- Among those who don’t use it:
  - Unfamiliarity
  - Desire for greater understanding
  - Not sure how to use

LRRB Project – GRIT

GRIT's Features – Survey Results

Most Used

- Roadway inventory and mapping
- Pavement management
- Bridge and minor structure management
- Sign inventory management
- Public facing tools (web map and dashboards)

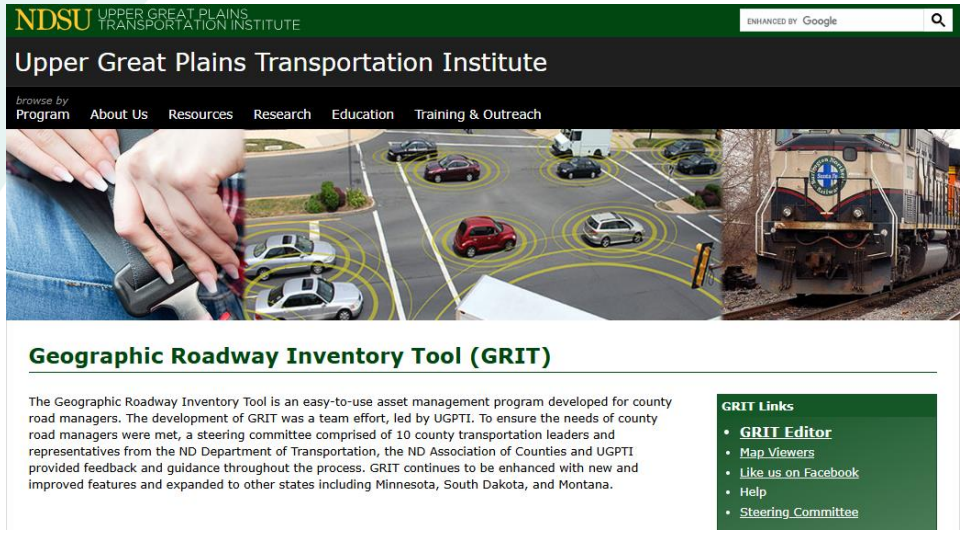
Least Used

Poll – Possible Future Features

LRRB Project – GRIT

Videos that are being produced:

- Overview video (3 minutes):
  - What is GRIT?
  - Value proposition for counties
  - Overview of the different layers/functionality
- How to video (3-5 minutes):
  - How to get access and log in
  - Process to go more in depth with GRIT:
  - Who to go to for help
- How to use the outputs as a decision maker (3 minutes)
  - Goes deeper; focus on managing pavement
  - Interviewees: Brad Wentz, Aaron Holmbeck (Nobles), and Bruce Hasbargen (Beltrami), Brian Geise (Pope)



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