

State Aid for Local Transportation SPRA Criteria

2026 MCEA Summer Conference

SPRA Overview

Date: June 11, 2026

Time: 3:15 PM – 3:45 AM

Format: In Person Presentation

Location: Arrowood Resort, Minnewaska Room

Event: MCEA Summer Conference

Outline

Video Clip

Purpose

DNR SPRA Solicitation/DNR Design Guide

Statutes and Rule

SPRA Project Requirements and Limitations

SPRA

Video Clip:
[BobbyFlynn-Heat](#)

Purpose

State Park Road Account Program

- The State Park Road Account (SPRA) program exists to help local governments improve access to public recreation facilities. SPRA provides financial assistance to improve county state aid, county, township, and city roads that provide access to state parks, outdoor recreation, public lakes, rivers, and state campgrounds.

The Minnesota DNR annually solicits projects for SPRA funding from cities, townships, and counties.

- [DNR State park road account program \(SPRA\) Web page](#)
- [Program and solicitation guidance](#)
- [Program funding source \(PDF\)](#)
- [2026 selected projects](#)
- Minnesota Statutes
 - [86A.04](#)
 - [162.02, subd. 6](#)
 - [162.06, subd. 5](#)

SPRA

Program and solicitation guidance SPRA Minimum Geometric Design Standards

PARK ROAD ACCOUNT PROJECTS **Minimum Geometric Design Standards ⁽¹⁾** For New / Reconstruction Not on the State Aid System ⁽²⁾

Surface Type / ADT (existing)	Design Speed MPH (2)	Lane Width Feet	Shoulder Width Feet (3)	In-Slope Rise: Run (4)	Clear Zone Feet	Design Strength Tons	Bridge to Remain Width Feet (5)
Aggregate ADT < 100	30	11	1	1:3	3	--	22
Paved ADT < 100	30	11	2	1:3	6	7	22
Aggregate ADT < 300	30	11	2	1:3	9	--	22
Paved ADT < 300	40	11	3	1:4	9	7	22
Aggregate ADT < 750	30	12	3	1:4	10	--	24
Paved ADT < 750	30	12	4	1:4	10	7	24
Paved ADT < 750	40	12	4	1:4	15	7	24

Engineering judgment may be used to choose dimensions other than the widths indicated in the chart for roadways. Factors to consider may be safety, speed, population, land use, benefit/cost analysis, traffic mix, farm equipment, environmental impacts, terrain limitations, bicycle traffic, pedestrian traffic, other non-motorized uses, functional classification, or other factors. Widths less than those indicated in the chart require a variance from the Commissioners of Department of Transportation and Natural Resources.

- (1) Rural design sections with average daily traffic (ADT) greater than 750 must meet the minimum requirements for state aid highways (8820.9920). Urban design sections must meet the minimum requirements for state aid streets (8820.9936).
- (2) Based on stopping sight distance.
- (3) The designer will provide a four-foot minimum paved shoulder if the route is a popular bicycle route.
- (4) Applies to slope within clear zone area only. Obstacle-free area measured from edge of traffic lane. Guardrail is required at all bridges where the design speed exceeds 40 mph, and either the ADT exceeds 400 or the bridge width is less than the sum of the lane and shoulder widths. Mailbox supports must be in accordance with 8818.
- (5) Inventory rating of HS 15 is required. A bridge narrower than these widths may remain in place if the bridge does not qualify for federal-aid bridge funds. HS 25 loading with American Association of State Highway and Transportation Officials (AASHTO) Standard Specifications or HL-93 loading with load and resistance factor design (LRFD) is required for new or reconstructed bridges. HS 18 loading is required for all rehabilitated bridges. The curb-to-curb minimum width for new or reconstructed bridges must be no less than either the minimum required lane plus shoulder width or the proposed lane plus shoulder width, whichever is greater, but in no case less than the minimum lane widths plus four feet, and in no case less than required per Minnesota Statutes, section [165.04](#). [165.04 BRIDGE, CULVERT; WIDTHS](#)

SPRA

Statutes and Rule

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 - [86A.04](#)
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 - [162.06, subd. 5](#)

- [162.06, subd. 5, State park road account](#). After deducting for administrative costs and for the disaster account and research account from the amount available as provided in this section, the **commissioner shall deduct 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
- **CSAH**: (1) the **establishment, location, relocation, construction, reconstruction, and improvement** of those roads included in the county state-aid highway system under section [162.02, subd. 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
- **Non-CSAH**: (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.
- **All**: 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.
- **County**: 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.
- **County**: 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 must be transferred to the county state-aid highway fund.

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SPRA Project Requirements and Limitations

Storm Water Contributing Flow



Thank You!

**Scott Smith
And
Dave Sobania**

[Day 10 English Class](#)