

2010 Innovations Awards Application

Deadline: March 1, 2010

ID # (assigned by CSG): **10-MW-20MN**

State: Minnesota

Assign Program Category (applicant): Transportation (Use list at end of application)

1. Program Name

Light Weight Deflectometer Loan Program

2. Administering Agency

Minnesota DOT

3. Contact Person (Name and Title)

John Siekmeier, Senior Research Engineer

4. Address

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5. Telephone Number

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7. E-mail Address

john.siekmeier@state.mn.us

8. Web site Address

http://www.dot.state.mn.us/materials/research_lwd.html

9. Please provide a two-sentence description of the program.

Four light weight deflectometers were purchased and are available for loan to local governments in order to allow trial prior to local government purchase. A light weight deflectometer is a quality assurance testing device used during road construction.

10. How long has this program been operational (month and year)?

October, 2008

11. Why was the program created? What problem[s] or issue[s] was it designed to address?

The initial purchase price of the testing equipment is high so local governments are hesitate to make this investment prior to using the equipment and understanding its value.

12. Describe the specific activities and operations of the program in chronological order.

Purchase light weight deflectometers. Create very short form to document loan agreement and expectations. Market the program during workshops, seminars, and trainings. Loan the equipment to local government. Provide technical support as needed to facilitate optimal benefit. Measure the results using feedback from local government participants.

13. Why is the program a new and creative approach or method?

Typically the risk of new equipment purchase is borne by each local government agency individually. This program shares the risk amongst the 87 counties and hundreds of cities in Minnesota.

14. What were the program's start-up costs? (Provide details about specific purchases for this program, staffing needs and other financial expenditures, as well as existing materials, technology and staff already in place.)

Approximately \$50,000 was required for initial purchase of the equipment. No additional staff was required.

15. What are the program's annual operational costs?

The time allocated to monitor this program is only a few hours per month by existing staff.

16. How is the program funded?

The Minnesota DOT and the Local Road Research Board funded the initial equipment purchase.

17. Did this program require the passage of legislation, executive order or regulations?

No

18. What equipment, technology and software are used to operate and administer this program?

Light weight deflectometers, word processing software, and spreadsheet software.

19. To the best of your knowledge, did this program originate in your state? By whom?

Yes, John Siekmeier

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20. Are you aware of similar programs in other states?

No

21. Has the program been fully implemented?

The initial phase has been implemented but additional marketing is needed in order to increase participation. This award application and potential program recognition have the added benefit of raising program awareness.

22. Briefly evaluate (pro and con) the program's effectiveness in addressing the defined problem.

Light weight deflectometers have been loaned to local government and university staff. The equipment has been successfully used to provide measurable quality assurance data that will improve highway construction. Based on the initial success, participation can be increased. Marketing the program to "get the word out" regarding the opportunity to borrow the equipment at no cost will be done this year. Specific examples of how this can be done are to improve the website linkages and promote the program's existence at more workshops, seminars, and inspector certification training.

23. How has the program grown and/or changed since its inception?

No changes.

24. What limitations or obstacles might other states expect to encounter if they attempt to adopt this program?

Even though the need for program monitoring using existing staff is minimal, there is the potential that staff resources are already overstretched and therefore not available. Potential barrier to loaning equipment.

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2010 Innovations Awards Application
Program Categories and Subcategories

Use these as guidelines to determine the appropriate *Program Category* for your state's submission and list that program category on page one of this application. Choose only one.

Infrastructure and Economic Development

Business/Commerce

Economic Development

Transportation

Government Operations and Technology

Administration

Elections

Information Systems

Public Information

Revenue

Telecommunications

Health & Human Services

Aging

Children & Families

Health Services

Housing

Human Services

Human Resources/Education

Education

Labor

Management

Personnel

Training and Development

Workforce Development

Natural Resources

Agriculture

Energy

Environment

Environmental Protection

Natural Resources

Parks & Recreation

Water Resources

Public Safety/Corrections

Corrections

Courts

Criminal Justice

Drugs

Emergency Management

Public Safety

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CSG Innovations Awards 2010

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This application is also available at www.csg.org.