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
   1400 Gervais Ave. Maplewood, MN 55109

5. Telephone Number
   651 366 5417

6. FAX Number
   651 366 5461

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
   MnDOT, 1400 Gervais Ave., Maplewood, MN 55109, 651 366 5417, john.siekmeier@state.mn.us

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.

CSG reserves the right to use or publish in other CSG products the information provided in this application. If your agency objects to this policy, please advise us in a separate attachment.
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
Save in .doc or rtf. Return completed application electronically to innovations@csg.org or mail to:
CSG Innovations Awards 2010
The Council of State Governments
2760 Research Park Drive, P.O. Box 11910
Lexington, KY 40578-1910

Contact:
Nancy J. Vickers, National Program Administrator
Phone: 859.244.8105
Fax: 859.244.8001 – Attn: Innovations Awards Program
The Council of State Governments
E-mail: nvickers@csg.org

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