

# HOUSE RESEARCH

## Bill Summary

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**Version:** As introduced

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**Subject:** MnDOT agency provisions

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### Overview

This bill makes various changes related to the Minnesota Department of Transportation (MnDOT), including: allowing access to private property for soil borings before eminent domain proceedings, lengthening the culvert inspection requirement to every four years, broadening the uses of Minnesota Rail Service Improvement Program funds, widening rail bank corridors from 50 to 100 feet, and making certain offenses within rail bank property a misdemeanor.

#### Section

- 1 Geotechnical investigation before eminent domain proceedings.** Allows a state agency or local unit of government to enter a property prior to starting eminent domain proceedings, in order to investigate, survey, and test the site and subsurface conditions. The governmental body must notify the property owner at least 10 days in advance, and may obtain a court order if entry is refused.
- 2 Definitions.** Defines "AASHTO manual" to be the Manual for Condition Evaluation of Bridges.
- 3 Strength of bridge; inspection.** Allows culvert inspections to take place every four years. Requires annual bridge inspections unless authorized by MnDOT. Specifies factors for less frequent inspection of bridges, which must be at least every two years.
- 4 Expenditures.** Broadens the allowed use of Minnesota Rail Service Improvement (MRSI) program funds to include part of the costs of (1) capital improvements by rail carriers, and (2) rehabilitation projects by rail users or rail carriers.
- 5 Disposition permitted.** Widens, from 50 to 100 feet, the width of a rail bank corridor that is

**Section**

conveyed or leased by MnDOT.

- 6** **Rail bank property use; misdemeanor.** Makes various activities that affect rail bank property a misdemeanor offense, including obstructing a trail, placing or removing earth, erecting a sign, tampering with any structures, and driving on the property unless authorized.