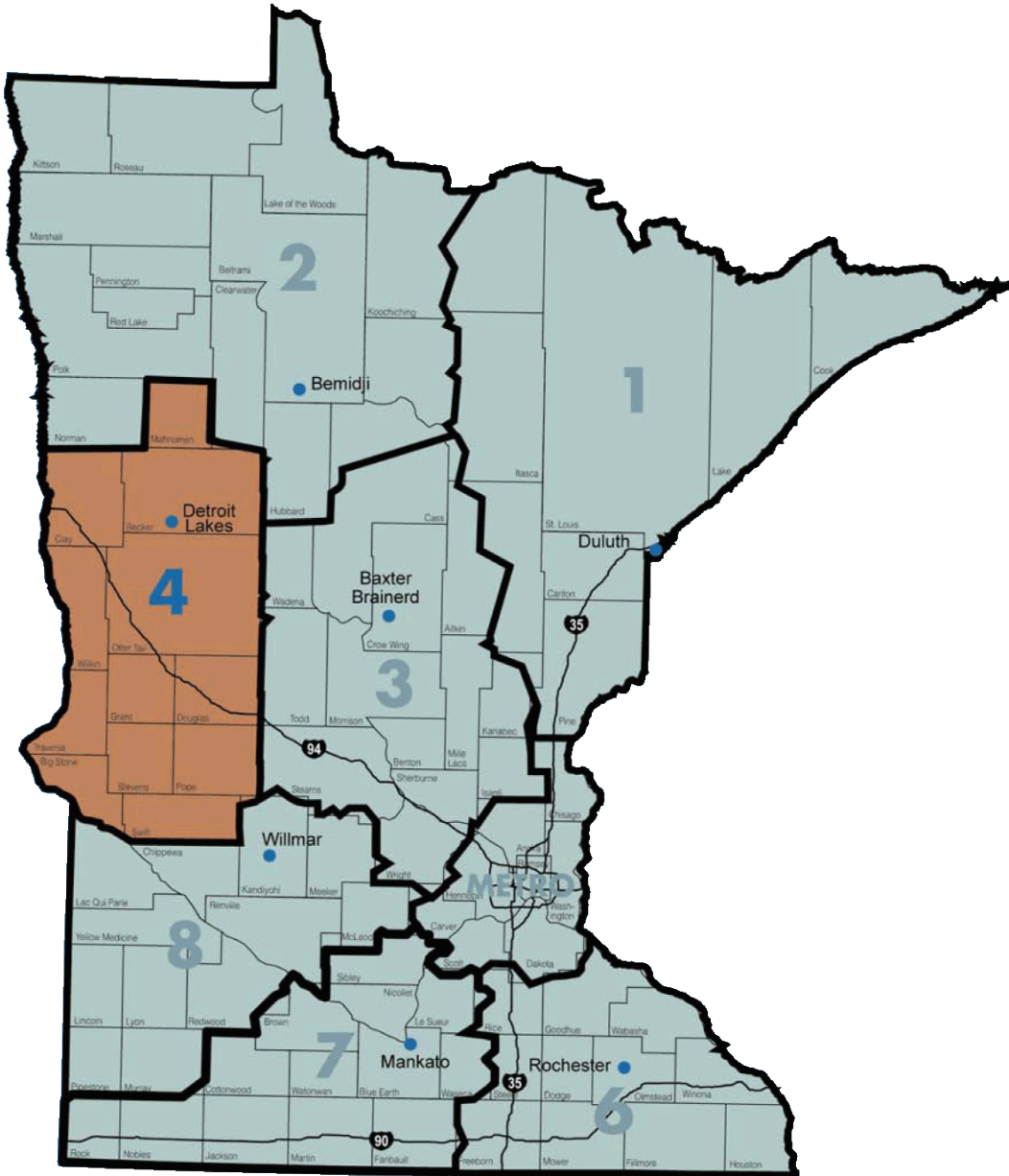




2012
District 4
Legislative
Briefing
March 2012



Your Destination...Our Priority





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MnDOT District 4
1000 Highway 10 West
Detroit Lakes, MN 56501



District Overview

MnDOT District 4 is located in the west central region of Minnesota and includes Becker, Big Stone, Clay, Douglas, Grant, Mahnomen, Otter Tail, Pope, Stevens, Swift, Traverse and Wilkin counties. It includes five cities greater than 5,000: Alexandria, Detroit Lakes, Fergus Falls, Moorhead and Morris.

Our district maintains 3,651 lane miles of state and interstate highways, 344 bridges, 677 miles of rail line, 22 aviation facilities and six Class I rest areas.

Approximately 210 MnDOT employees work from our offices located in Detroit Lakes, Morris, Alexandria, Fergus Falls and Moorhead, and 12 maintenance truck stations located around the district. There are five maintenance sub-areas.



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Information Description	Number in D4	Percentage of State	Total Number Statewide
General Information			
Number of Counties by Area Transportation Partnership (ATP) <ul style="list-style-type: none"> Becker, Big Stone, Clay, Douglas, Grant, Mahnommen, Otter Tail, Pope, Stevens, Swift, Traverse, Wilkin 	12	13.8%	87
Number of Cities greater than 5,000 (by ATP) <ul style="list-style-type: none"> Alexandria, Detroit Lakes, Fergus Falls, Moorhead and Morris 	5	3.5%	141
Number of Cities & Townships greater than 5,000 (by ATP)	5	3.4%	147
Regional Trade Centers (total) <ul style="list-style-type: none"> Level 0: Major Metro Area Level 1: Primary Retail Center – Moorhead Level 2: Secondary Retail Center – Alexandria, Fergus Falls, Detroit Lakes 	<u>4</u> 0 1 3	<u>11.8%</u> 0.0% 20.0% 10.7%	<u>34</u> 1 5 28
Total Miles of Interstate System (centerline)	115	12.6%	916
Total Miles of Interstate System (lane miles)	461	11.4%	4,032
Total Interregional Corridor System (IRC) Miles (centerline)	235	7.9%	2,963
Total Interregional Corridor System (IRC) Miles (lane miles)	865	8.9%	9,763
Navigable River Miles	0	0.0%	239
Airports	20	14.8%	135
Miles of Rail Line	674	15.0%	4,481
Public Transit Systems	7	9.1%	77
Roadway Responsibilities			
Miles of Roadway (trunk highway centerline)	1,607	13.5%	11,878
Miles of Roadway (trunk highway lanes)	3,650	12.4%	29,347
Number of Bridges (10' or >)	326	7.1%	4,571
Snow and Ice Lane Miles	3,676	12.0%	30,572
Miles of Snow Fence Program: <ul style="list-style-type: none"> Permanent Living Snow Fence Temporary Cornrow Snow Fence 	12.3 2	19.1% 24.4%	64.5 8.2
Signs	48,000	12%	400,000 (approx)
Signals	65	5.0%	1,300 (approx)
D4 Equipment			
Snow Removal Trucks	64	7.6%	842
Motor Graders	2	5.0%	40
Snoopers	0	0.0%	8
Front End Loaders	7	6.5%	107
Light Vehicles (pickups, vans, and cars)	68	7.2%	946



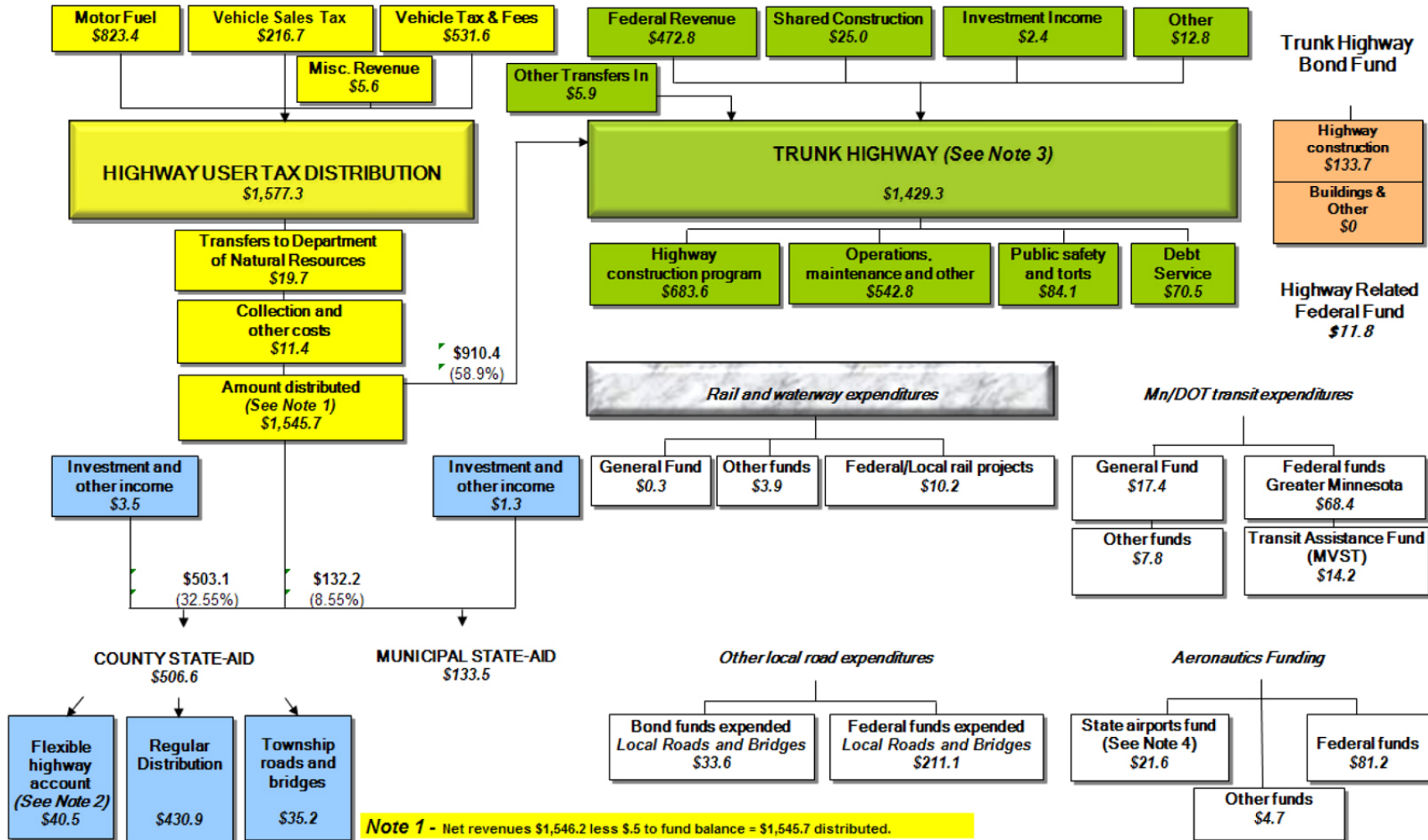
D4 Workforce & Facilities			
Fulltime Employees (number reflects "total" employees vs. "FT" employees)	227	7.2%	3,140
Regional Offices/Headquarters/Maintenance Sites	2	10.5%	19
Truck Stations	17	11.8%	144
Total Building Square Footage	509,247	9.5%	5,366,154
Rest Areas (Class 1)	5	9.8%	51
Material Use (based on FY 08-11)			
Rock Salt (tons)	11,174	4.8%	234,835
Liquid Salt Brine (gal.)	154,873	7.2%	2,136,715
Salt / Sand Storage Capacity (tons)	34,375	7.4%	466,524
Sand Usage (tons)	8,291	14.4%	57,726
Fuel Usage all types (gallons)	361,955	8.4%	4,300,667
Technology			
Number of Road Weather Information System (RWIS) sites by ATP	10	10.8%	92
Climate Data			
Average Snow & Ice Events (2007-2011)	35.9		30.7
Average Snow Accumulation (2007-2011)	59.7"		51.8"
D4 Additional Information			
Average Annual Construction Program (FY 2011-2014)	\$42.25 million		\$818.3 million
Operations Budget (FY 2011)	\$18.2 million		\$313.0 million
Number of Painted Roadway Messages (centrally collected numbers not available)	1,100		Unavailable

D4 Demographics			
	<i>2010 Population (by ATP)</i>	<i>Land Area (by ATP)</i>	<i>Population Density (by ATP)</i>
District 4	242,153	9,865 sq. miles	24.5 people/ sq. mile
State	5,303,925	79,619 sq. miles	66.6 people/ sq. mile
District 4 % of State	4.6%	12.4%	NA



Funding

State of Minnesota Revenue and Expenditures for Transportation Purposes All Sources of Funds (\$ Millions) – FY 2010 Final (Budgetary Basis)



Note 1 - Net revenues \$1,546.2 less \$0.5 to fund balance = \$1,545.7 distributed.

Note 2 - County turnback = \$40.5.

Note 3 - Net revenues \$1,429.3 less \$48.3 to fund balance = \$1,381.0 expend. & transfers out.

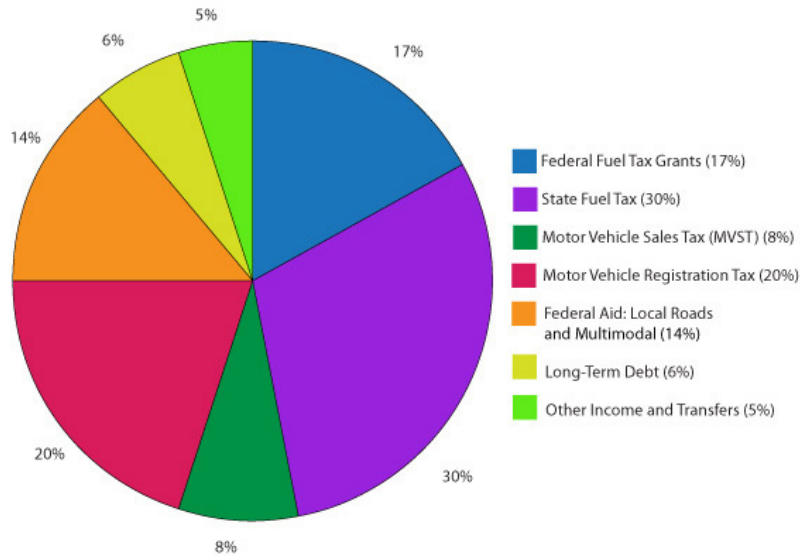
Note 4 - Excludes hangar loan activity

Prepared by Mn/DOT Office of Financial Management
Financial Reporting
January 6, 2011

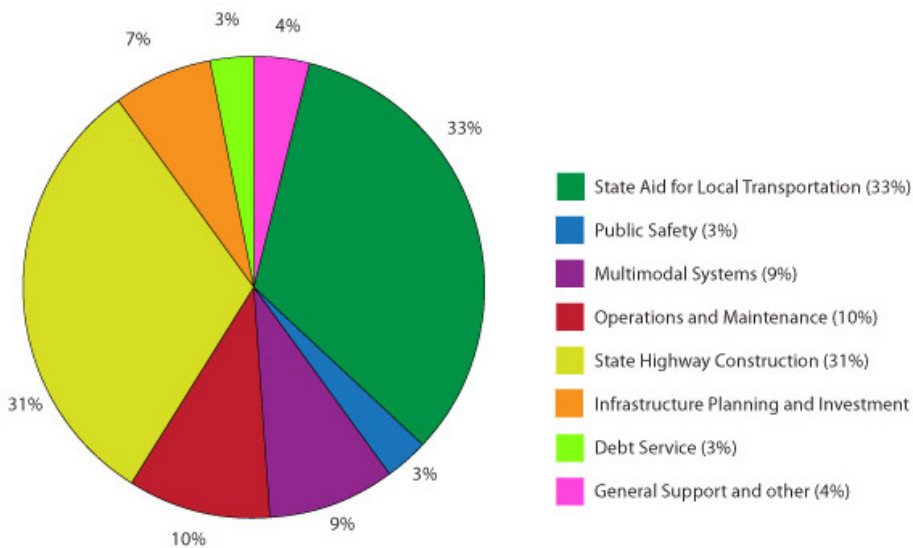


Transportation Funding, Fiscal Year 2010

Where it comes from and where it goes



Approximately 80 percent of MnDOT funds are appropriated by the legislature and 20 percent is statutorily appropriated. Fiscal year 2008 was the first year of a five-year phase-in of the motor vehicle sales tax, of which 100 percent will be directed to transportation by 2012.



MnDOT is a multi-modal agency. Its activities include transit; aeronautics; freight and commercial vehicles; construction; maintenance; and operation of 12,000 miles of state highways. Approximately 30 percent of MnDOT's appropriations are state aid to local governments for road and bridge projects and other activities.

Note 1: Revenues and expenditures of the Metropolitan Airports Commission (MAC) and Metro Transit are not included.

Note 2: Data is from the MN State Government Revenue and Expenditures flowchart (Budgetary basis).



Area Transportation Partnership

Background

The Intermodal Surface Transportation Efficiency Act of 1991 gave the states more flexibility in determining transportation solutions and required the development of a Statewide Transportation Improvement Program. The Transportation Equity Act for the 21st Century and the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users continues this flexibility.

MnDOT responded by decentralizing the program decision-making process to a more regional level (i.e., the districts). The Area Transportation Partnerships (ATPs) were established by each district to facilitate broader input to the project selection process. ATP-4 covers the 12 counties of Becker, Big Stone, Clay, Douglas, Grant, Mahnomen, Otter Tail, Pope, Stevens, Swift, Traverse and Wilkin. For more information visit www.dot.state.mn.us/d4/atp/.

Activities

Each year an Area Transportation Improvement Program (ATIP) is developed and incorporated into the STIP.

The ATP-4:

- Sets investment targets for each category
- Solicits candidate projects for federal funding
- Ranks projects by category
- Integrates the lists of projects into the four-year ATIP

Categories of the projects are:

- State Road and Bridge
- County Road and Bridge
- City (over 5,000 population) Road and Bridge
- Bridges not on any Federal Aid Route
- Rail Safety and Highway Safety Improvement Program (HSIP)
- Enhancements
- Transit Capital

Program

Current and past State Transportation Improvement Programs (STIPs) are available on MnDOT's Web site at www.dot.state.mn.us/planning/program/stip.html. (Note: STIPs are large documents.)



Schedule of Activities

- October–February: Solicit projects for four fiscal years in the next STIP plus one additional planning year
- February–April: Select projects; public comment period on projects
- April 15: Draft ATP due to Office of Capital Programs and Performance Management (OCPPM)
- May 1: OCPPM prepares draft STIP, sends to district/ATP
- May–June: Review and comment on STIP; due July 1
- July–August: OCPPM develops final draft STIP
- August–October: MnDOT approves STIP and sends to Federal Highway Administration (FHWA)/Federal Transit Authority (FTA) for review
- October–November: STIP approved by FHWA/FTA

West Central ATP Members

MnDOT

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Transit

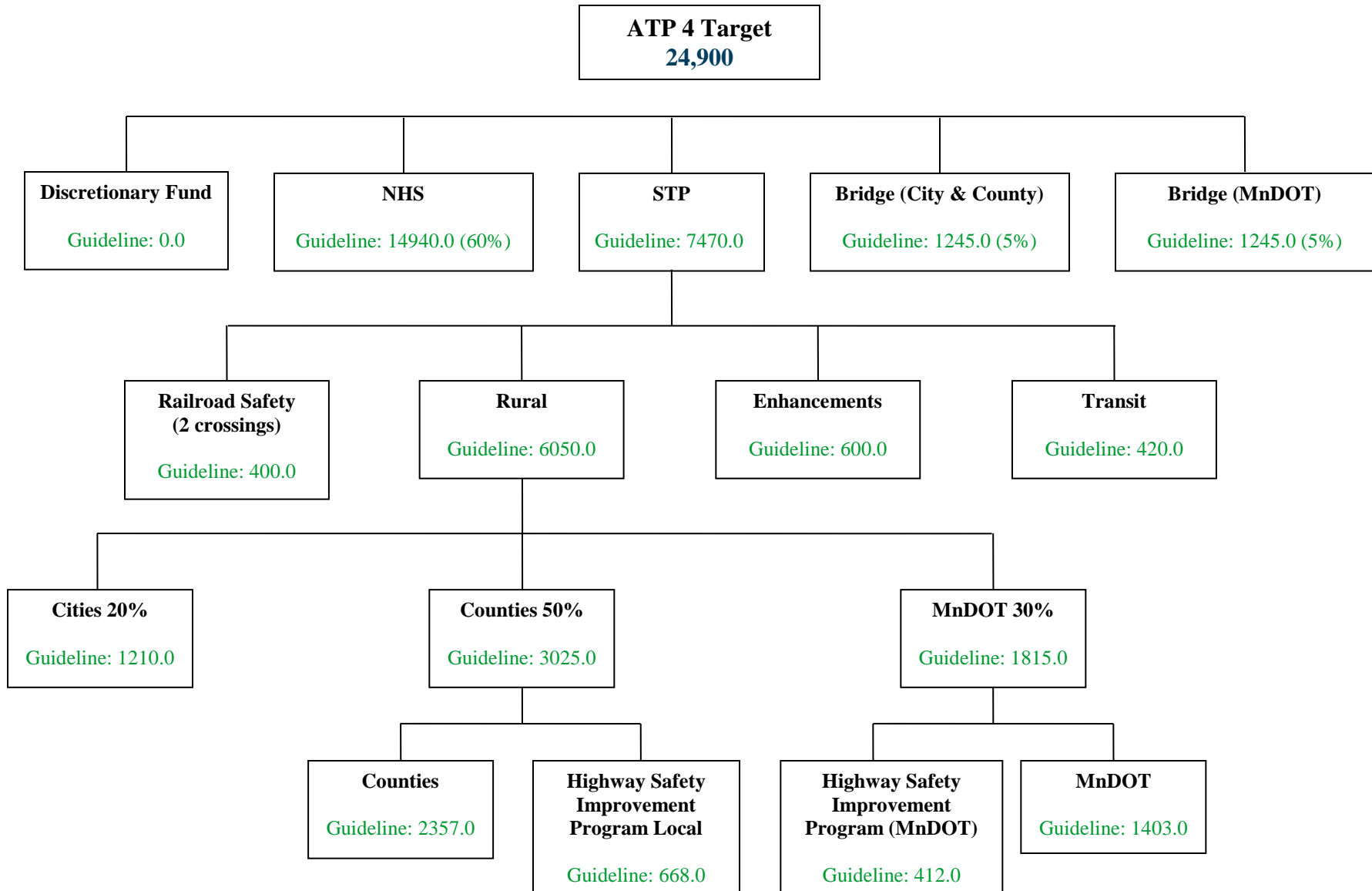
Daryn Toso, Transit Alternatives, 218-998-3002, darynt@paiff.org

FHWA

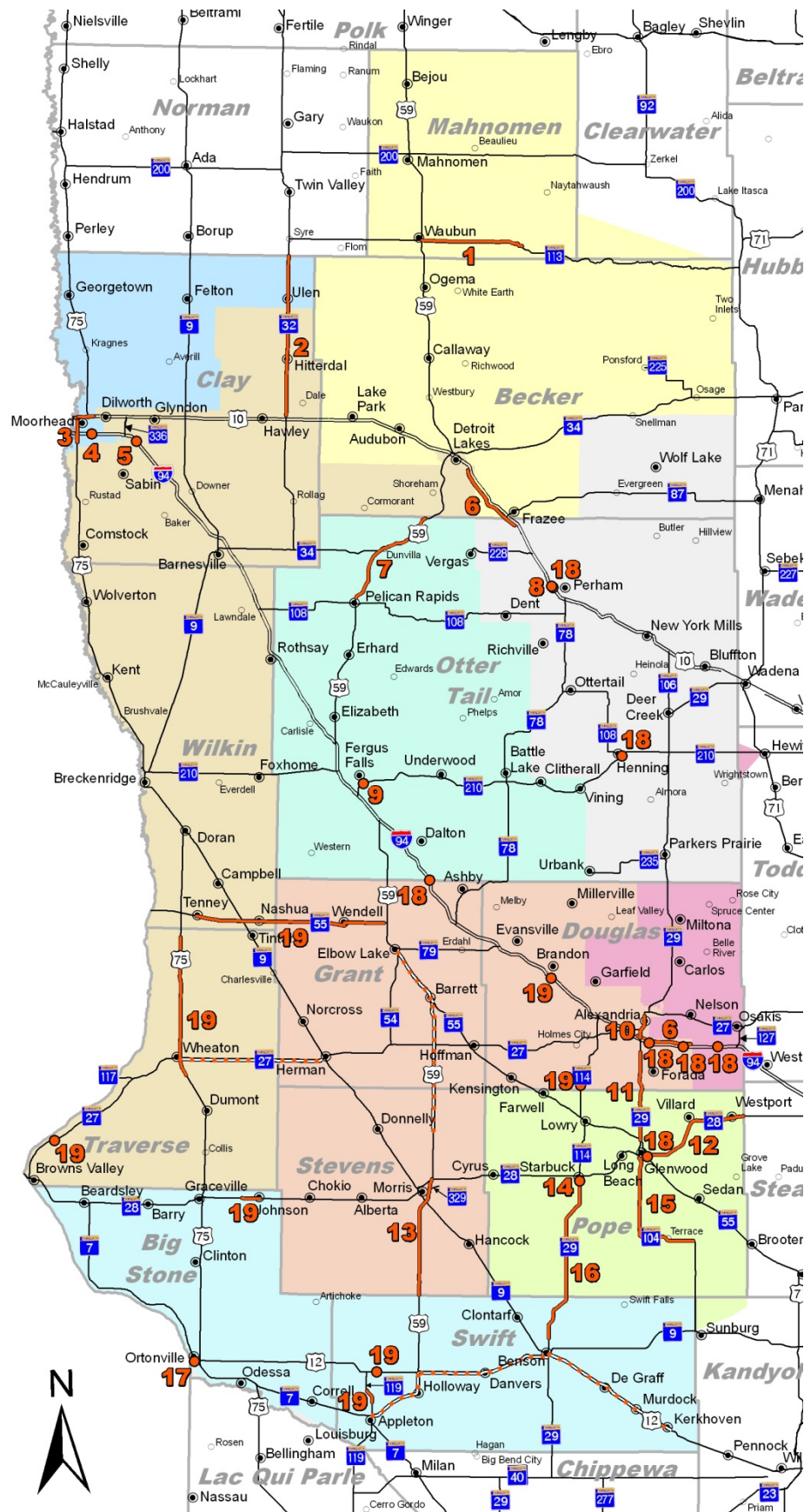
Susan Moe, Planning Program Manager, 651-291-6109, susan.moe@fhwa.dot.gov



Area Transportation Partnership (ATP) 4
2012 Federal Funding (\$ x 1,000)



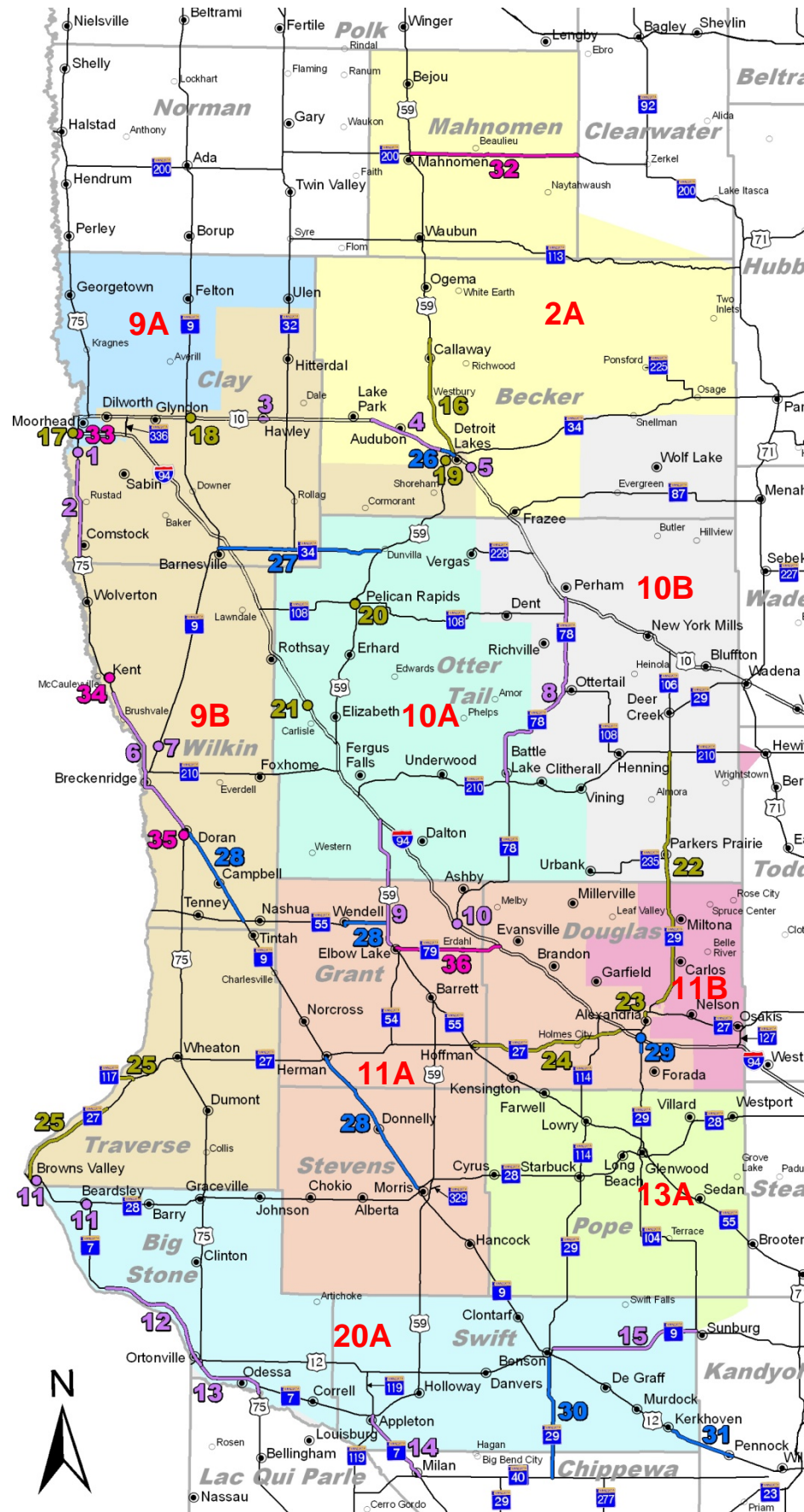
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MnDOT District 4 2012 Construction Projects

- 1 **Location:** Hwy 113 – Hwy 59 to Mahanomen County 4
Description: Mill and bituminous overlay, culvert replacements
Construction Dates: Mid-May through mid-July
Construction Estimate: \$3,623,600
Traffic Impacts: Detour
 - 2 **Location:** Hwy 32 – Norman/Clay county line to Hwy 10
Description: Mill and bituminous overlay, repair bridge over Wild Rice River, culvert replacements
Construction Dates: Mid-May – early August
Construction Cost: \$7,229,144 (*Mark Sand & Gravel Co.*)
Traffic Impacts: Detour, lane closures
 - 3 **Location:** Hwy 10 – 8th Street to 34th Street; Hwy 75 – Center Ave to 40th Ave; Hwy 10 – Red River bridge to 8th Street
Description: Pedestrian and signal improvements, mill and bituminous overlay
Construction Dates: August – October
Construction Estimate: \$4,065,000
Traffic Impacts: Lane closures
 - 4 **Location:** I-94 – Main Ave SE
Description: Reconstruct eastbound exit and westbound entrance ramps
Construction Dates: Mid-September – late October
Construction Estimate: \$2,200,000
Traffic Impacts: Lane closures
 - 5 **Location:** I-94 – Buffalo River
Description: Redeck and paint EB and WB bridges
Construction Dates: May – late September
Construction Estimate: \$4,101,000
Traffic Impacts: Lane closures
 - 6 **Location:** Hwy 10 EB, I-94 WB
Description: Ultra thin bonded overlay (Nova Chip)
Construction Dates: June
Construction Cost: \$2,012,041 (*Mark Sand & Gravel Co.*)
Traffic Impacts: Lane closures
 - 7 **Location:** Hwy 59 – Becker/Otter Tail county line to Pelican Rapids
Description: Mill and bituminous overlay, replace two bridges over Pelican River, culvert replacements
Construction Dates: Early August – late October
Construction Estimate: \$7,114,000
Traffic Impacts: Detour, lane closures
 - 8 **Location:** Hwy 10 – Otter Tail CR 34
Description: Construct interchange ramps
Construction Dates: Late July – mid-October
Construction Estimate: \$4,531,000
Traffic Impacts: Lane closures Hwy 10, CR 34 detour
 - 9 **Location:** Hwy 210 – Otter Tail CR 82 (Pebble Lake Rd)
Description: Signal installation
Construction Dates: Early July – mid-August
Construction Estimate: \$500,000
Traffic Impacts: Lane closures
 - 10 **Location:** Hwy 29 – 8th Ave to 50th Ave in Alexandria
Description: Mill and bituminous overlay; accessibility improvements
Construction Dates: Late July – October
Construction Estimate: \$2,000,000
Traffic Impacts: Lane closures
 - 11 **Location:** Hwy 29 – 0.4 miles south of Douglas CR 28 to Hwy 55
Description: Mill and bituminous overlay, culvert replacements
Construction Dates: August – October
Construction Estimate: \$3,145,100
Traffic Impacts: Detour, lane closures
 - 12 **Location:** Hwy 28 – Glenwood to Pope/Stearns county line
Description: Mill and bituminous overlay
Construction Dates: Late June – late July
Construction Estimate: \$4,100,000
Traffic Impacts: Lane closures
 - 13 **Location:** Hwy 59 – Hwy 28 to Stevens/Swift county line
Description: CIR mill and bituminous overlay, culvert replacements
Construction Dates: Early May – mid-June
Construction Cost: \$3,491,410 (*Anderson Bros. Construction Co.*)
Traffic Impacts: Detour, lane closures
 - 14 **Location:** Hwy 29 – Outlet Creek in Starbuck
Description: Bridge replacement
Construction Dates: Early August – early November
Construction Cost: \$894,883 (*Robert R. Schroeder Construction*)
Traffic Impacts: Lane closures
 - 15 **Location:** Hwy 104 – Hwy 28 to Pope CR 29
Description: Mill and bituminous overlay, culvert replacements
Construction Dates: Mid-May – mid-June
Construction Estimate: \$2,351,400
Traffic Impacts: Detour, lane closures
 - 16 **Location:** Hwy 29 – Hwy 28 to Chippewa River north of Benson
Description: Mill and bituminous overlay, culvert replacements
Construction Dates: Mid-June – late July
Construction Estimate: \$5,810,940
Traffic Impacts: Detour, lane closures
 - 17 **Location:** Hwy 12 – Minnesota River in Ortonville
Description: Bridge replacement
Construction Dates: Early June – mid-August
Construction Estimate: \$2,047,505
Traffic Impacts: Detour
 - 18 **Location:** Hwys 10, 28, 55, 108, I-94
Description: Bridge painting
Construction Dates: June – September
Construction Estimate: \$700,000
Traffic Impacts: Lane closures
 - 19 **Location:** Hwys 12, 27, 28, 55, 75, 114, 119
Description: Culvert repair and replacements
Construction Dates: September – November
Construction Estimate: \$1,500,000
Traffic Impacts: Detours
- **Location:** Hwys 12, 27, 55, 59
Description: Install rumble strips and pavement markings
Construction Dates: August
Construction Estimate: \$539,200
Traffic Impacts: Lane closures

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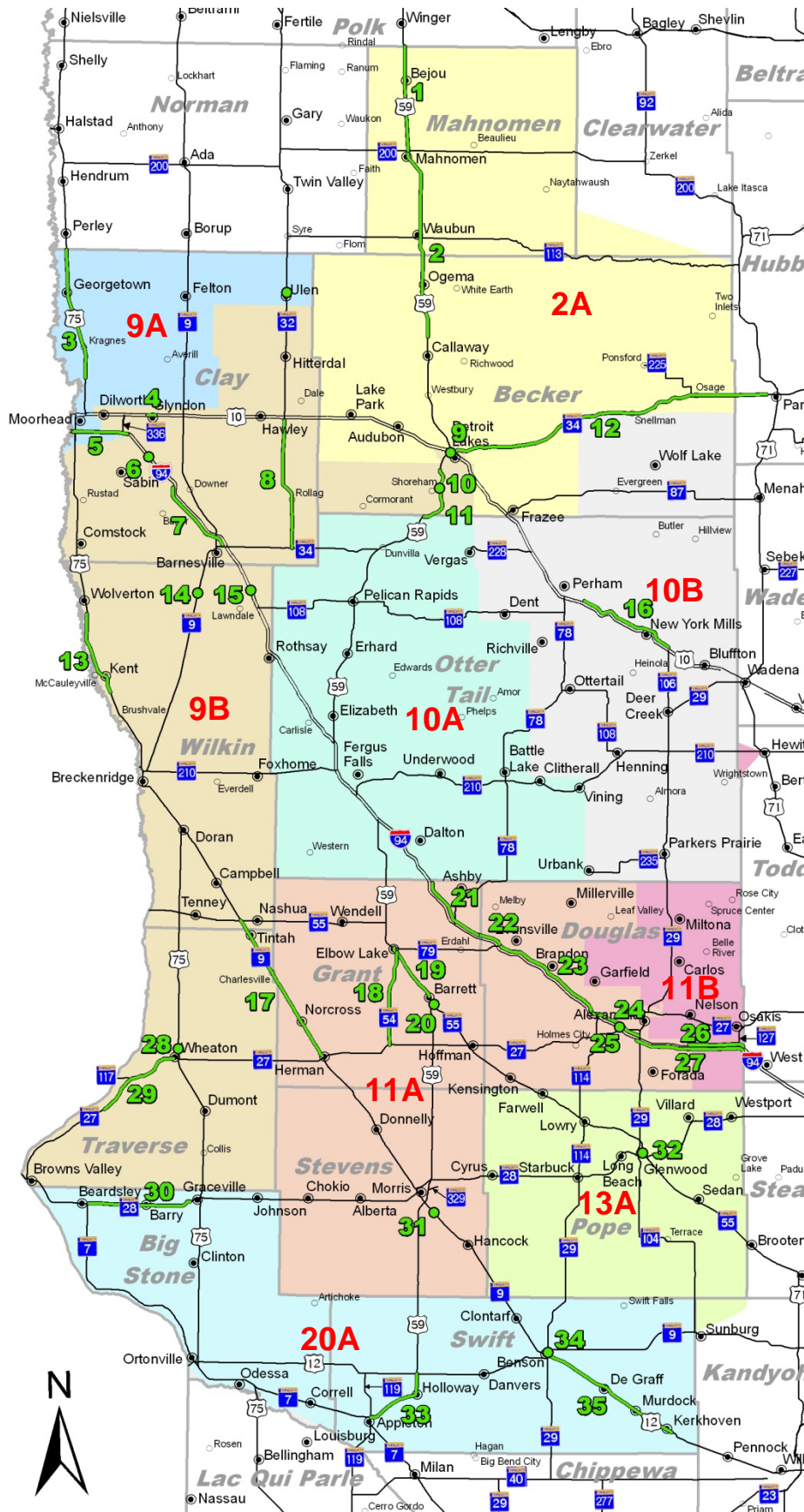


Mndot District 4 2013-2016 STIP Projects

	Highway	Project Description	Construction Cost
2013 Projects			
1	75	1406-69 – Roundabout construction at 50th Ave in Moorhead	\$1,200,000
2	75	1406-67 – Milling and bituminous surfacing from Clay CR 12 to Clay/Wilkin county line	\$3,232,300
3	10	1401-168 – Clay County Road 31/33 intersection modification and access management project in Hawley	\$735,000
4	10	0301-46 – Unbonded concrete overlay of westbound lanes from Detroit Lakes to Boyer Lake	\$7,145,300
5	10	0302-80 – Box culvert under Hwy 10 for DNR Heartland Trail	\$800,000 (funded by DNR)
6	75	8407-37 – Milling and bituminous surfacing from Wilkin CR 20 to Hwy 9 in Doran	\$5,972,200
7	9	8409-22 – Replace bridge 6742 over Wilkin County Ditch 31	\$1,019,200
8	78	5621-23 – Milling and bituminous surfacing from Hwy 10 to Hwy 210	\$6,000,000
9	59	2611-16 – Milling and bituminous surfacing from I-94 to Elbow Lake	\$5,200,000
10	94	2614-07 – Redeck bridge over Hwy 78	\$1,087,500
11	Various	7804-18 – Accessibility improvements in Browns Valley and Beardsley	\$103,500
12	7, 12	0609-29 – Milling and bituminous surfacing on Hwy 7 from Big Stone CR 53 to north junction of Hwy 75 in Ortonville, and on Hwy 12 from Hwy 7 to Hwy 75 in Ortonville	\$2,749,800
13	75	0607-20 – Milling and bituminous surfacing from Hwy 12 to east junction of Hwy 7	\$1,800,000
14	7	7601-17 – Milling and bituminous surfacing from junction of Hwy 59/119 to Hwy 40 in Milan	\$1,759,400
15	9	7606-26 – Milling and bituminous surfacing from east city limits of Benson to Hwy 104 and replace bridge over Mud Creek	\$5,618,400
2014 Projects			
16	59	0305-31 – Milling and bituminous surfacing from Buffalo River north of Callaway to Hwy 34 in Detroit Lakes	\$7,992,500
17	94	1481-9066B – Paint bridge beam ends on eastbound and westbound Red River bridges	\$330,000
18	10	1401-152 – Replace eastbound bridge over Buffalo River east of Hwy 9	\$1,057,200
19	59	0304-32 – Roundabout construction at Willow Street/Long Lake Road in Detroit Lakes	\$1,151,500
20	Various	5618-113 – Accessibility improvements and two signal replacements in Pelican Rapids	\$1,009,100
21	94	5680-XX – Redeck EB and WB bridges over Otter Tail CR 21	\$1,419,300
22	29	2103-35 – Milling and bituminous surfacing from Hwy 210 to McKay Ave	\$9,351,100
23	29	2102-64 – Accessibility improvements and three signal replacements from 3 rd Ave to 8 th Ave in Alexandria	\$1,608,800
24	27	2101-21 – Mill and bituminous surfacing from Hoffman to I-94	\$7,655,800
25	27, 117	7802-32 – Milling and bituminous surfacing from Traverse CR 6 to Browns Valley, and on Hwy 117 from the west state line to Hwy 27	\$2,280,000
2015 Projects			
26	10	0301-60 – Reconstruction of Hwy 10 and frontage road from Airport Road to Hwy 59, construction of underpass at Hwy 59 and Main St/Morrow Ave	\$10,401,900
27	34	1404-17 – Milling and bituminous surfacing from Hwy 9 in Barnesville to Hwy 59	\$7,989,500
28	9, 55	8402-17 – Milling and bituminous surfacing on Hwy 9 from Hwy 75 to Hwy 55 and from Herman to Hwy 28 in Morris, and on Hwy 55 from Wendell to Hwy 59	\$10,002,600
29	29, 94	2102-58 – [BOND] Reconstruct I-94 interchange in Alexandria and four-lane expansion south of I-94	\$15,534,800
30	29	7607-29 – [BOND] Milling and bituminous surfacing from Benson to Hwy 40 and replace three bridges	\$3,545,400
31	12	3403-66 – Bituminous surfacing from Kerkhoven to Pennock	\$1,548,600
2016 Projects			
32	200	4402-19 – Milling and bituminous surfacing from Hwy 59 Mahanomen to Mahanomen/Clearwater county line	\$8,262,100
33	94, 75	1406-66 – Reconstruct Hwy 75 interchange in Moorhead	\$12,653,800
34	75	8408-44 – Replace bridge over Whiskey Creek	\$929,300
35	75	8406-20 – Replace bridge over Doran Slough	\$808,900
36	79	2613-18 – Milling and bituminous surfacing from Elbow Lake to I-94	\$4,506,700

*Project information current as of March 2012 and is subject to change.

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MnDOT District 4 2017-2022 Potential HIP Projects

	Highway	Project Description
1	59	0305-XX – Milling and bituminous surfacing from Mahanomen/Polk county line to Hwy 200
2	59	0305-34 – Milling and bituminous overlay from Hwy 200 to Buffalo River north of Callaway
3	75	1407-25 – Milling and bituminous surfacing from Norman/Clay county line to Clay CR 22
4	10	1401-164 – Regrade eastbound and westbound lanes through the city of Glyndon
5	94	1480-XX – Milling and bituminous surfacing of EB and WB lanes from Hwy 75 to Hwy 336
6	94	8824-105 – Deck overlay on Clay CR 17 bridge over I-94
7	94	1480-XX – Unbonded concrete overlay of EB lanes from Downer to Barnesville
8	32	1402-19 – Milling and bituminous surfacing from Hwy 10 to Hwy 34
9	10	0301-63 – Redeck EB bridge over Canadian Pacific Railroad in Detroit Lakes
10	59	0304-XX – Roundabout construction at Becker CR 22
11	59	0304-XX – Milling and bituminous surfacing from Becker CR 6 to Otter Tail CR 20
12	34	0303-59 – Passing and bypass lane construction and shoulder widening from Detroit Lakes to Park Rapids
13	75	8408-XX – Milling and bituminous surfacing from Wilkin CR 184 to Wilkin CR 20
14	9	8409-23 – Replace bridge over Deer Horn Creek
15	94	8824-105 – Deck overlay on Wilkin CR 32 bridge over I-94
16	10	5606-XX – Milling and bituminous surfacing from Otter Tail CR 80 to Hwy 106
17	9	2601-19 – Milling and bituminous surfacing from Hwy 55 to Herman
18	54	2607-XX – Milling and bituminous surfacing from Elbow Lake to Hwy 27
19	55	2609-XX – Widen shoulders from Elbow Lake to Barrett
20	55	2609-XX – Replace bridge over Pomme de Terre River
21	94	2680-XX – Resurfacing of WB lane from Otter Tail/Grant county line to Grant/Douglas county line
22	94	2180-XX – Resurfacing of WB lane from Grant/Douglas county line to Hwy 79
23	94	2180-XX – Resurfacing of WB lane from Hwy 79 to Hwy 114
24	94	2180-XX – Resurfacing of WB lane from Hwy 114 to Hwy 29
25	94	2180-XX – Redeck and paint bridges over Latoka Lake
26	94	2180-XX – Resurfacing of westbound lane from 3 miles west of Douglas CR 22 to Douglas/Todd county line
27	94	2180-XX – Resurfacing of eastbound lane from Hwy 29 to Douglas/Todd county line
28	75	7806-XX – Replace bridge over Mustinka River
29	27	7802-XX – Milling and bituminous surfacing from Traverse CR 6 to Wheaton
30	28	0605-XX – Milling and bituminous surfacing from Beardsley to Graceville
31	9	7501-XX – Replace bridge over Pomme De Terre River
32	Various	6103-32 – Accessibility improvements and one signal replacement in Glenwood
33	59	7609-XX – Milling and bituminous overlay from Hwy 12 to Appleton
34	Various	7602-XX – Accessibility and signal improvements, milling and bituminous overlay in Benson
35	12	7605-89 – Milling and bituminous surfacing from Benson to Kerkhoven

*Project information current as of March 2012 and is subject to change.

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Pavement Performance Measures and Targets

Ride Quality Index (RQI)

A measure of pavement smoothness. It relates to how average people rate pavement smoothness.

Remaining Service Life (RSL)

Estimated time, in years, until the RQI reaches a value of 2.5, generally considered to be the end of a pavement’s design life.

Preventative Maintenance

Relatively low cost treatments applied to a pavement in good structural condition.

Ride Quality Index Targets

Functional Group	Good/Very Good Categories (RQI > 3.0)	Poor/Very Poor Categories (RQI <= 2.0)	Number of Miles
Principal Arterial	70% or more	2% or less	7,405 (52%)
Non-Principal Arterial	65% or more	3% or less	6,881 (48%)

Pavement Conditions Summary

- The condition of state highways has declined nearly every year since 2000. 2009 had the highest amount of “Poor” roads ever measured.
- 2010’s condition of state highways has improved due to a one-year major increase in pavement investment (American Recovery and Reinvestment Act of 2009 – ARRA).
- Reversing this trend will require significant increases in pavement investments.
- MnDOT continues to implement cost-effective innovative strategies.

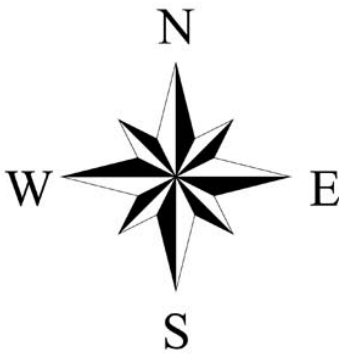


ATP	Ride Quality Index (RQI) Targets Met in 2010			
	Good RQI (RQI > 3.0)		Poor RQI (RQI <= 2.0)	
	PA (target = 70% or more)	NPA (target = 65% or more)	PA (target = 2% or less)	NPA (target = 3% or less)
1	62.7%	51.5%	7.0%	8.5%
2	86.1%	80.1%	1.0%	1.4%
3	70.3%	81.9%	3.0%	1.2%
4	81.2%	53.3%	2.9%	6.5%
6	67.2%	40.9%	4.7%	18.5%
7	66.6%	55.4%	3.2%	6.1%
8	65.6%	59.7%	2.2%	2.6%
M	69.2%	55.6%	3.6%	8.9%

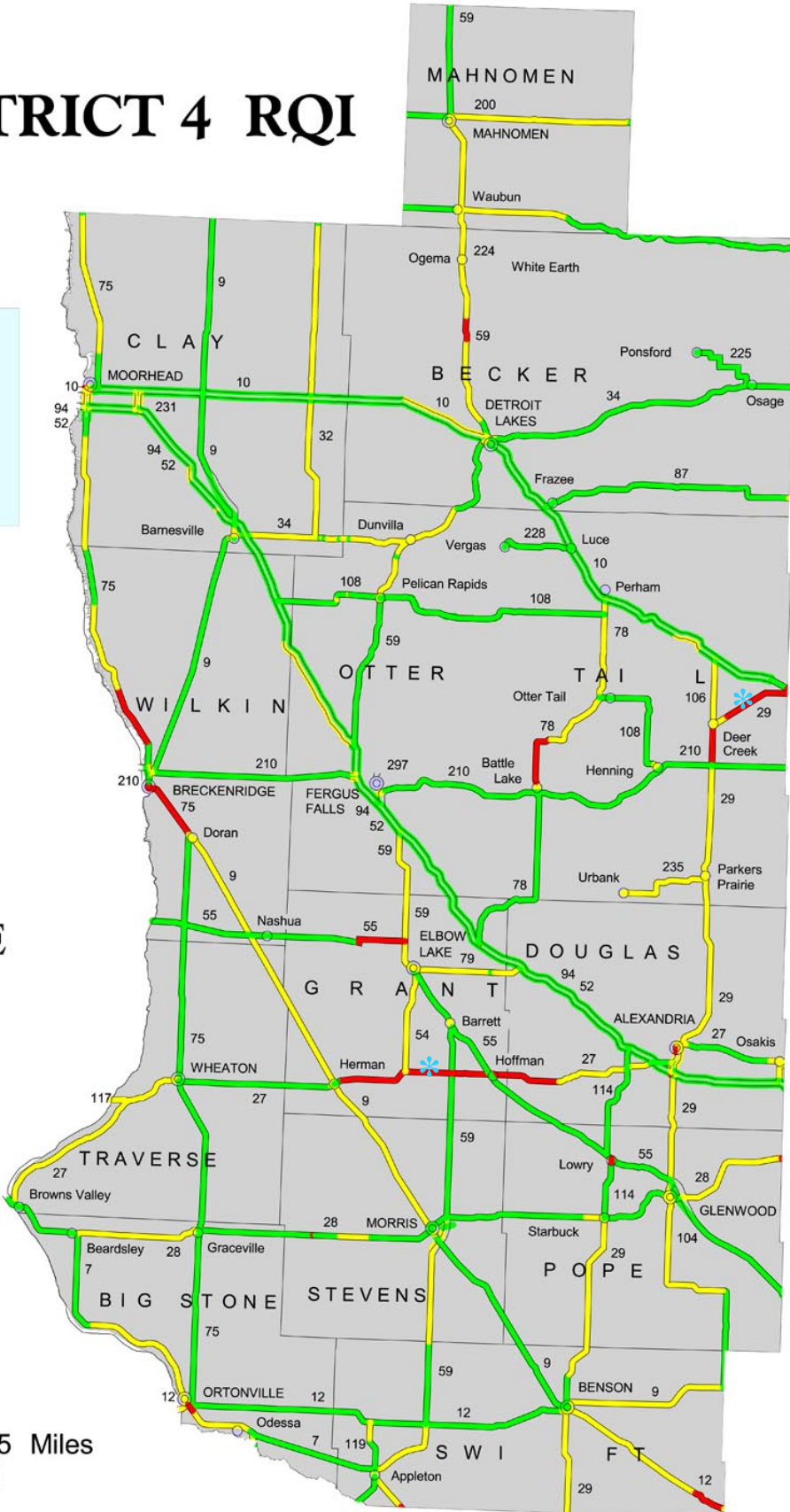
Met the Target
Missed the Target
Missed the Target, but close (within 5% for Good, 1% for Poor)



2011 DISTRICT 4 RQI



NOTE: Some information used to generate this graphic was gathered prior to the completion of construction projects in 2011. Red roads marked with a blue asterisk (*) have been upgraded to GOOD (3.1-5.0)

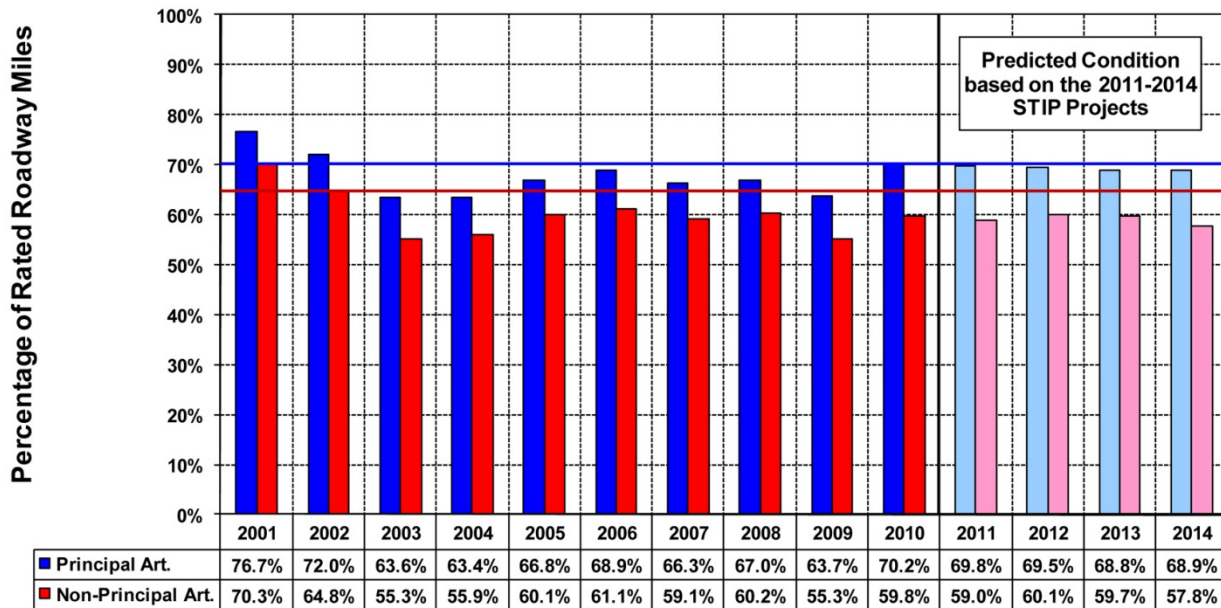




Statewide "Good" Ride Quality Index

(miles with an RQI greater than 3.0)

Actual 2001 - 2010, Predicted 2011 - 2014

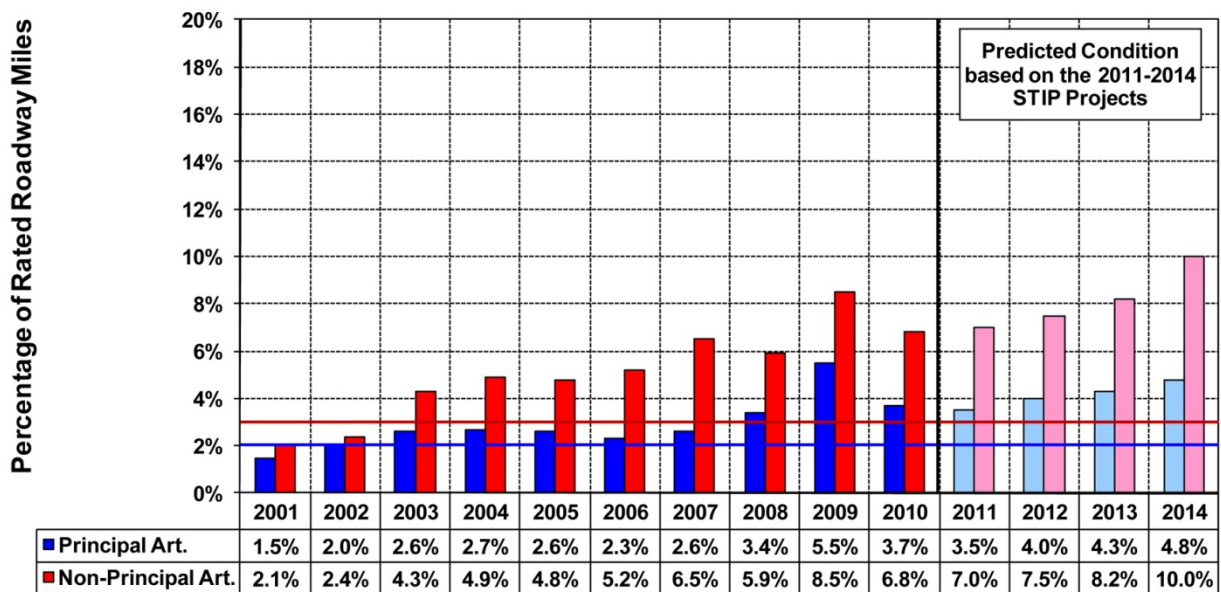


Principal Arterial Target = 70 percent or more
 Non-Principal Arterial Target = 65 percent or more

Statewide "Poor" Ride Quality Index

(miles with an RQI of 2.0 or less)

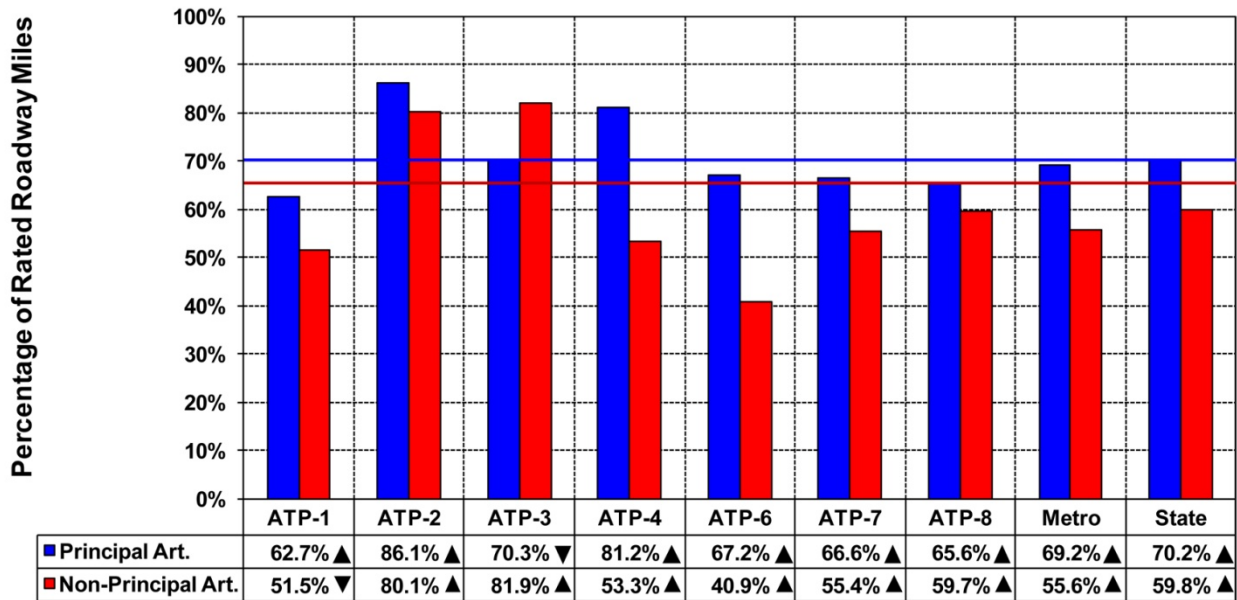
Actual 2001 - 2010, Predicted 2011 - 2014



Principal Arterial Target = 2 percent or less
 Non-Principal Arterial Target = 3 percent or less



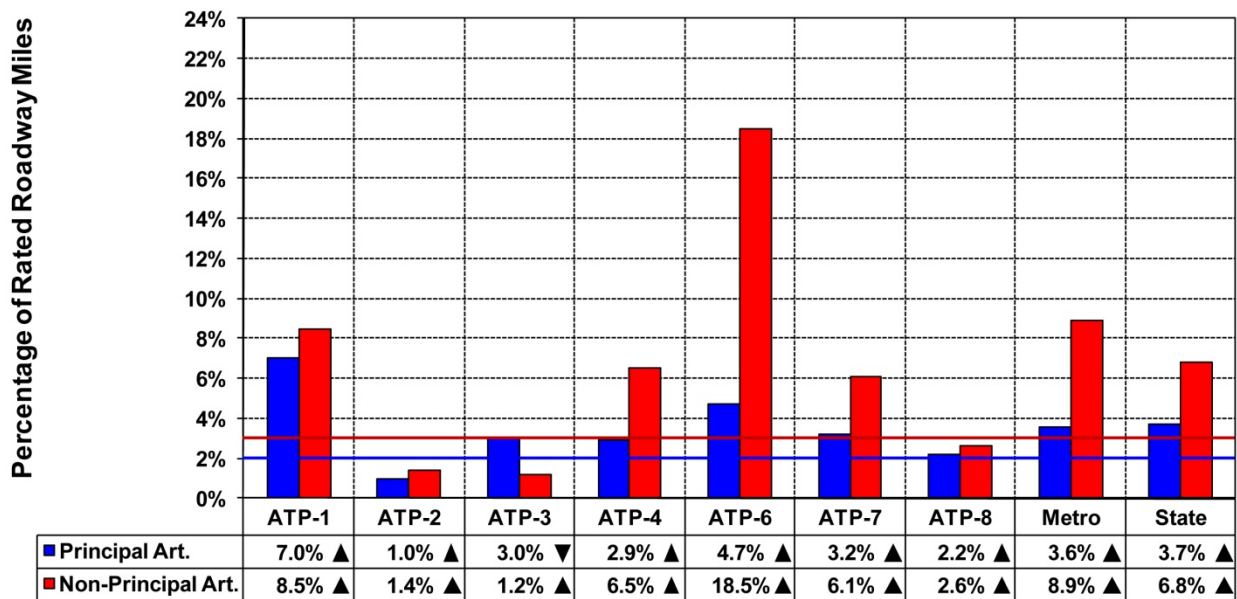
"Good" Ride Quality Index (miles with an RQI greater than 3.0) Comparison of 2010 Data by ATP



▲ = Better than 2009 ▼ = Worse than 2009

Principal Arterial Target = 70 percent or more
Non-Principal Arterial Target = 65 percent or more

"Poor" Ride Quality Index (miles with an RQI of 2.0 or less) Comparison of 2010 Data by ATP



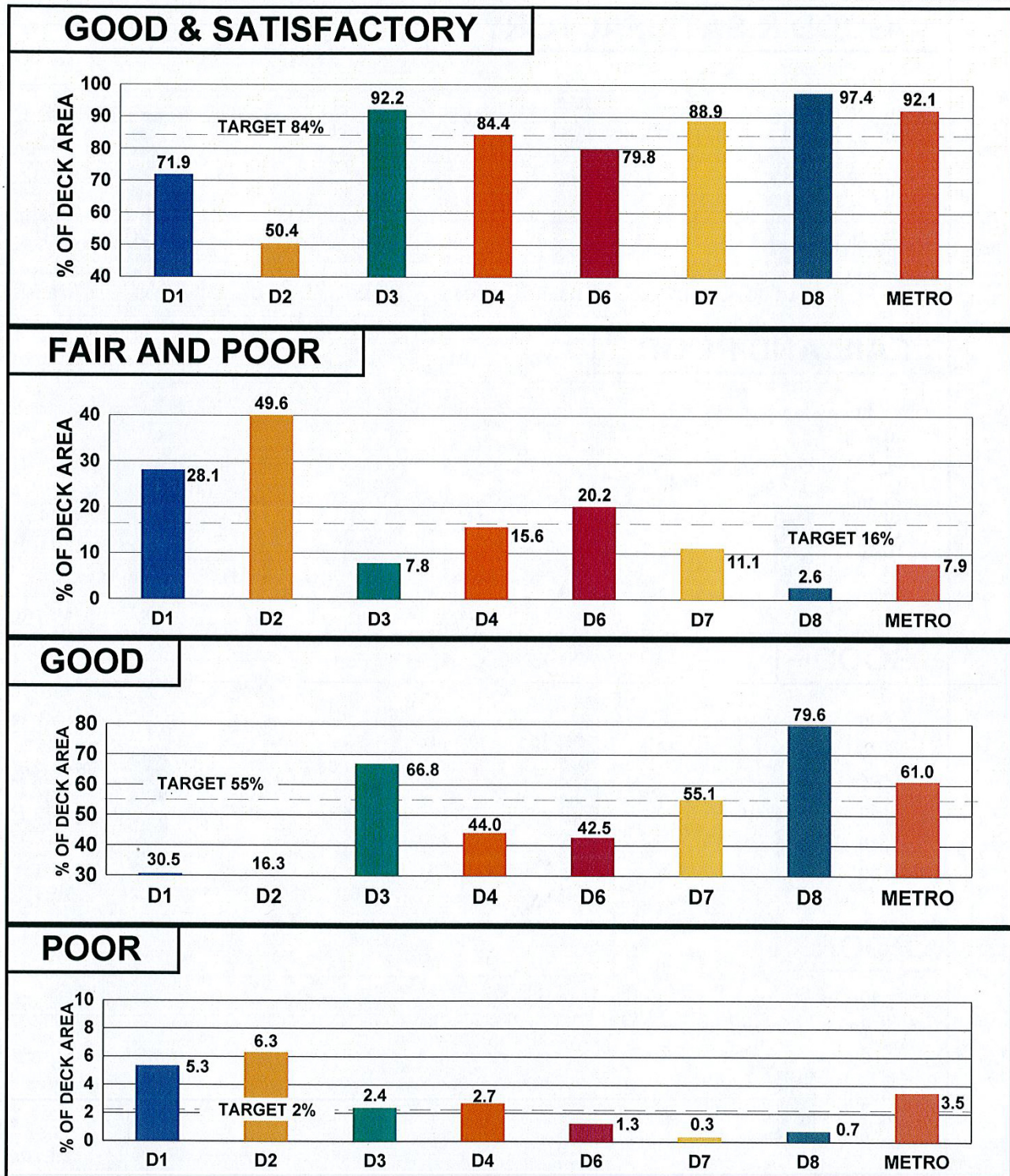
▲ = Better than 2009 ▼ = Worse than 2009

Principal Arterial Target = 2 percent or less
Non-Principal Arterial Target = 3 percent or less



DISTRICT BRIDGE CONDITION SUMMARY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2010

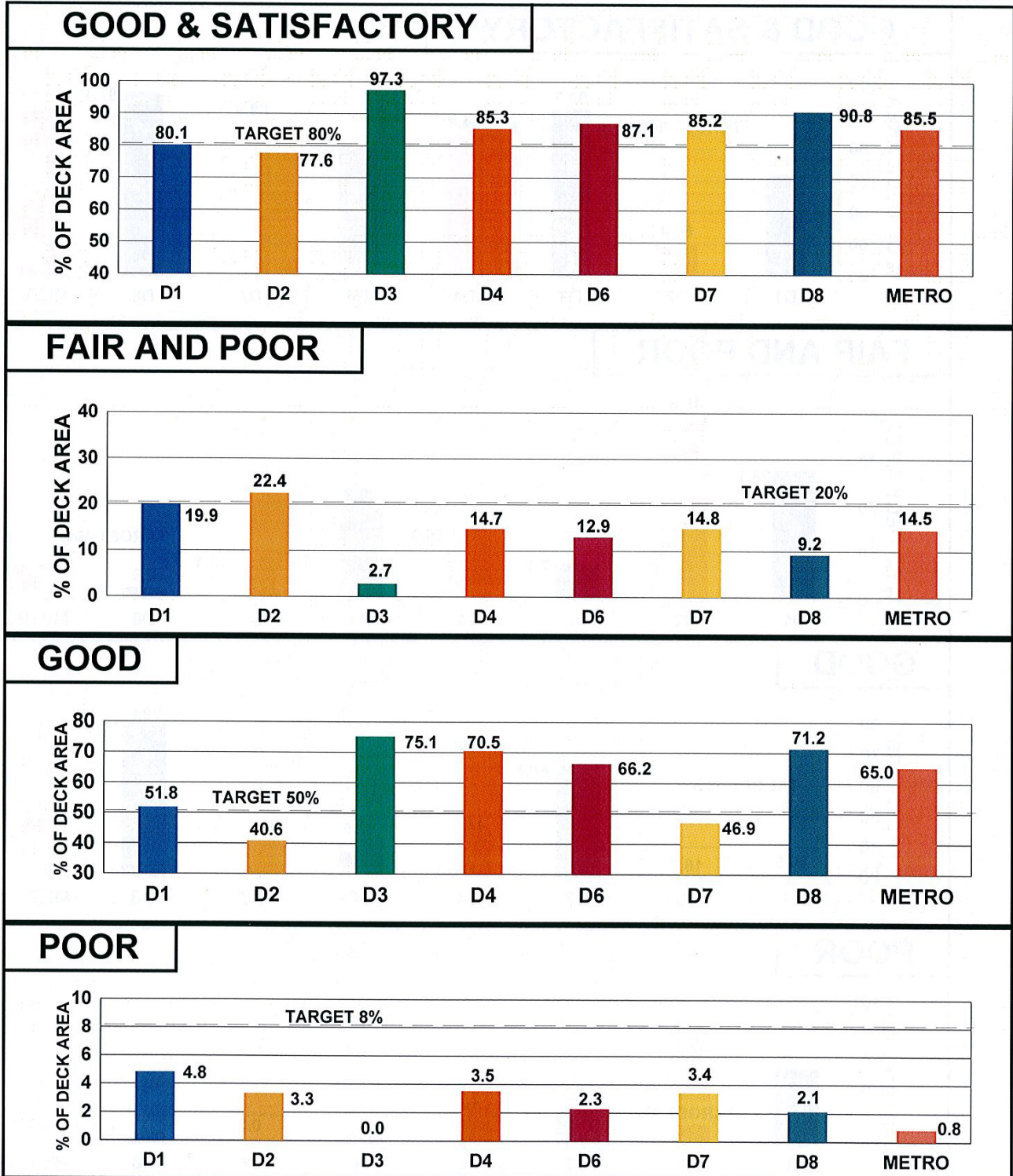
DATA FROM APRIL 2010 FHWA SUBMITTAL





DISTRICT BRIDGE CONDITION SUMMARY TRUNK HIGHWAY NON-PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2010

DATA FROM APRIL 2010 FHWA SUBMITTAL





Transit

Greater Minnesota Transit Vision

Mobility needs of the people of Minnesota are met through access to a high quality coordinated transit network that is integrated into the overall transportation system.

MnDOT Transit Involvement

- Administration of public transit (FTA Section 5311) programs. These are city or county systems for the general public, utilizing state, federal and local matching funds for operating and capital costs
- Administration of disabled and elderly (FTA Section 5310) vehicle purchases. These are mostly non-profit organizations receiving 80 percent of the purchase amount. The recipients provide the remaining 20 percent of the capital funds and all operating costs
- Administration of the JARC/New Freedom (FTA Section 5316 and 5317) programs. These programs have been developed from the local coordination plan and are designed to assist with job transportation and to provide additional ADA transit options and mobility management
- Assistance with special projects such as marketing, service redesign, new or renovated facilities and performance evaluation assistance to Office of Transit staff
- MnDOT is supportive of transit activities such as volunteer driver programs, private providers and school bus systems

Status

- Public transit is available in 11 of District 4's 12 counties. Wilkin County currently does not have any public transit.
- There are 10 buses located throughout the district that were funded through the 5310 Elderly/Disabled grant program.

Initiatives

- Six ARRA-funded buses have been received and integrated into four public transit systems in MnDOT District 4. Transit Alternatives, which started service in 2006, provided \$125,000 in Otter Tail County in 2009.
- MnDOT's Greater Minnesota Transit Investment Plan was completed in January 2011 as directed by the Minnesota State Legislature. Information about the plan can be found at www.dot.state.mn.us/transit/reports/investmentplan/.



Public Transit Providers

District 4 has eight public transit systems:

City of Benson

1410 Kansas Ave.
Benson, MN 56215
Rob Wolfington – 320-843-4775

Becker County Transit

712 Minnesota Ave.
Detroit Lakes, MN 56501
Rusty Haskins – 218-847-1674

Mahnomen County Heartland Express

P.O. Box 460
Mahnomen, MN 56557
Karen Hanson – 218-935-2568

City of Morris

609 Oregon Ave.
Morris, MN 56257
Eugene Krosschell – 320-589-3141

Metro Area Transit

P.O. Box 779
Moorhead, MN 56560
Lori VanBeek – 701-476-6686
Serving the Moorhead area

Rainbow Rider Transit

P.O. Box 136
Lowry, MN 56349
Harold Jennissen – 320-283-5065
*Serving Douglas, Grant, Pope, Stevens and
Traverse counties*

Transit Alternatives

1205 North Tower Road
Fergus Falls, MN 56537
Daryn Toso – 218-998-3002
Serving Otter Tail and Clay counties

Also operating transit in our district but not funded by MnDOT or the State of Minnesota:

White Earth Public Transit

P.O. Box 418
White Earth, MN 56591
Ray Johnston – 218-983-3283

MnDOT Contact

Tom Gottfried
651-366-4171
tom.gottfried@state.mn.us



Freight, Rail and Waterways

Background

The Freight, Rail and Waterways (FRW) section is dedicated to improving the safety and productivity of Minnesota’s multi-modal transportation system.

Statewide Initiatives

The Minnesota Statewide Comprehensive Freight and Passenger Rail Plan provides a statewide vision, policy direction and investment plans for both freight system upgrades and intercity and high-speed passenger rail, to expand modal transportation options for Minnesotans. Information is available at www.dot.state.mn.us/planning/railplan/.

MnDOT is participating in several multi-state coalitions with freight initiatives underway, including studies of commercial truck parking, multi-state electronic permitting for overweight/oversize truck loads, and alternative emergency routing for congested or critical freight system segments.

Statewide Programs

Commercial Vehicle Operations

MnDOT is continuing to improve vehicle licensing, special permitting, driver and vehicle safety programs and reporting, and hazardous materials oversight and reporting. Special emphasis is being placed on efficient movement and planning for over dimension cargo such as wind turbine components traveling through the ports and across the state.

Minnesota Rail Service Improvement (MRSI)

Provides funding for projects in the following categories:

- Rail Purchase Assistance – Financially assists Regional Rail Authorities in acquiring rail lines
- Rail Rehabilitation – Provides low or no-interest loans to rehabilitate and preserve rail lines
- Capital Improvement Loans – Provides rail service and strengthen the financial condition of the associated line
- Rail User & Rail Carrier Loan Guarantee – Guaranteeing up to 90 percent of a loan, to assist rail users and carrier in obtaining loans
- State Rail Bank – Acquires and preserves abandoned rail for a future transportation use

Highway/Rail at-Grade Crossing Program

The safety program seeks to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings. This program is primarily funded through the federal (FHWA) Section 130 program.



Port Development Assistance Program

MnDOT provides technical support, coordination with ports and the Army Corps of Engineers, and financial assistance for improving port access and facilities. Improvements include: road and rail connections and dock and warehouse capital investment. This program is funded through State of Minnesota appropriations.

District 4 Projects

Freight

MnDOT participated in a regional study consisting of two project areas: MnDOT Districts 2, 4 and 8, and MnDOT District 1 and northwestern Wisconsin. The plan includes all modes of freight transportation in the region and outlines significant industry trends, highlights commercial logistics issues and suggests plans for improvement in goods movement for Minnesota industry. Information about the Western Minnesota Regional Freight Plan and the Final Report can be found at www.dot.state.mn.us/planning/freightplan/northwest.html.

Rail

SFY 2012-13 – One rail safety improvement project on BNSF Corridor in Perham Township. \$792,000 (Federal funding) + \$88,000 (Local Match) = \$880,000 (Total Cost Estimate)

SFY 2014 – Two rail safety projects to install flashing light signals with gates on Birch Avenue in Alexandria and on CSAH 35 in Miliona. Each project \$247,500 (Federal funding) + \$27,500 = \$275,000 (Total Cost Estimate)

SFY 2015 – One rail safety project to install flashing light signals with gates on Legion Road in Detroit Lakes. \$270,000 (Federal funding) + \$30,000 = \$300,000 (Total Cost Estimate)

Minnesota Rail Service Improvement (MRSI)

District 4 does not currently have any MRSI projects.