

MnDOT District*

District 3

County*

Ottertail

City

Vergas

Name/Designation of Road*

West Lake Street

Type of Road*

Local Street

Functional Classification of Road*

Local

Average Daily Traffic (ADT) Count*

75

Year of ADT Data Collection*

Estimate based on observable traffic patterns. (2023)

Road Authority Type (agency who owns and has jurisdiction of the road)*

Non-State Aid City

Road Authority Name*

Vergas

Project Termini - From*

From the intersection of West Lake Street and CSAH 17

Project Termini - To*

To the end of the City Limits at West Lake Street

Beginning Point - Latitude*

46°39'33.66"N

Beginning Point - Longitude*

95°48'28.92"W

General Environment (the general environment that represents the majority of the project)*

Rural

Type of Project*

Reconstruction

Select the LRIP Account requested for funding*

Routes of Regional Significance

Provide a description of the proposed project. This should include a description of operational and general safety benefits of the project and a description of the expected useful life of improvements. Projects seeking funding from the Rural Road Safety Account will need to provide a more detailed description of safety issues and benefits under the Rural Road Safety Account considerations and eligibility section. (1962/2000)

West Lake Street is a .38 miles city street in Vergas MN. There are several new residential developments along the street. Currently, the street is unpaved, has slopes exceeding 1:3, no clear zone, and lacks shoulders, making it ill-equipped for the increasing daily traffic. The city of Vergas is proposing improvements that will bring the road to a 7-ton structural design, with a 22' width lane, 2' shoulder, and 9' clear zone. The improved road will have a useful life of at least 20 years. Project components include a new aggregate base, bituminous surfacing, adding shoulders, ditch grading, and new culverts to enhance drainage efficiency. The city is respectfully requesting \$202,470.48 to complete this work.

The proposed project offers several operational and safety benefits. Adding a paved surface and lessening the road's steep gradient and will improve traction and stability, and reduce the risk of accidents. Additionally, the smoother, paved surface offers improved ride comfort and reduced vehicle wear and tear.

Completing the project will enhance connectivity to the regional transportation network. West Lake Street connect with the regional transportation system via CSAH 17, a major collector road, which in turn provides access to Hwy. 59 and Hwy. 10. People in Vergas, MN have an average commute time of 23.4 minutes (ACS 2021). Improvements to this network allows residents convenient access to job opportunities at nearby employment hubs such as Perham, Detroit Lakes, Frazee, and Pelican Rapids.

As part of the West Lake Street improvements, the city has plans to extend Glenn Street from the south to the north, where it will intersect with West Lake Street. The successful execution of these two projects will create an alternative route for County Road 17/Main St, providing commuters and truck traffic with a way to bypass Downtown Vergas. This will help alleviate congestion and reduce the potential for road conflicts in the downtown area.

Provide a description of any transportation deficiencies the proposed project will eliminate. Pictures can be helpful in demonstrating transportation deficiencies. This should include a description of operational and general safety benefits of the project. (1994/2000)

Reconstruction of West Lake Street in Vergas, MN, will resolve several transportation deficiencies and make travel safer for residents, businesses, and tourists. Vergas is experiencing population growth and has a thriving tourism industry which significantly increases the use of local roads during the summer months. The current condition, width, and profile of the street are inadequate to accommodate both current and anticipated future traffic levels, underscoring the need for this project.

The current street does not meet the requirements set up by Minnesota State rules 8820.9922. Existing deficiencies along West Lake Road include an unpaved surface, susceptible to erosion, potholes, and washouts, resulting in slippery surfaces and diminished traction. The existing road profile is dangerous. The width of the road varies, and the slope of the road exceeds 1:3 in places. Drivers can struggle to maintain control on these steep gradients, which can lead to skidding and sliding, particularly during winter. Braking effectiveness is also compromised, potentially resulting in longer stopping distances and a heightened risk of collisions. These deficiencies have led to several accidents. Most recently a resident rolled their vehicle on the road in August and suffered injuries. West Lakes Street's steepness also makes it more susceptible to erosion during heavy rainfall, which can lead to safety hazards. Finally, the street has no measurable "clear zone" which makes it very dangerous for drivers if they do slide off the road.

Resulting improvements from this project will include new pavement overlay, the construction of a perpetual road width (22'), and grading of the road to reduce the steepness of the slopes. These improvements will mitigate the inherent risks linked with dirt roads, address safety concerns by reducing the grade and adding shoulder to the road making it a safer, more viable transportation option for local citizens, businesses, and seasonal visitors.

For Routes of Regional Significance projects, which of the following criteria does your project meet (select all that apply)?*

- Farm to Market route
- Part of an economic development plan
- Provides capacity or congestion relief to a parallel trunk highway system or county road.
- Part of a 10-ton route network
- Connect to regional tourist destination.
- Project provide a direct connection to the regional system, trunk highway, or a county road

Describe the number of persons and potential multiple local and tribal agencies that will be positively impacted by the project and how they will benefit. (1952/2000)

The proposed improvements will have immediate positive impacts on people in the City of Vergas and the surrounding region. A reconstructed West Lake Street will provide safer and more efficient infrastructure to users of the regional transportation system. A reasonable estimate of the current traffic count is 75 vehicles daily, with a peak time during school hours. Based on that estimate, the number of annual users benefitting from the project will be 27,375. In the coming years, it is anticipated that traffic volumes will rise due to the construction of several new homes. Additionally, with the extension of Glenn Street and the completion of West Lake Street, a bypass around Downtown Vergas will be established, further contributing to the increase in traffic counts.

The project's positive impact is anticipated to grow in future years. Vergas is a bedroom community that supports the employment hubs of Detroit Lakes, Frazee, Pelican Rapids, and Perham all of which are within a 25-mile commute. This locational advantage has led to an 11.5% population increase in Vergas over the last two decades (US Census). The population growth has led to an increased demand for housing and there are several new residential developments located along the West Lake Street. As these developments are completed, daily use is expected to increase. Furthermore, the city's robust tourism industry increases the population during the summer months. This expanded population is an additional beneficiary of the road improvements.

By enhancing the transportation infrastructure, these improvements will offer a safer and more efficient commute for the daily workforce traveling to neighboring employment hubs. Additionally, they will

support the comfort and convenience of residents and the many visitors who flock to Vergas during the summer. These cumulative impacts underscore the importance and far-reaching significance of the

Describe the project contribution to the local, regional, state, or Tribal economy, and economic development or redevelopment efforts. (1716/2000)

This project aligns well with local and regional economic development efforts. The Region, like all Greater Minnesota, is experiencing an unprecedented number of job vacancies at a time when the number of people participating in the workforce is declining. Workforce attraction and retention efforts are economic development priorities at both the local and regional levels. The City of Vergas has focused local economic development efforts on developing new housing and community amenities to attract and retain workers. The city's Comprehensive Plan lists housing as a key community priority. At the regional level, the West Central Initiative Foundation's Comprehensive Economic Development Strategy for the region cites "*Alleviate labor market stress,*" and "*Expand housing availability and mix*" as regional economic development goals. Ottertail County Community Development has listed "*Infrastructure strategies build and grow the things that people need to live in our region – housing, broadband, childcare, and outdoor recreation,*" as a priority strategy for the organization.

Achieving these goals requires having the infrastructure in place for new and existing residents to thrive. The proposed project will provide improved access to nearby employment centers, making it easier for individuals to reach their workplaces. This accessibility will reduce commute times, enhancing the overall work-life balance and productivity of the workforce. Safe roads also reduce the risk of accidents, creating a safer environment for commuters. Finally, improved infrastructure also supports the successful planning and development of workforce housing, which will improve the community's attractiveness to workers.

Identify infrastructure improvements for non-motorized, multi-modal, and/or transit users on this project and how they align with elements of Complete Streets. (Adoption of a Complete Streets policy is not required for grant eligibility). (1387/2000)

Reconstruction of West Lake Street brings significant improvements for non-motorized, multi-modal, and transit users, aligning with the principles of Complete Streets. Currently the road is unpaved and lacks shoulders. As the number of homes in the project area increases, the number of families using this road will also increase. Paving the road not only creates a smoother and more stable surface for motorists but will encourage more families to walk and bike, which can lead to a healthier and more active community.

Given its proximity to downtown Vergas many of the residents in this neighborhood will seek non-motorized transportation options in getting to and from downtown. The paved surface and 2' shoulders will enhance safety for pedestrians and cyclists, reducing the risk of accidents and making walking and cycling more comfortable and attractive. A paved surface will also improve streets accessibility, benefitting individuals using mobility aids like wheelchairs and strollers, ensuring inclusivity for all. Finally, unpaved roads can often be dusty, completing this project will improve visibility makes roads safer for all users. This comprehensive approach will help create a safe, and inclusive environment that ensures the roadway accommodate the needs of all users, fostering sustainable and thriving communities, and improving the quality of life for residents.

Estimated Construction Year*

2024

Are there railroad impacts (RR crossing or RR tracks within 600' of the project)?*

No

What is the status of the engineering and design work on the project?*

Design completed.

Has this project been selected for federal funding?*

No

Is Right of Way acquisition required?*

No

Describe the local agency's or Tribal agency's ability to adequately provide for the safe operation and maintenance of the facility upon completion.*

The City of Vergas has the experience and expertise to adequately provide for safe operation and maintenance of their roads, including the newly reconstructed West Lake Street. The city maintains a Capital Improvement Plan to plan and budget or infrastructure maintenance.

The City of Vergas contracts with Widseth for engineering and construction management. Widseth's considerable experience with local street project will ensure that the project meets milestones and dates; is advertised, let, and awarded as per state requirements.

Otter Tail County is experienced in sponsoring MnDOT funded projects. County Engineer, Krysten Foster has 16 years of engineering experience, including 10 years at MnDOT. With a B.S. degree in Civil Engineering and a Master of Business Administration, Ms. Foster is well qualified to be the fiscal agent on behalf of the community. She will submit pay requests and communicate with the State Aid Program Engineer, among other responsibilities.

PRELIMINARY ENGINEER'S ESTIMATE
Vergas, MN
Glenn St & W Lake Street Extensions
2/8/2023



FULL LENGTH OPTION

W. Lake St 22-24' wide, no C&G, 1' agg shoulders, with 3.5" bit and 8" class 5

W LAKE STREET, HWY 17 TO ~2010' WEST (ROAD BASE -- 6" AGG)						
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	CONTINGENCY QUANTITY	UNIT PRICE	AMOUNT
1	MOBILIZATION	LUMP SUM	1	1.20	\$3,000.00	\$3,600.00
2	CLEARING & GRUBBING	ACRE	1.5	1.80	\$15,000.00	\$27,000.00
3	AGGREGATE BASE (CV) CLASS 5	CU YD	1135	1362.00	\$30.00	\$40,860.00
4	COMMON EMBANKMENT	CU YD	1300	1560.00	\$10.00	\$15,600.00
5	EXCAVATION	CU YD	2300	2760.00	\$14.00	\$38,640.00
6	24" RC PIPE CULVERT	LIN FT	200	240.00	\$85.00	\$20,400.00
7	24" RC PIPE APRON	EACH	8	9.60	\$2,000.00	\$19,200.00
8	TRAFFIC CONTROL	LUMP SUM	1	1.20	\$500.00	\$600.00
9	STORM DRAIN INLET PROTECTION	LUMP SUM	1	1.20	\$500.00	\$600.00
10	EROSION CONTROL	LUMP SUM	1	1.20	\$5,000.00	\$6,000.00
11	TURF ESTABLISHMENT	LUMP SUM	1	1.20	\$15,000.00	\$18,000.00
						\$190,500.00

W LAKE STREET, HWY 17 TO ~2010' WEST (ROAD SURFACE -- 2" AGG, 3.5" BIT)						
1	MOBILIZATION	LUMP SUM	1	1.20	\$3,000.00	\$3,600.00
2	AGGREGATE BASE (CV) CLASS 5	CU YD	378	454.00	\$30.00	\$13,620.00
3	CLASS 5 AGGREGATE SURFACING	CU YD	65	78.00	\$30.00	\$2,340.00
4	BITUMINOUS MATERIAL FOR TACK COAT	GAL	257	308.40	\$2.00	\$616.80
5	TYPE SP 12.5 WEARING COURSE MIXTURE (3,C)	TON	1137	1364.40	\$85.00	\$115,974.00
6	COMMON TOPSOIL BORROW	CU YD	200	240.00	\$30.00	\$7,200.00
7	TRAFFIC CONTROL	LUMP SUM	1	1.20	\$500.00	\$600.00
8	TURF ESTABLISHMENT	LUMP SUM	1	1.20	\$2,500.00	\$3,000.00
						\$146,950.80

SUMMARY				
PROJECT	CONSTRUCTION TOTAL	DESIGN ENGR	STAKING & INSP	PROJECT TOTAL
ROAD BASE (6" AGG)	\$190,500.00	\$ 19,100.00	\$ 19,100.00	\$ 228,700.00
ROAD SURFACE (2" AGG, 3.5" BIT)	\$146,950.80	\$ 14,700.00	\$ 14,700.00	\$ 176,350.80
TOTAL:	\$	\$	\$	\$ 405,050.80

OPTION 1 (A - Adjusted Front Footage)

Assessments by frontage

Lot #s 82000	LF	Street (50%)	Street(80%)	Street(100%)
500024000 JRMH Holdings	520	\$ 24,423.29	\$ 39,077.26	\$ 48,846.57
500015001 Moltzan	319	\$ 14,982.75	\$ 23,972.39	\$ 29,965.49
500010001 Johnson	329	\$ 15,452.43	\$ 24,723.88	\$ 30,904.85
500010003 Scott	329	\$ 15,452.43	\$ 24,723.88	\$ 30,904.85
500010002 Platt	329	\$ 15,452.43	\$ 24,723.88	\$ 30,904.85
990287000 JRMH Holdings	150	\$ 7,045.18	\$ 11,272.29	\$ 14,090.36
990288000 Kasper	150	\$ 7,045.18	\$ 11,272.29	\$ 14,090.36
990289000 Lahr	191	\$ 8,970.86	\$ 14,353.38	\$ 17,941.72
990290000 Lahr	306	\$ 14,372.16	\$ 22,995.46	\$ 28,744.33
500005001 Maneval	1360	\$ 63,876.29	\$ 102,202.06	\$ 127,752.57
500010000 Grow	329	\$ 15,452.43	\$ 24,723.88	\$ 30,904.85
Total Assessed:	4312	\$ 202,525.40	\$ 324,040.64	\$ 405,050.80
City Cost:		\$ 202,525.40	\$ 81,010.16	\$ -
Total Cost:		\$ 405,050.80	\$ 405,050.80	\$ 405,050.80

OPTION 2 (B - Area)

Assessments by area

Lot #s 82000	Area	Street (50%)	Street (80%)	Street(100%)
500024000 JRMH Holdings	45.83	\$ 91,562.98	\$ 146,500.76	\$ 183,125.96
500015001 Moltzan	2.15	\$ 4,295.45	\$ 6,872.72	\$ 8,590.90
500010001 Johnson	9.45	\$ 18,879.99	\$ 30,207.99	\$ 37,759.99
500010003 Scott	10.07	\$ 20,118.68	\$ 32,189.89	\$ 40,237.36
500010002 Platt	10.03	\$ 20,038.77	\$ 32,062.03	\$ 40,077.53
990287000 JRMH Holdings	2.72	\$ 5,434.24	\$ 8,694.79	\$ 10,868.48
990288000 Kasper	2.72	\$ 5,434.24	\$ 8,694.79	\$ 10,868.48
990289000 Lahr	1.88	\$ 3,756.02	\$ 6,009.63	\$ 7,512.04
990290000 Lahr	3.3	\$ 6,593.01	\$ 10,548.82	\$ 13,186.03
500005001 Maneval	8.17	\$ 16,322.70	\$ 26,116.33	\$ 32,645.41
500010000 Grow	5.05	\$ 10,089.31	\$ 16,142.89	\$ 20,178.62
Total Assessed:	101.37	\$ 202,525.40	\$ 324,040.64	\$ 405,050.80
City Cost:		\$ 202,525.40	\$ 81,010.16	\$ -
Total Cost		\$ 405,050.80	\$ 405,050.80	\$ 405,050.80

OPTION 3 (C - Per Lot)

Assessments by lot

Lot #s 82000	Lots	Street (50%)	Street(80%)	Street(100%)
500024000 JRMH Holdings	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
500015001 Moltzan	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
500010001 Johnson	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
500010003 Scott	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
500010002 Platt	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
990287000 JRMH Holdings	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
990288000 Kasper	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
990289000 Lahr	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
990290000 Lahr	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
500005001 Maneval	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
500010000 Grow	1	\$ 18,411.40	\$ 29,458.24	\$ 36,822.80
Total Assessed:	11	\$ 202,525.40	\$ 324,040.64	\$ 405,050.80
City Cost:		\$ 202,525.40	\$ 81,010.16	\$ -
Total Cost		\$ 405,050.80	\$ 405,050.80	\$ 405,050.80

OPTION 4 (C - Per Lot)

Assessments by lot -- development assumes 50% cost up front, remaining split between assessments & city

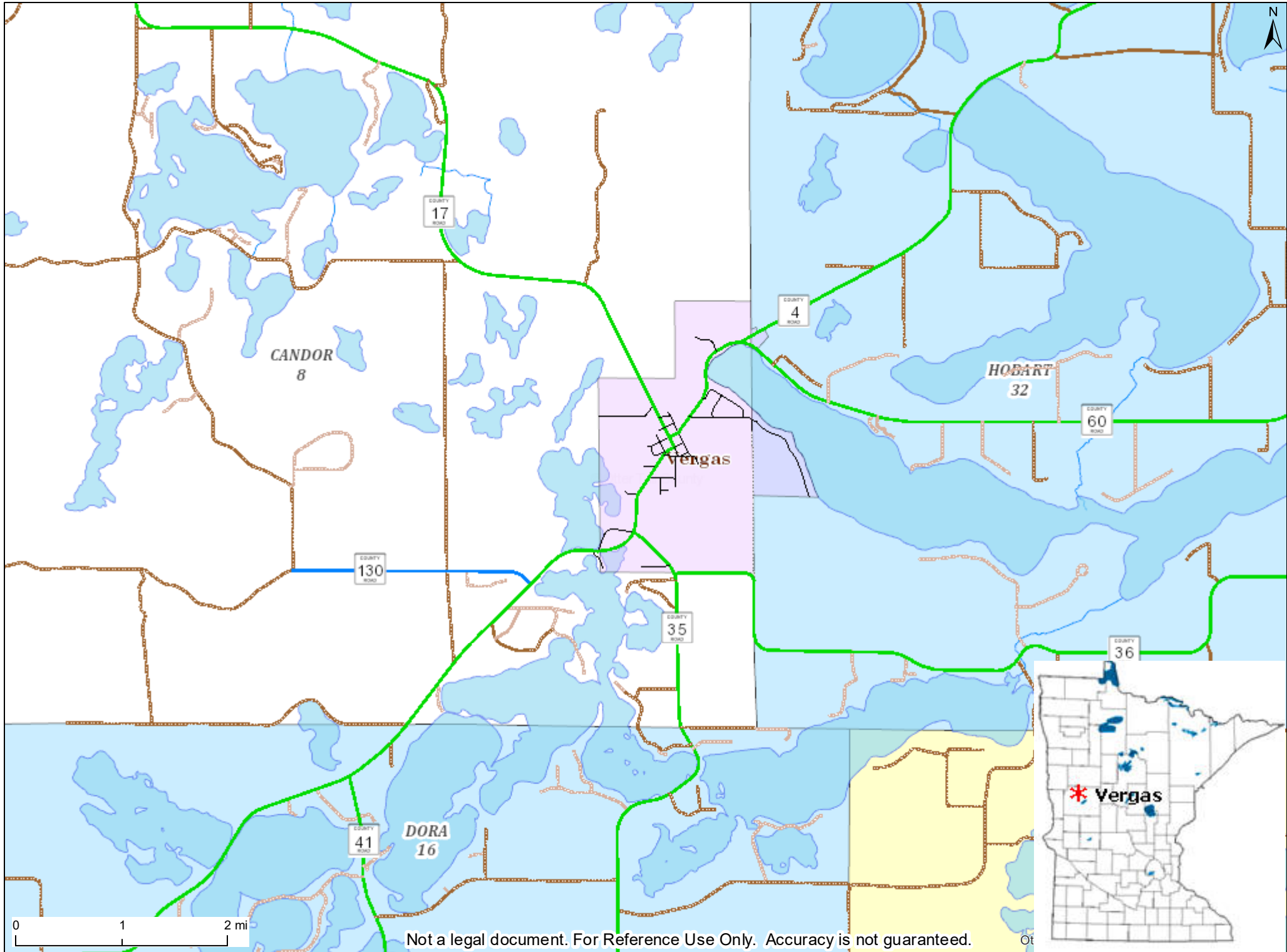
Lot #s 82000	Lots	Street (50%)	Total (80%)	Total (100%)
500024000 JRMH Holdings (plus 50%)	1	\$ 211,731.10	\$ 217,254.52	\$ 220,936.80
500015001 Moltzan	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
500010001 Johnson	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
500010003 Scott	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
500010002 Platt	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
990287000 JRMH Holdings	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
990288000 Kasper	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
990289000 Lahr	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
990290000 Lahr	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
500005001 Maneval	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
500010000 Grow	1	\$ 9,205.70	\$ 14,729.12	\$ 18,411.40
Total Assessed:	11	\$ 303,788.10	\$ 364,545.72	\$ 405,050.80
City Cost:		\$ 101,262.70	\$ 40,505.08	\$ -
Total Cost		\$ 405,050.80	\$ 405,050.80	\$ 405,050.80

OPTION 5 (C - Per Lot)

Assessments by lot -- development assumes 50% cost up front, assessments capped

Lot #s 82000	Lots	Street (\$2500)	Street (\$5000)	Street (\$10000)	Street (\$10000)
500024000 JRMH Holdings	1	\$ 205,025.40	\$ 207,525.40	\$ 212,525.40	\$ 100,000.00
500015001 Moltzan	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00
500010001 Johnson	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00
500010003 Scott	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00
500010002 Platt	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00
990287000 JRMH Holdings	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00

990288000 Kasper	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00
990289000 Lahr	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00
990290000 Lahr	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00
500005001 Maneval	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00
500010000 Grow	1	\$ 2,500.00	\$ 5,000.00	\$ 10,000.00	\$ 10,000.00
Total Assessed:	11	\$ 230,025.40	\$ 257,525.40	\$ 312,525.40	\$ 200,000.00
City Cost:		\$ 175,025.40	\$ 147,525.40	\$ 92,525.40	\$ 205,050.80
Total Cost		\$ 405,050.80	\$ 405,050.80	\$ 405,050.80	\$ 405,050.80





End Termini

Beginning Termini

W LAKE ST

Vergas

E LAKE ST

N RAILWAY AVE

E ELM ST

S RAILWAY AVE

W MAIN ST

S 2ND AVE

S 3RD AVE

S 1ST AVE

W MILL ST

E HERMAN ST

23

24

25

26

LAWRENCE LAKE
56055500

0 0.075 0.15 mi

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Otter Tail County, MN, Otter Tail County Minnesota



Estimated Project Timeline
West Lake Street Reconstruction
Vergas, MN
Date: 10/25/2023

Activity	Start	Complete
Engineering Predesign	9/5/2023	12/1/2023
Topographic Survey	9/6/2023	12/1/2023
Wetland Delineation, Report and Permitting	9/6/2023	12/1/2023
Construction Plans and Specifications	10/1/2023	12/31/2023
Project Out for Bid	3/29/2024, or Award Notification Date	3/29/2024, or Award Notification Date
Bid Closing	4/19/2024, or 3 weeks following posting	4/19/2024, or 3 weeks following posting
Contract Award/Notice to Proceed	5/6/2024	5/6/2024
Project Construction	6/1/2024	10/1/2024
Labor Compliance and Administration	6/1/2024	7/1/2025
Project Punch List Completed	7/1/2024	7/1/2025

CITY OF VERGAS RESOLUTION # _____
LOCAL ROAD IMPROVEMENT PROGRAM
FUNDING FOR WEST LAKE STREET RECONSTRUCTION

WHEREAS, the City of Vergas desires to reconstruct West Lake Street adjacent to County State Aid Highway 17

WHEREAS, the desired road reconstruction will provide contribute to city economic development efforts, and provide a connection to the regional road system, in Otter Tail County, MN, and

WHEREAS, the City of Vergas desires to apply for a Local Road Improvement Program (LRIP) grant for reconstruction of the above road, and

WHEREAS, cities and townships with populations less than 5,000 must have a County sponsor for the Local Road Improvement Program, and

NOW THEREFORE BE IT RESOLVED that the City of Vergas supports the application to the Local Road Improvement Program with Otter Tail County acting as Sponsoring Agency for the reconstruction of the above road, and

BE IT FURTHER RESOLVED that the City of Vergas acknowledges and commits to funding 40 percent of the construction costs, 100 percent of the engineering and all other costs that are not eligible for Local Road Improvement Program funding and will provide future maintenance and comply with all applicable laws, rules and regulations of the funding agency.

ADOPTED this 30th day of October 2023.

Julie Bruhn, Mayor
City of Vergas

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted and approved by the City Council of Vergas on October 30, 2023.

Julie Lammers Clerk/Treasurer
City of Vergas

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST

Having had the opportunity to review the Organizational Conflict of Interest Checklist, the responder hereby indicates that it has, to the best of its knowledge and belief:

_____ Determined that no potential organizational conflict of interest exists

_____ Determined a potential organizational conflict of interest as follows:

Describe the nature of the potential conflict:

Describe measure proposed to mitigate the potential conflict:

Signature

Date

If a potential conflict has been identified, please provide the name and phone number for a contract person authorized to discuss this disclosure form with MnDOT Contract Personnel.

Name

Phone