

**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\***

100

**Year of ADT Data Collection\***

Estimate based on observable traffic patterns. (2025)

**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 corridor's existing transportation deficiencies, including any current operational or safety concerns. Also, include supporting data (e.g. pavement condition index (PCI) ratings, percentages of heavy truck traffic, etc.). Attaching pictures (via Section I. Attachments) can be helpful supplements yet are not required. (1838/2000)**

West Lake Street is a 0.38-mile city street in Vergas, Minnesota. The street is currently unpaved, with roadside slopes exceeding 1:3, no shoulders, and no clear zone. These conditions create significant safety risks, especially as daily traffic continues to increase.

Initially designed as a minimally maintained gravel road, the street's estimated traffic of ~100 vehicles/day is rising due to several new homes recently constructed along the corridor. In 2024, the city also extended Glenn Street, which intersects with West Lake Street. This project shifted additional traffic onto West Lake, as commuters now use it as an alternative route to County Road 17/Main Street around Downtown Vergas.

The City of Vergas is proposing to reconstruct West Lake Street to a 7-ton structural design with a 22' driving surface, 2' shoulders, and a 9' clear zone. Improvements include a new aggregate base, bituminous surfacing, ditch grading, slope reduction, and new culverts to correct ongoing drainage deficiencies. The city is respectfully requesting \$253,810.98 to complete the reconstruction, which is designed for a minimum useful life of 20 years.

The proposed project offers several operational and safety benefits. Replacing the loose gravel surface with stable pavement and reducing steep slopes will lower skidding and rollover risks. Adding shoulders will improve driver recovery space and provide a safer area for pedestrians. The project will also strengthen connectivity to the regional transportation system. West Lake Street connects to CSAH 17, a major collector, which provides access to Highways 59 and 10. People in Vergas have an average commute time of 21.3 minutes (ACS 2023), and improvements to this network will support reliable access to major employment hubs including Perham, Detroit Lakes, Frazee, and Pelican Rapids.

**Provide a robust and specific description of the proposed project, including roadway dimensions, lane configurations and all other associated improvements. Attaching a proposed typical section to the application can be helpful as a supplement to conveying the intent of the proposed project (yet a typical section is not an LRIP application submittal requirement). Address how the proposed project will eliminate transportation deficiencies and improve operations and safety along the corridor. Note, that projects seeking funding from the Rural Road Safety Account will need to provide a more detailed description of safety issues and benefits under the Section E3. Rural Road Safety Account Considerations and Eligibility page of the application. (1862/2000)**

The current street does not meet the requirements set by Minnesota State Rules 8820.9922. West Lake Street's unpaved gravel surface is highly susceptible to erosion, potholes, rutting, and washouts, resulting in slippery conditions and diminished traction. The existing roadway cross section is also



unsafe: the traveled way varies in width, and roadside slopes exceed 1:3 in multiple locations. These conditions reduce driver stability and control, particularly during winter months when compacted gravel and ice amplify skidding and sliding risks. Braking performance is reduced, creating longer stopping distances and a higher likelihood of collisions. These deficiencies have already contributed to documented crashes, including a rollover in which a resident sustained injuries.

The road's variable width and lack of a defined clear zone further increase the likelihood of severe run-off-road crashes, as vehicles that leave the roadway have no recoverable space. The absence of shoulders forces pedestrians, cyclists, and any disabled vehicles into the travel lane, creating avoidable conflicts and limiting operational reliability.

Reconstruction of West Lake Street in Vergas, MN, will corrects these deficiencies and make travel safer for residents, businesses, and tourists. A uniform 22-foot-wide roadway will replace the erosion-prone gravel with durable pavement. This will provide smoother, more predictable driving conditions year-round. Steep slopes will be reduced to safer grades. 2-foot shoulders on both sides of the road support non-motorized users and emergency pull-offs and establishing a 9-foot clear zone allows drivers room to safely recover from skids. Collectively, these upgrades bring West Lake Street into full compliance with Minnesota Rules 8820.9922 and substantially improve safety, mobility, and reliability along the corridor.

**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 potential number of persons and multiple local entities who will be positively impacted and how they will benefit by the proposed project. \* (1496/1500)**

The proposed project will positively impact a wide range of people and groups in Vergas and surrounding region. It will directly benefit the 348 residents of Vergas, as well as the hundreds of visitors, and local and regional employers.

The benefits will grow as the traffic volume increases. Current AADT is approximately 100. In the past three years, \_\_\_ new homes were built on West Lake, additional new construction is expected and is consistent with countywide trends: in 2023, Otter Tail County added 320 new homes, and 90 multifamily units (Bierschbach, MinnPost, 8/28/24).

Vergas serves as a bedroom community for Detroit Lakes, Frazee, Perham, and Pelican Rapids, each are within a 25-mile commute. This expands the regional reach of this project by, reducing congestion and improving circulation for residents, visitors, and emergency services. Improved access to CSAH 17 and the regional highway system will support hundreds of workers who travel daily to these employment centers, reducing commute times and improving quality of life.

Local businesses in Vergas will benefit as the road provides safer and improved accessibility for visitors. Vergas is in the heart of the Otter Tail County lakes region, one of MN's premier vacation destinations. A

2019 University of Minnesota study found that 12.1% of Otter Tail County visitors identified Vergas as their destination, with 90% arriving by car, placing added demand on local roads during peak tourism months (UMN Conservancy, 2020).

**Describe the project's contribution to the local, regional or state economy, including economic development or redevelopment efforts. Specifically reference plans and letters of support addressing anticipated business and community impacts. (1507/2000)**

This project aligns with local and regional economic development efforts. The Region, like much of Greater Minnesota, faces labor shortages while workforce participation declines. Attracting and retaining workers is a priority at both local and regional levels. The City of Vergas has focused on developing new housing and community amenities to support workforce retention, which is as a key priority in the city's Comprehensive Plan. Regionally, 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, broad-band, childcare, and outdoor recreation," as a priority strategy for the organization.

Improved infrastructure is essential to achieving these goals. The proposed project will enhance access to employment centers, reduce commute times, and improve safety for residents and visitors. By supporting safe, reliable transportation, the project strengthens workforce retention and attraction, facilitates the development of workforce housing, and increases the community's overall attractiveness to businesses and residents. Enhanced accessibility and safety will also support local businesses by ensuring a stable workforce and enabling greater economic activity throughout the community.

**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). (1581/2000)**

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 encourages more families to walk and bike, which can lead to a healthier and more active community.

Given its proximity to downtown Vergas many residents can use non-motorized transportation to access local businesses, services, and community amenities. The paved surface and 2-foot shoulders will provide defined, safer space for pedestrians and bicyclists, reducing crash risk and making them more comfortable and attractive. A paved surface also enhances mobility for users of wheelchairs, walkers, and strollers, ensuring accessibility for people of all ages and abilities.

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 accommodates the needs of all users and supports a safe, inclusive, and multimodal transportation network for the community.

**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 entity'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 for infrastructure maintenance.

The City of Vergas contracts with Widseth for engineering and construction management. Widseth's considerable experience with local street projects 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. They are well-qualified to be the fiscal agent on behalf of the community. The County will submit pay requests and communicate with the State Aid Program Engineer, among other responsibilities.

# Resolutions

**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 18<sup>th</sup> day of November 2025.

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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 November 18, 2025

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Julie Lammers Clerk/Treasurer  
City of Vergas

## Sponsoring Agency Resolution

City of Vergas LRIP Application

### OTTER TAIL COUNTY RESOLUTION NO. 2025 - 101

WHEREAS, the City of Vergas has requested Otter Tail County sponsor their Local Road Improvement Program (LRIP) project since non-state aid cities and townships must have a county sponsor, AND

WHEREAS, the City of Vergas understands that it will be responsible for all costs not covered by LRIP including but not limited to consultant engineering, right of way acquisition, construction administration and inspection, utility construction, as well as construction costs above the LRIP award, AND

WHEREAS, the City of Vergas has agreed to maintain such improvements for the lifetime of the improvements, AND

NOW THEREFORE Otter Tail County agrees to sponsor the City of Vergas for a Local Road Improvement Program (LRIP) project identified as West Lake Street between the west city limits & CSAH 17. Sponsorship includes acting as the fiscal agent, keeping the project on schedule, and ensuring that all program documentation and requirements are met, with compliance of all applicable laws, rules and regulations.

BE IT ALSO RESOLVED, Jodi Teich, P.E., County Engineer, is hereby authorized to act as agent on behalf of this applicant.

The motion for the adoption of the foregoing resolution was introduced by Commissioner Bucholz, duly seconded by Commissioner Lohman and, after discussion thereof and upon vote being taken thereon, passed unanimously.

Adopted at Fergus Falls, MN this 28th day of October 2025.

OTTER TAIL COUNTY BOARD OF COMMISSIONERS

By: Wayne Johnson  
Wayne Johnson, Board of Commissioners Chair

Attest: Nicole Hansen  
Nicole Hansen, Clerk

STATE OF MINNESOTA       )  
  )  
COUNTY OF OTTER TAIL    )

I, Nicole Hansen, the County Administrator, do hereby certify that the foregoing resolution is a true and correct copy of the resolution presented to and adopted by Otter Tail County at a duly authorized meeting therefore held on the 28th day of October 2025.

Nicole Hansen  
Nicole Hansen, Clerk

## Cost Estimate

**PRELIMINARY ENGINEER'S ESTIMATE**  
**Vergas, MN**  
**W Lake Street Improvements**  
**11/14/2025**



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

W:\Projects\City of Vergas-47174\2025-10043\Calculations\[10-16-25 W Lake St Estimate .xlsx]W Lake Street

<b>W LAKE STREET, HWY 17 TO ~2010' WEST (ROAD BASE -- 6" AGG)</b>						
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	CONTINGENCY QUANTITY	UNIT PRICE	AMOUNT
1	MOBILIZATION	LS	1	1.15	\$5,000.00	\$5,750.00
2	CLEARING & GRUBBING	ACRE	1.5	1.73	\$15,000.00	\$25,875.00
3	AGGREGATE BASE (CV) CLASS 5	CU YD	1085	1247.75	\$30.00	\$37,432.50
4	COMMON EMBANKMENT	CU YD	3200	3680.00	\$10.00	\$36,800.00
5	EXCAVATION	CU YD	5600	6440.00	\$14.00	\$90,160.00
6	24" RC PIPE CULVERT	LIN FT	200	230.00	\$85.00	\$19,550.00
7	24" RC PIPE APRON	EACH	8	9.20	\$2,000.00	\$18,400.00
8	TRAFFIC CONTROL	LS	1	1.15	\$500.00	\$575.00
9	INLET PROTECTION	LS	1	1.15	\$500.00	\$575.00
10	EROSION CONTROL	LS	1	1.15	\$5,000.00	\$5,750.00
11	TURF ESTABLISHMENT	LS	1	1.15	\$15,000.00	\$17,250.00
Total						\$258,117.50

<b>W LAKE STREET, HWY 17 TO ~2010' WEST (ROAD SURFACE -- 2" AGG, 3.5" BIT)</b>						
1	MOBILIZATION	LS	1	1.15	\$10,000.00	\$11,500.00
2	AGGREGATE BASE (CV) CLASS 5	CU YD	362	415.92	\$30.00	\$12,477.50
3	CLASS 5 AGGREGATE SURFACING	CU YD	223	256.45	\$30.00	\$7,693.50
4	BITUMINOUS MATERIAL FOR TACK COAT	GAL	246	282.90	\$2.00	\$565.80
5	TYPE SP 12.5 WEARING COURSE MIXTURE (3	TON	1088	1251.20	\$95.00	\$118,864.00
6	COMMON TOPSOIL BORROW	CU YD	400	460.00	\$30.00	\$13,800.00
Total						\$164,900.80

<b>SUMMARY</b>				
PROJECT	CONSTRUCTION TOTAL	DESIGN ENGR	STAKING & INSP	PROJECT TOTAL
ROAD BASE (6" AGG)	\$258,117.50	\$ 25,800.00	\$ 25,800.00	\$ 309,717.50
ROAD SURFACE (2" AGG, 3.5" BIT)	\$164,900.80	\$ 16,500.00	\$ 16,500.00	\$ 197,900.80
<b>TOTAL:</b>	<b>\$423,018.30</b>	<b>\$ 42,300.00</b>	<b>\$ 42,300.00</b>	<b>\$ 507,618.30</b>
CITY SHARE (40% CONSTRUCTION COST, 100% SOFT COSTS)	\$169,207.32	\$ 42,300.00	\$ 42,300.00	\$253,807.32
GRANT REQUEST (60% CONSTRUCTION COST)	\$253,810.98	\$0.00	\$0.00	\$253,810.98




# Maps

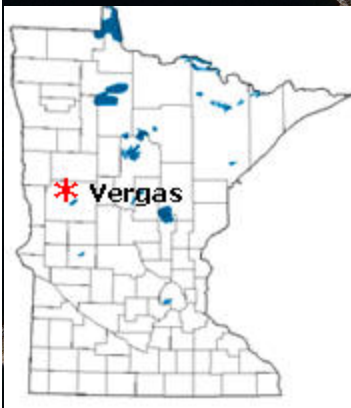
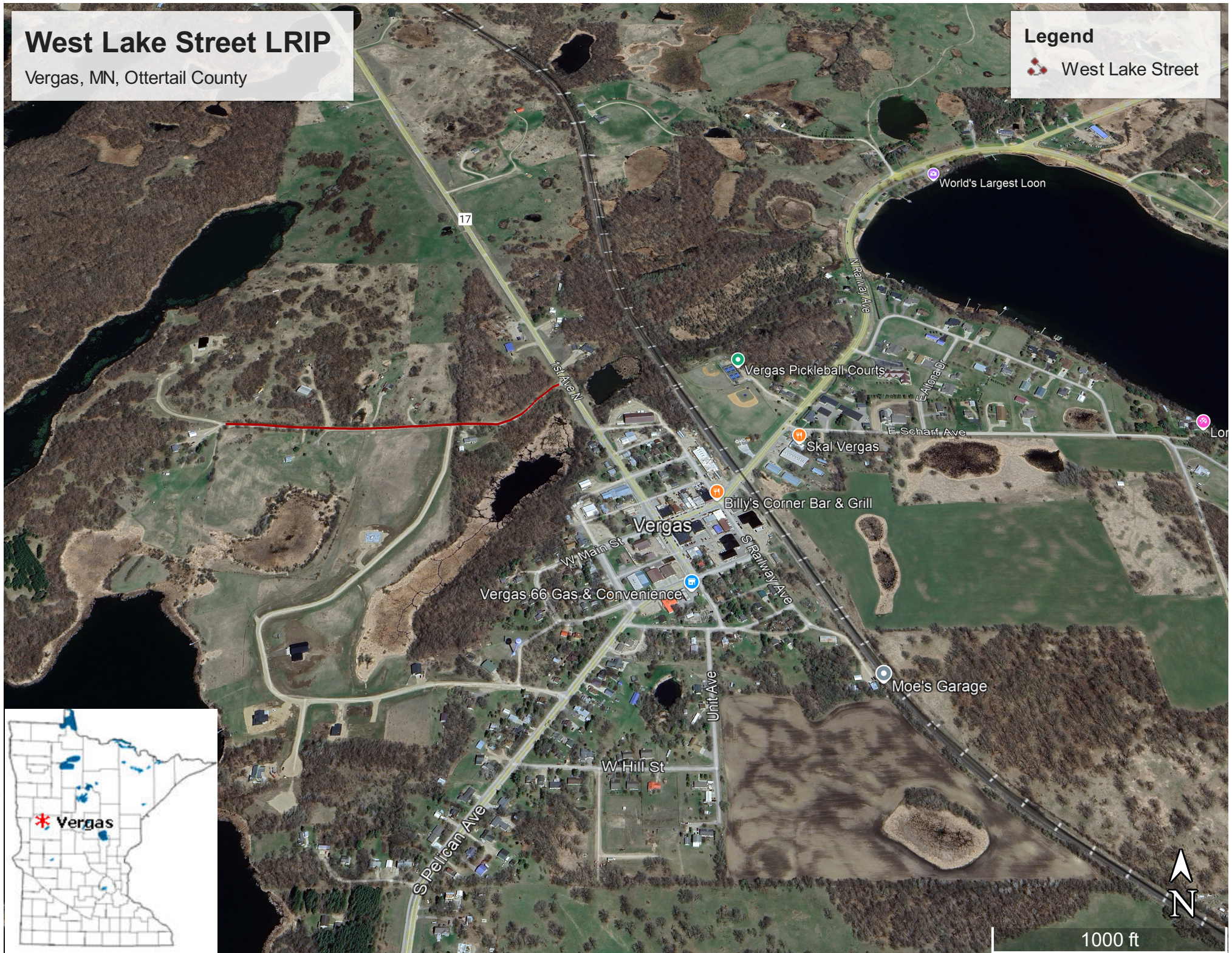


# West Lake Street LRIP

Vergas, MN, Ottertail County

## Legend

 West Lake Street






# West Lake Street LRIP

Vergas, MN, Ottertail County

## Legend

 West Lake Street

Little Long Lake

Project Termini-To

Project Termini-From

Vergas Recycling

W Lake St

W Lake St

E Lake St

W Glenn St

1st Ave N

Google Earth

Image © 2025 Airbus



800 ft



## Photos



1

West Lake Street facing east at the intersection with CSAH 17.



2

West Lake Street no shoulder, steep ditch





3

West Lake Street facing west



4

West Lake Street no shoulder, steep ditch





5

West Lake Street no shoulder, no clear zone adjacent to road



6

West Lake Street facing east