

Otter Tail County

2040 Transportation Plan



Better roads for a better Otter Tail... our values, our priorities

Otter Tail County 2040 Transportation Plan Update (2022)

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Introduction

Overview

The Otter Tail County 2040 Long Range Transportation Plan translates identified issues into specific, actionable initiatives and strategies. The Plan elements were coordinated with other County efforts and those of other key study partners, cities, townships, and the Minnesota Department of Transportation (MnDOT). The initial Plan document was adopted on July 21, 2015 and updated October 22, 2019.

In an effort to document the most up to date information, Otter Tail County initiated an update in 2022 to their 2040 Long Range Transportation Plan. The goal of the update was to understand future project and funding needs in the County. The following sections were included in this update:

- Existing Conditions
- Future Multimodal System Analysis
- Financial & Performance Analysis

Stakeholder Involvement Process

Public participation and agency coordination were important in seeking input on proposed system improvements and building support for the overall Transportation Plan update.

Project Management Team

A Project Management Team (PMT) was established to actively guide the development of the plan. The team was comprised of County Highway staff. PMT meetings were held at strategic intervals throughout the planning process to review technical analysis and provide input on the plan contents.

Open Houses

Two public open houses were held during the planning process. These meetings were conducted to provide stakeholders information on the Transportation Plan update and to seek input on planning and programming concepts. Display boards, presentations, and comment forms were used to engage the public at these meetings. The open house format offered an informal venue for citizens, agency staff, and community leaders to ask questions and give their thoughts on the plan findings and recommendations. A summary of the open houses can be found in Appendix A.

Existing Conditions

Functional Classification

Roadways within Otter Tail County are categorized by their functional classification. These functional classes are determined based on the road’s length, connectivity, speed, access, and management; they provide a hierarchy to the county’s roadway system. Roads with many access points, such as local streets, have lower mobility due to frequent stops and traffic interruptions. Roadways that provide greater mobility, such as interstates, have few access points that limit flow disruptions (see **Figure 1**).

Once roadways are classified, they have specific access, mobility, and maintenance conditions applied to them which help Otter Tail County ensure connectivity and performance.

The county will continue to adjust functional classifications of roadways as opportunities arise and changes are needed. **Figure 2** shows the current functional classification system for Otter Tail County.

Figure 1. Functional Classification



Jurisdictional Classification

Jurisdictional classification defines who is responsible for the specific roadway, typically categorized into township, city, county, or state domain. This classification works to ensure that roadway management is aligned with its function and the organization best suited to maintain it. Once a jurisdictional classification is applied, the jurisdiction has defined regulatory, maintenance, construction, and financial obligations to uphold.

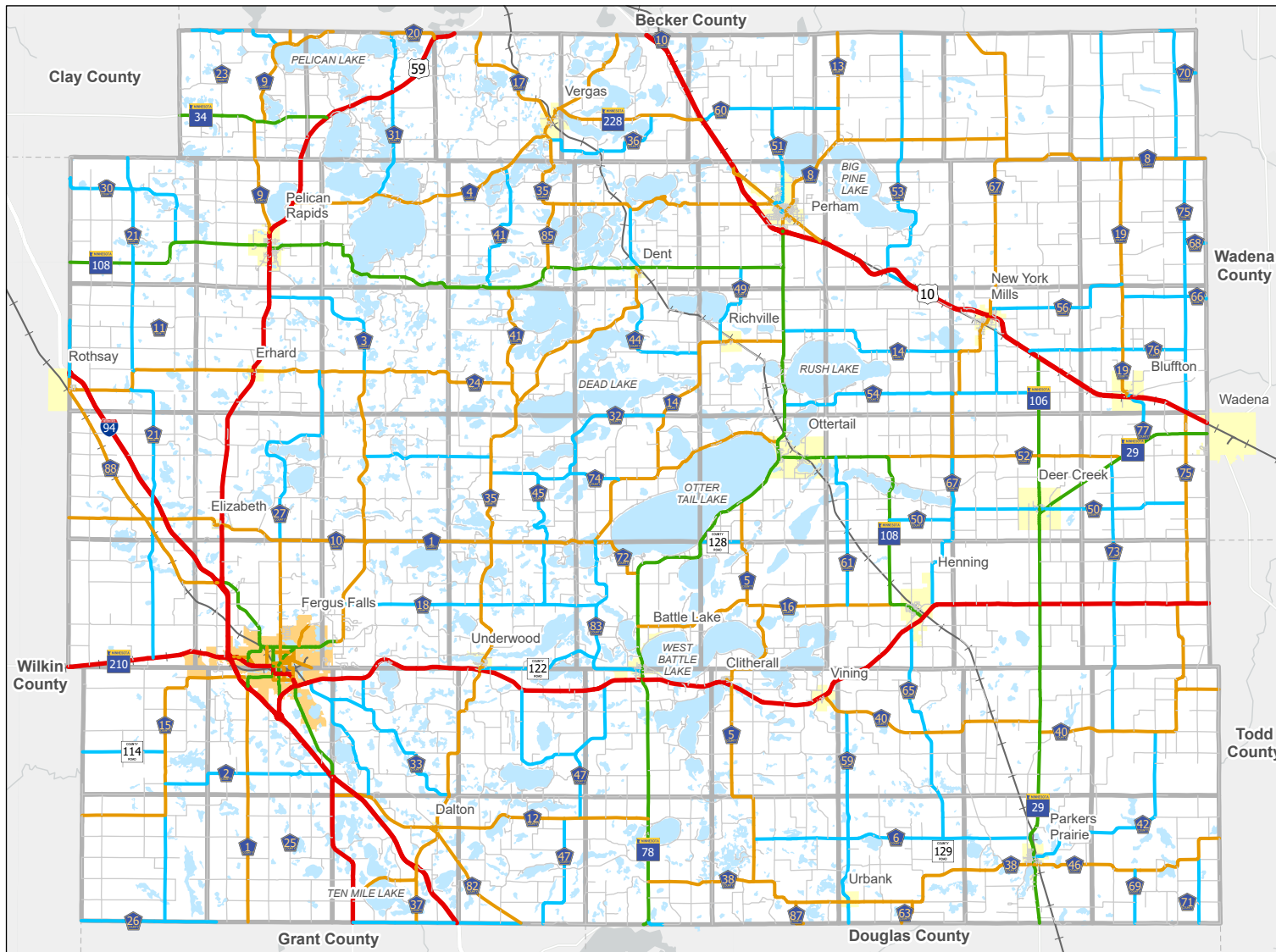
Since the previous update in 2019, approximately ten miles of roadway was transferred between Otter Tail County, cities, and townships. **Table 1** summarizes the overall gain or loss in mileage for the county, cities, and townships of Otter Tail County.

Table 1. Jurisdictional Transfers Since 2019

	Miles Lost	Miles Gained	Net Change
CSAH	-9.47	+4.48	-4.99
County Highway	-1.48	+5.00	+3.52
City	-4.48	+4.38	-0.10
Township	-0.00	+1.48	+1.48

Figure 3 shows the current jurisdictional classification system for Otter Tail County, with changes made since 2019 further outlined in the *“Future Jurisdictional Classification”* section.

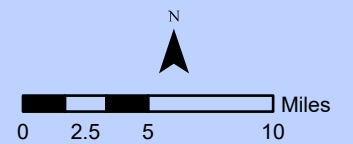
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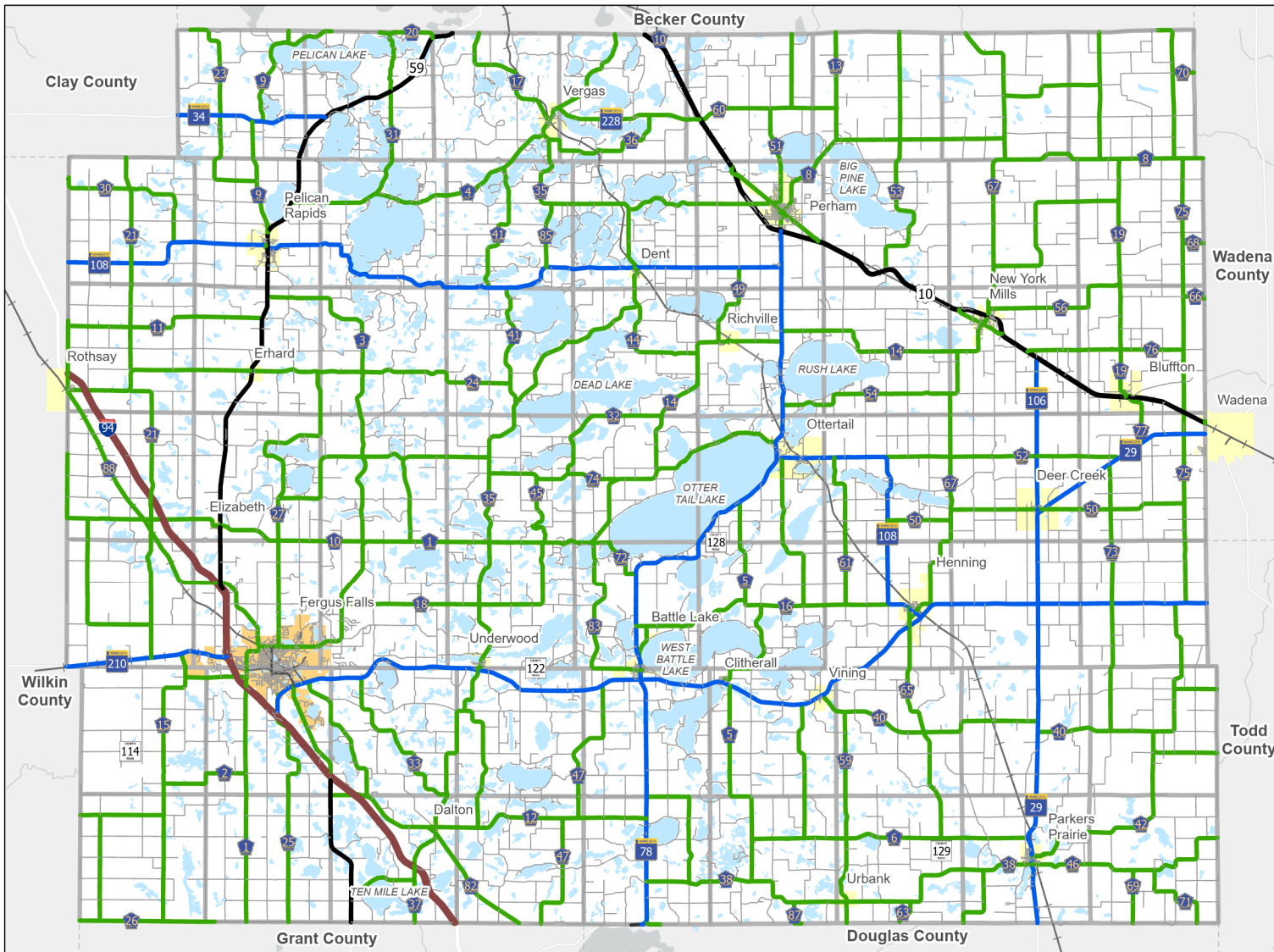
Existing Functional Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- County Boundary
- +— Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

Figure 2
Existing Functional Classification



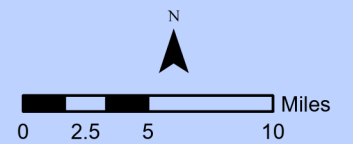
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Existing Roadway Jurisdiction

- Interstate Highway
- US Highway
- State Highway
- County Roadways
- Township
- City/Other
- County Boundary
- + Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

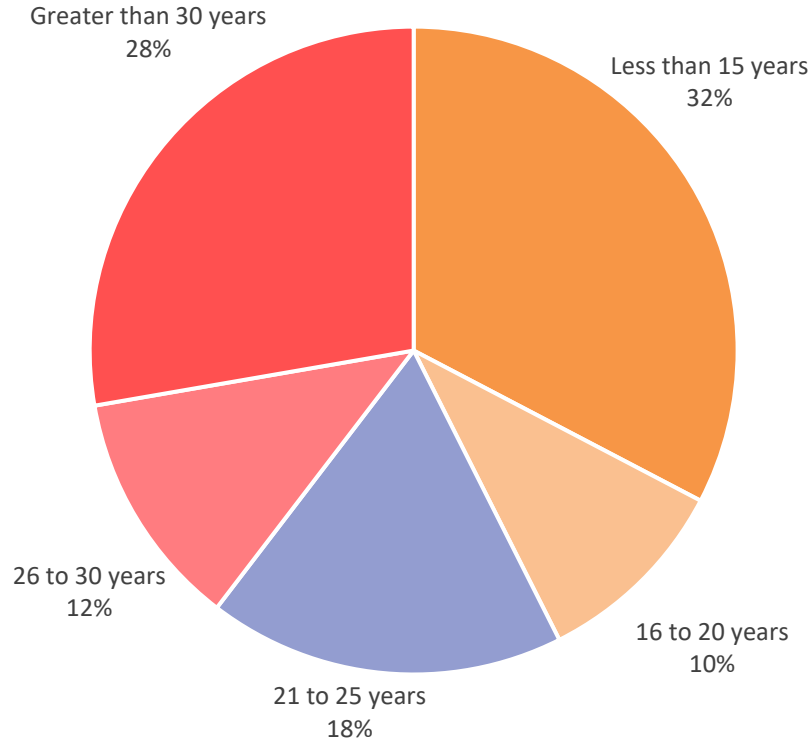
Figure 3
Existing Roadway Jurisdiction



Pavement Age

Best practices for pavement maintenance suggest pavement should be overlaid between 15 to 20 years of age. Due to restricted funding in Otter Tail County, overlays are typically completed once pavement reaches 30 years old. **Figure 4** shows the percentage of roadway within each pavement age category.

Figure 4. Otter Tail County Age of Asphalt Pavement Surfaces

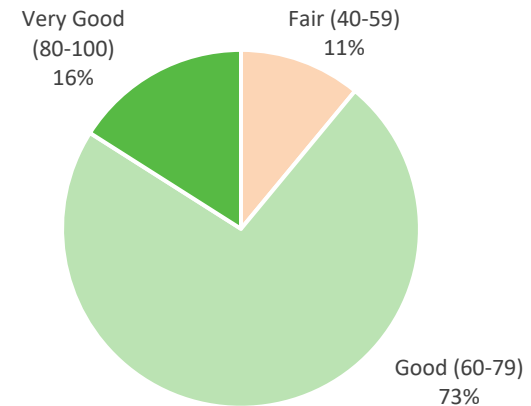


Pavement Quality Index

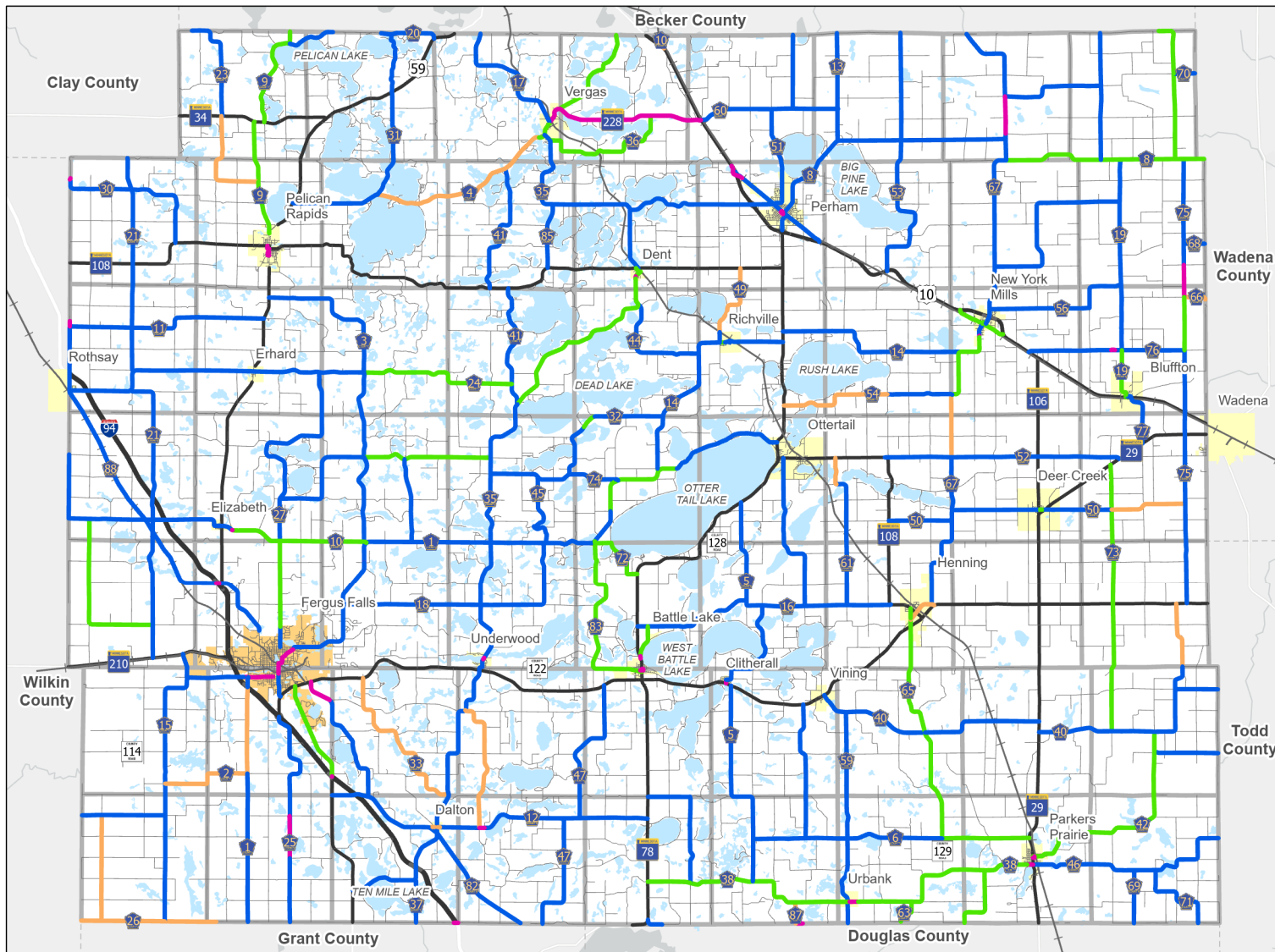
To assess the quality of roadways, the Minnesota Department of Transportation (MnDOT) collects pavement data on a two-year cycle for County Highways (CH) and County State-Aid Highways (CSAH). This data is shared on a pavement management data system, which identifies roadways by their ride quality index (RQI), surface rating (SR), and pavement quality index (PQI). The ride quality and surface rating values are combined to produce the pavement quality index, which is an overall rating value between 0 and 4.5. A score of 0 represents a failed roadway, while a score of 4.5 represents a brand-new road with no distress.

Otter Tail County converts the PQI to a 100-point scale, where a score of 100 (an original PQI value of 4.5) represents a brand-new roadway with no distress. **Figure 5** shows the overall distribution of PQI within the county based on the most recent 2021 data collection.

Figure 5. 2021 CH and CSAH Pavement Condition



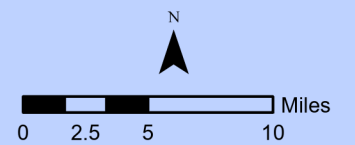
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PQI Range (2019)

- Very Good (80-100)
- Good (60-79)
- Fair (40-59)
- Poor (20-39)
- County Boundary
- Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

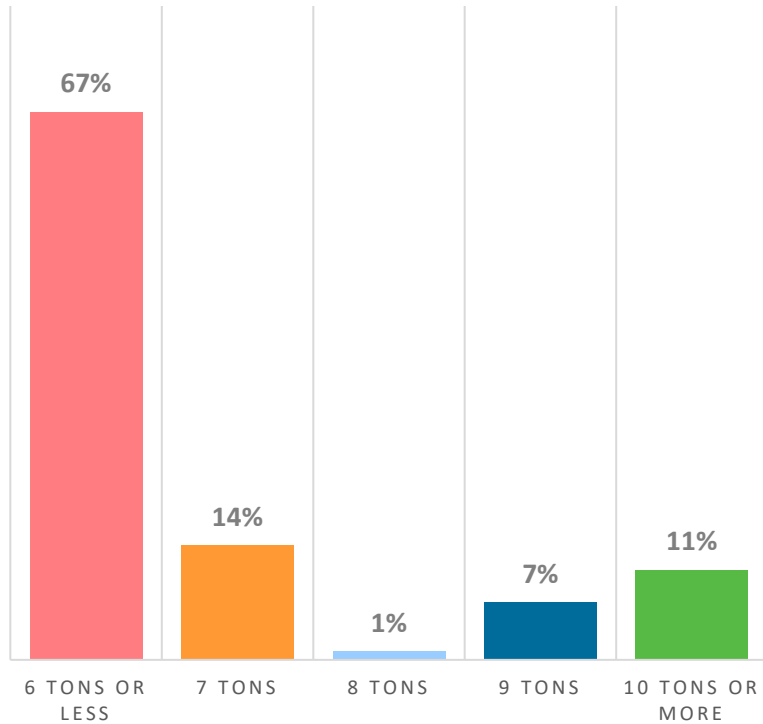
Figure 6
PQI Range (2021)



10 Ton Routes

The ability of freight to move efficiently and safely within the county is reliant upon several roadway characteristics. Primarily, Otter Tail County uses weight capacity and shoulder width to assess the system’s performance. **Figure 7** shows the weight limit distribution in 2022. Significant upgrades to the 9- and 10-ton system have been made since the last plan update, which are highlighted in **Figure 8**.

Figure 7. 2022 Weight Limits

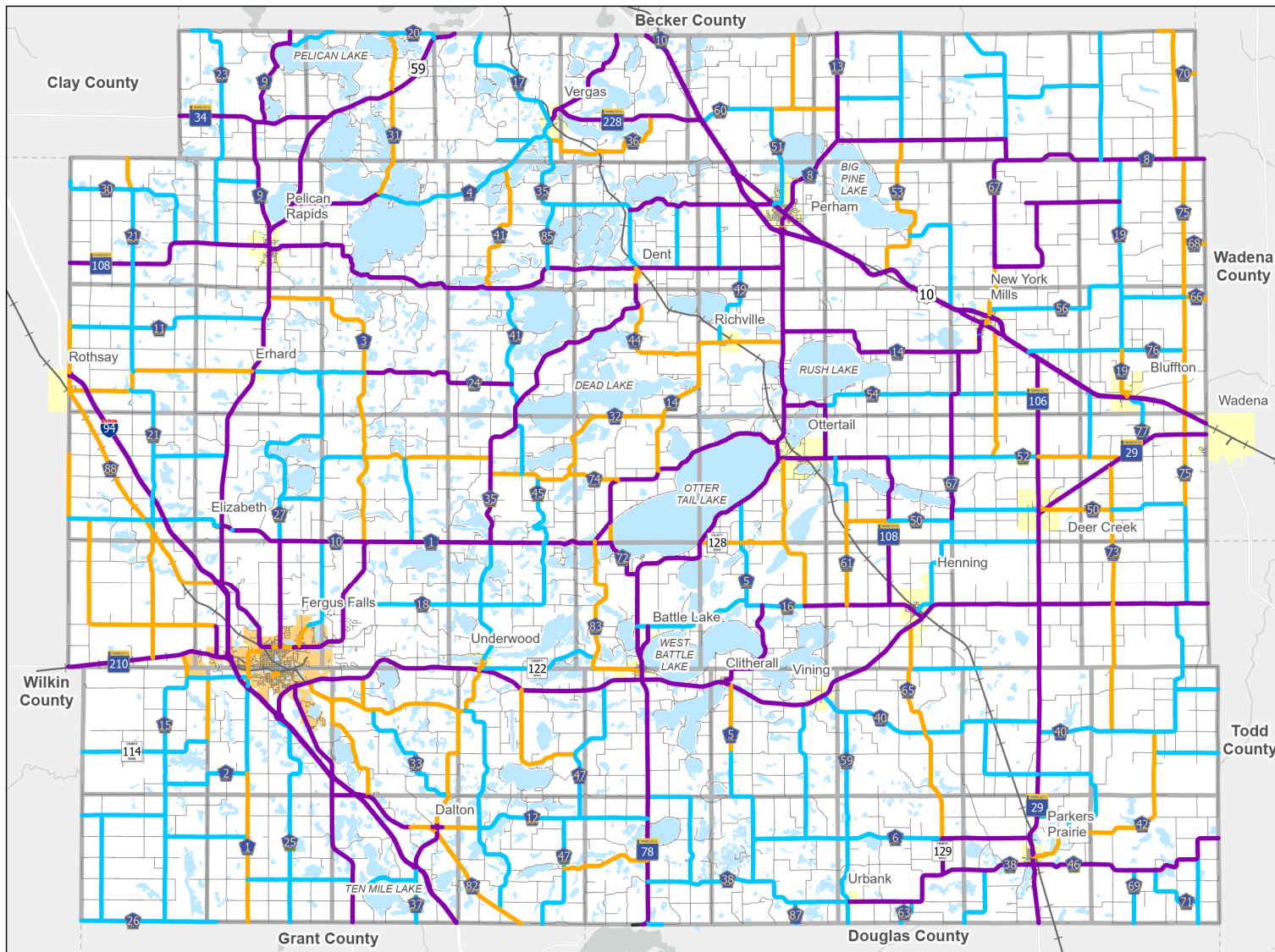


Shoulder Widths

The second factor, shoulder width, impacts the ability for large freight vehicles to travel safely on the county’s roads. Currently, over eighty percent of county roadways have a shoulder width less than four feet.

Table 2. Otter Tail County Shoulder Widths

Shoulder Width (ft)	%
Less than 2'	35%
3' – 4'	48%
5' – 6'	8%
7' – 10'	8%
Greater than 10'	1%

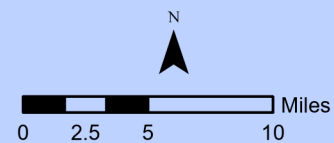


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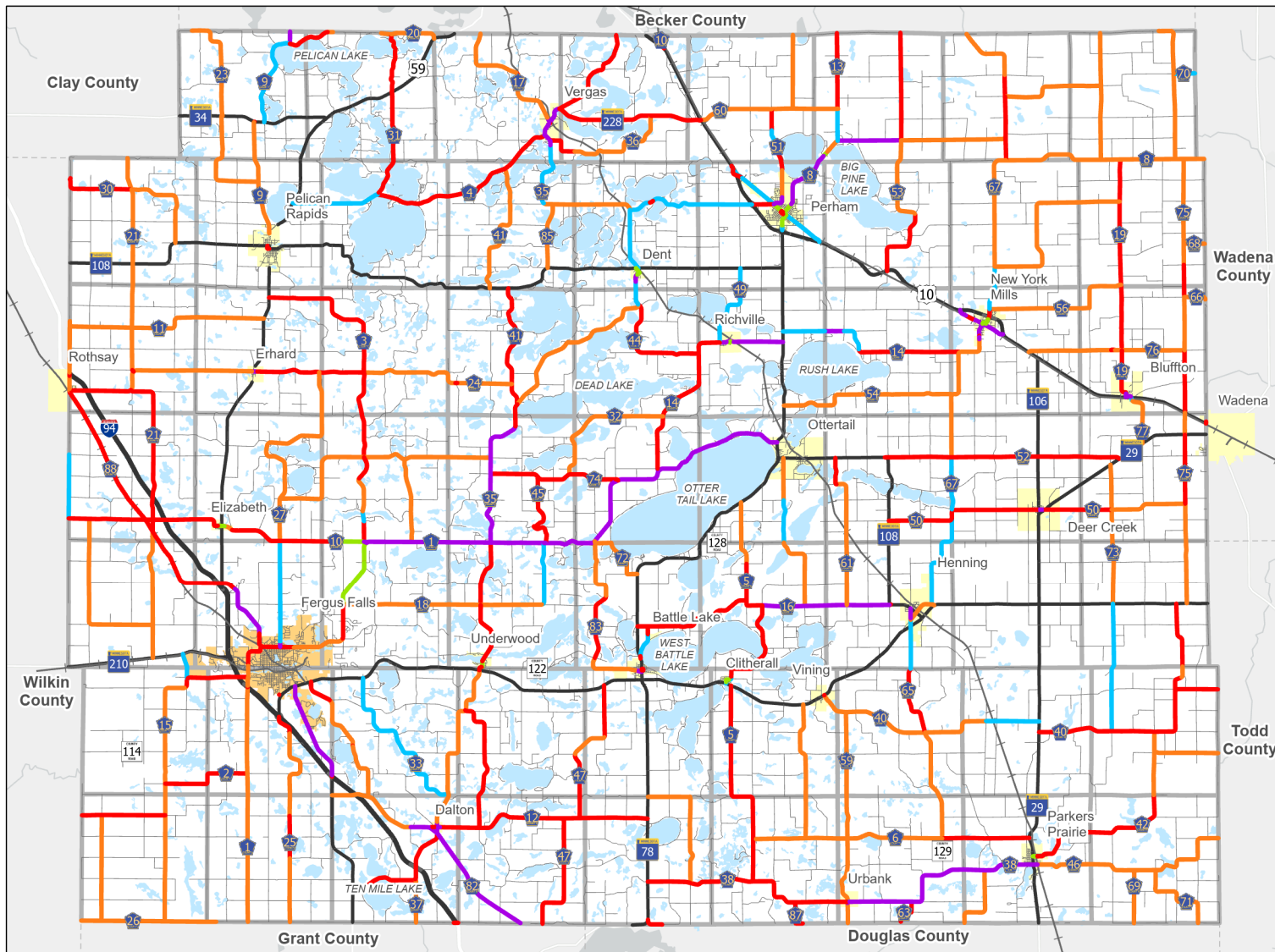
Road Weight Limits

- 10 Ton
- 9 Ton
- 8 Ton or Lower
- Local Roads
- County Boundary
- Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

Figure 8
Weight Limits



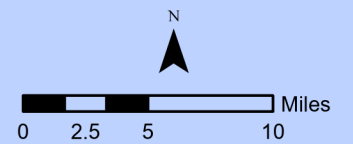
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Shoulder Width (Feet)

- 0-2
- 3-4
- 5-6
- 7-10
- <10
- County Boundary
- Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

Figure 9
Shoulder Widths



Traffic Volumes

Understanding how traffic flows and volumes change within the county system is a key component of this transportation plan. To understand current operations within Otter Tail County, an analysis of traffic volumes (average annual daily traffic) and traffic congestion) were completed.

Figure 10 shows the current average annual daily traffic (AADT) on county roadways, with **Figure 11** showing further detail in Perham and Fergus Falls. These traffic volumes utilized the most recent data from MnDOT, calculated in 2019.

Roadway Capacity Analysis and Congestion

To assess how much congestion is occurring on a roadway, we first assign an estimated capacity level to each type of road. These are called planning-level capacity thresholds and assign a daily capacity range for different roadway facilities. **Table 3** shows the capacity thresholds utilized in Otter Tail County.

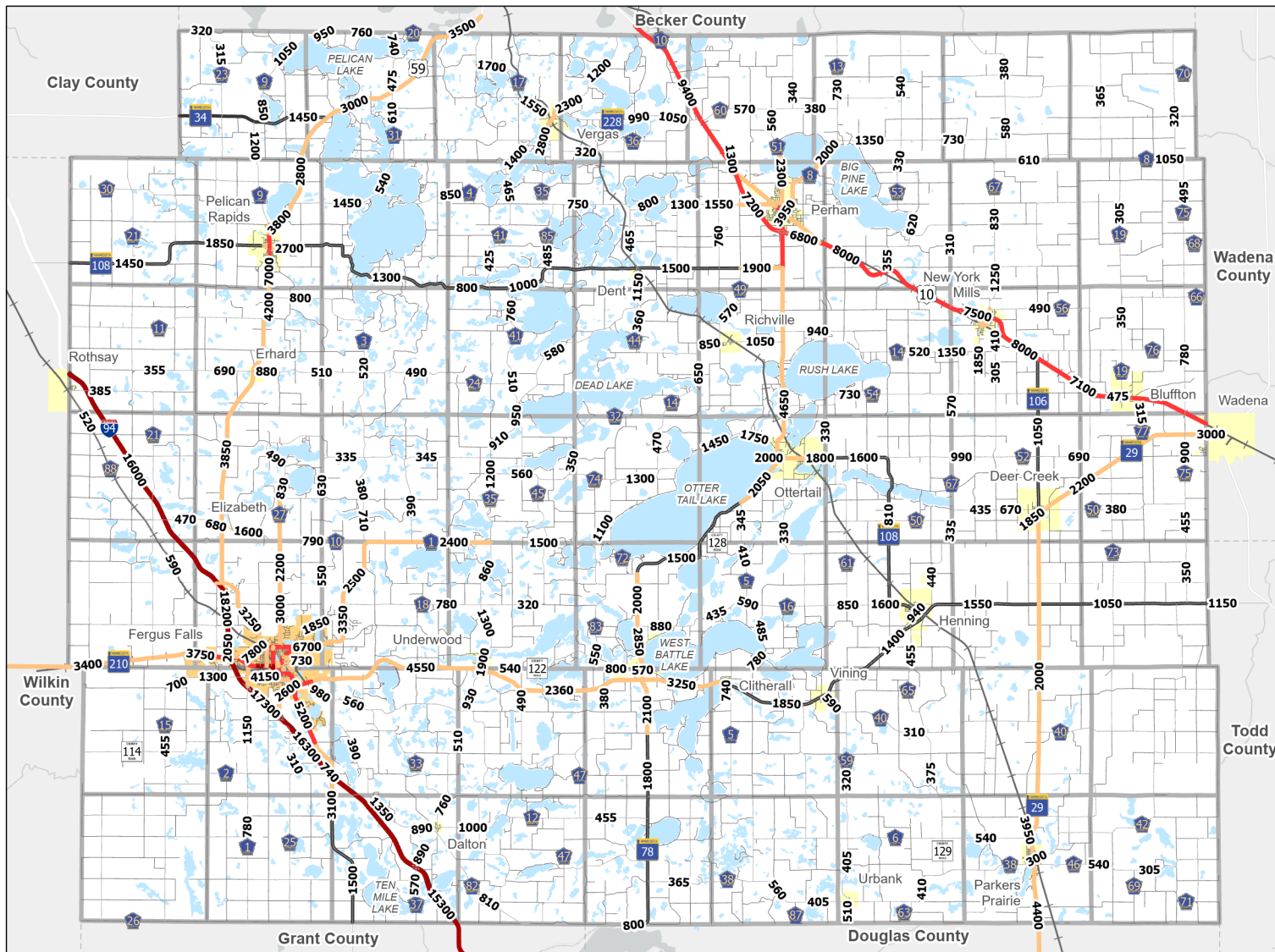
These capacity thresholds were determined using the Highway Capacity Manual and traffic engineering expertise. The ranges and capacity values are meant to be a high-level method of analysis, as specific roadways can handle more or less traffic depending on their specific circumstances. The capacity levels are then applied to roadways in the county to determine where system needs, or future roadway improvements may be needed. A volume to capacity analysis (V/C Analysis) uses the current volume of a roadway divided by the capacity assigned to that facility type to assess how close to capacity that road segment is. When traffic volumes exceed eighty-five percent of the expected capacity ($V/C > 0.85$), it is said to be approaching capacity. When traffic volumes exceed one hundred percent of the expected capacity ($V/C > 1.00$), it is said to be at capacity.

Table 3. Planning Level Capacity Thresholds

Roadway Type	AADT Range	Approaching Capacity	At Capacity
Two-lane undivided urban	8,000-10,000	8,500	10,000
Two-lane undivided rural	14,000-15,000	12,750	15,000
Two-lane divided urban (three-lane urban)	14,000-17,000	14,450	17,000
Four-lane divided urban	28,000-32,000	27,200	32,000
Four-lane expressway rural	40,000-45,000	38,250	45,000
Four-lane freeway	60,000-80,000	68,000	80,000

Using the V/C analysis method, only one roadway within Otter Tail County jurisdiction is approaching capacity. Fir Avenue, within the City of Fergus Falls, has an AADT between 9,200 and 9,500 which is nearing the “at-capacity” threshold for that roadway type at 10,000.

Figure 12 identifies this congested roadway within Fergus Falls.



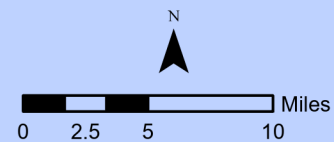
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AADT

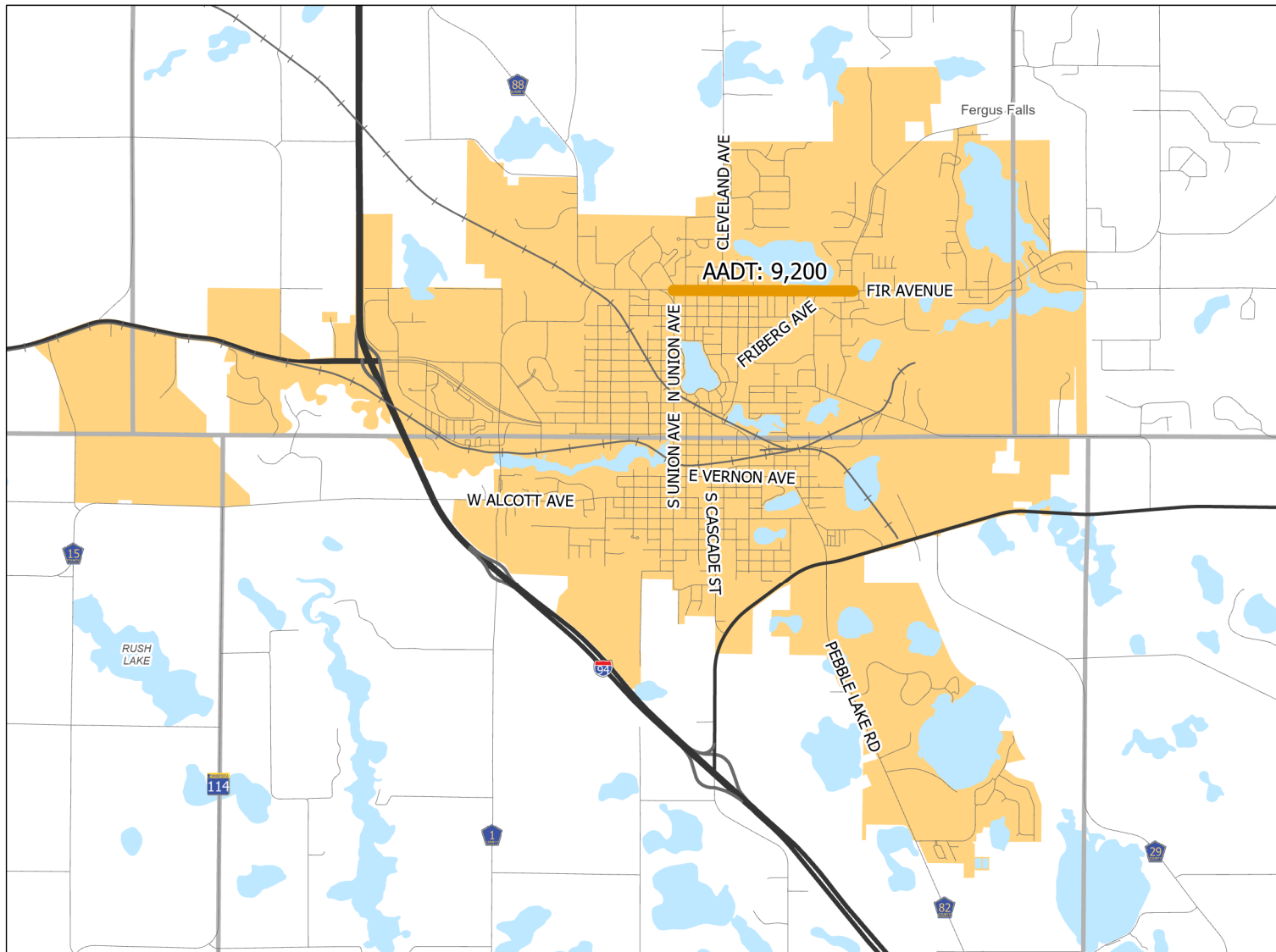
- Less than 1,850
- Between 1,850 - 5,100
- Between 5,100 - 10,300
- More than 10,300
- County Boundary
- Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

Based on 2019 State Data

Figure 10
Traffic Volumes for Otter Tail
County



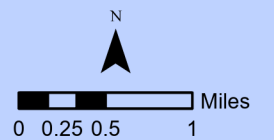
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Existing Congestion

- Approaching Capacity (V/C 0.85 - 1.0)
- County Boundary
- Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

Figure 12
Traffic Congestion for Fergus Falls



Safety and Crash Analysis

Safety is Otter Tail County’s top priority for their transportation system. The county has completed an in-depth analysis of safety conditions in their [County Road Safety Plan](#) (CRSP), which identifies at-risk locations, recommended safety improvements, and potential strategies to decrease crash rates. As the CRSP includes a high level of detail and analysis, this assessment of will remain at a summary level.

MnDOT provides crash data on a yearly basis, which includes crash location, circumstances, and severity. To understand how the system is currently operating, this analysis examined the last five years of full data available (2017-2021). Below is a summary of the findings:

- 3,079 crashes occurred on roadways within the county
- 70% of crashes resulted in property damage only
- 30 fatalities occurred within the county

Table 4 displays the crashes by severity type, ranging from property damage only to fatal.

Table 4. Crash Severity (2017-2021)

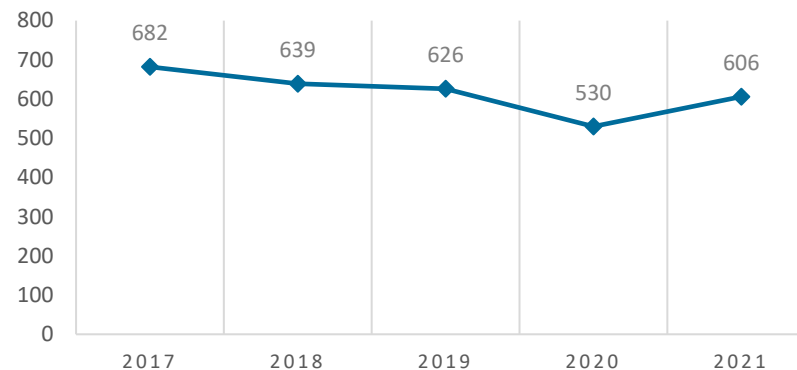
Crash Severity	Total Crashes	Percentage
Fatal	30	1%
Serious Injury	105	3%
Minor Injury	409	14%
Possible Injury	376	12%
Property Damage	2,159	70%
Total	3,079	

Overall, crash rates are trending down since 2017 with a total of 606 crashes in 2021.

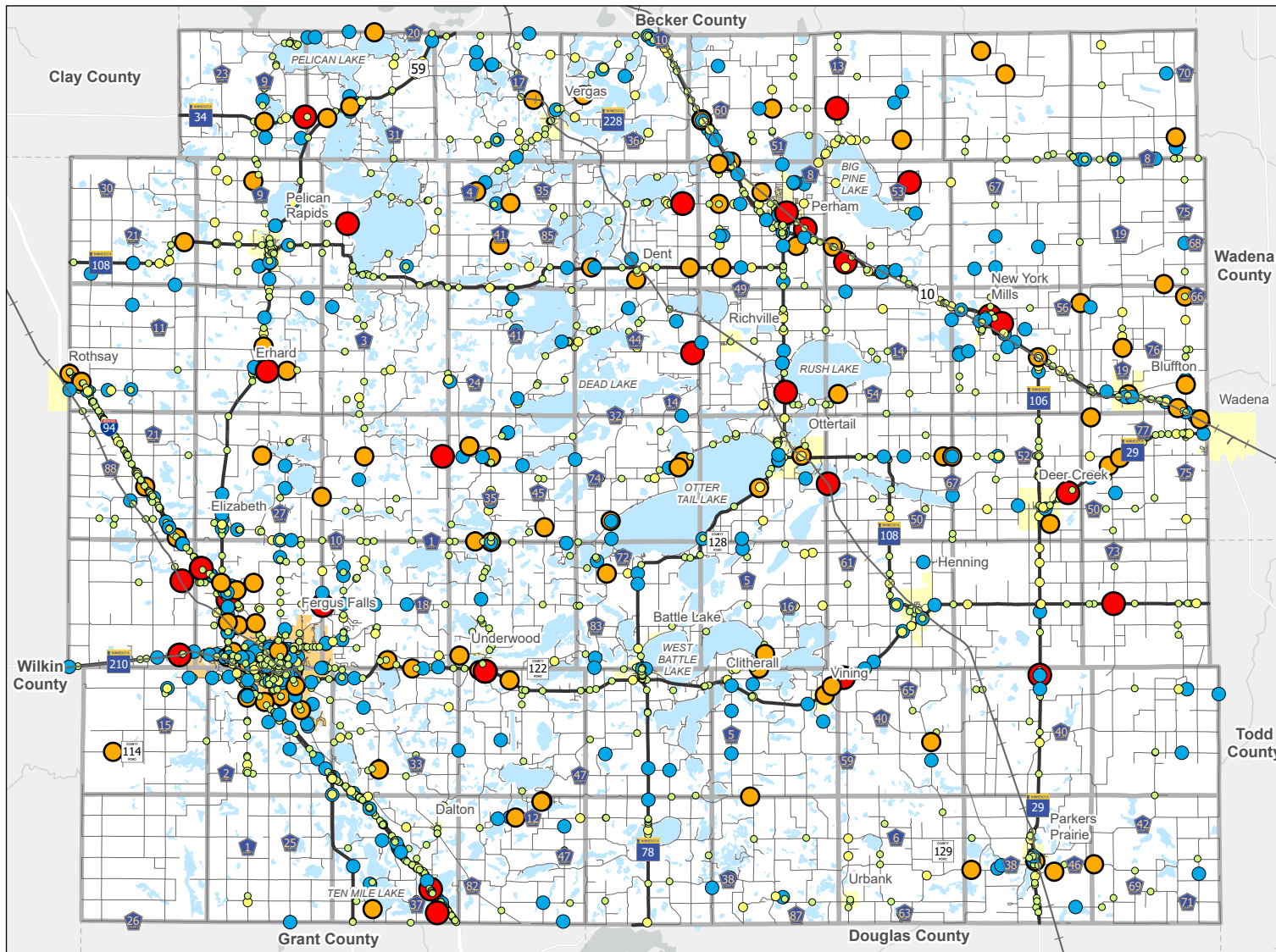
Table 5. Crash Totals and Fatalities Over Time

Year	Total Crashes	Total Fatal Accidents
2021	606	9
2020	530	8
2019	626	3
2018	639	4
2017	682	6
Total	3,079	

TOTAL CRASHES

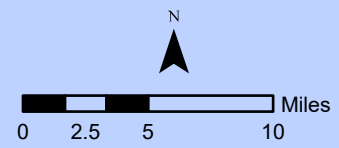


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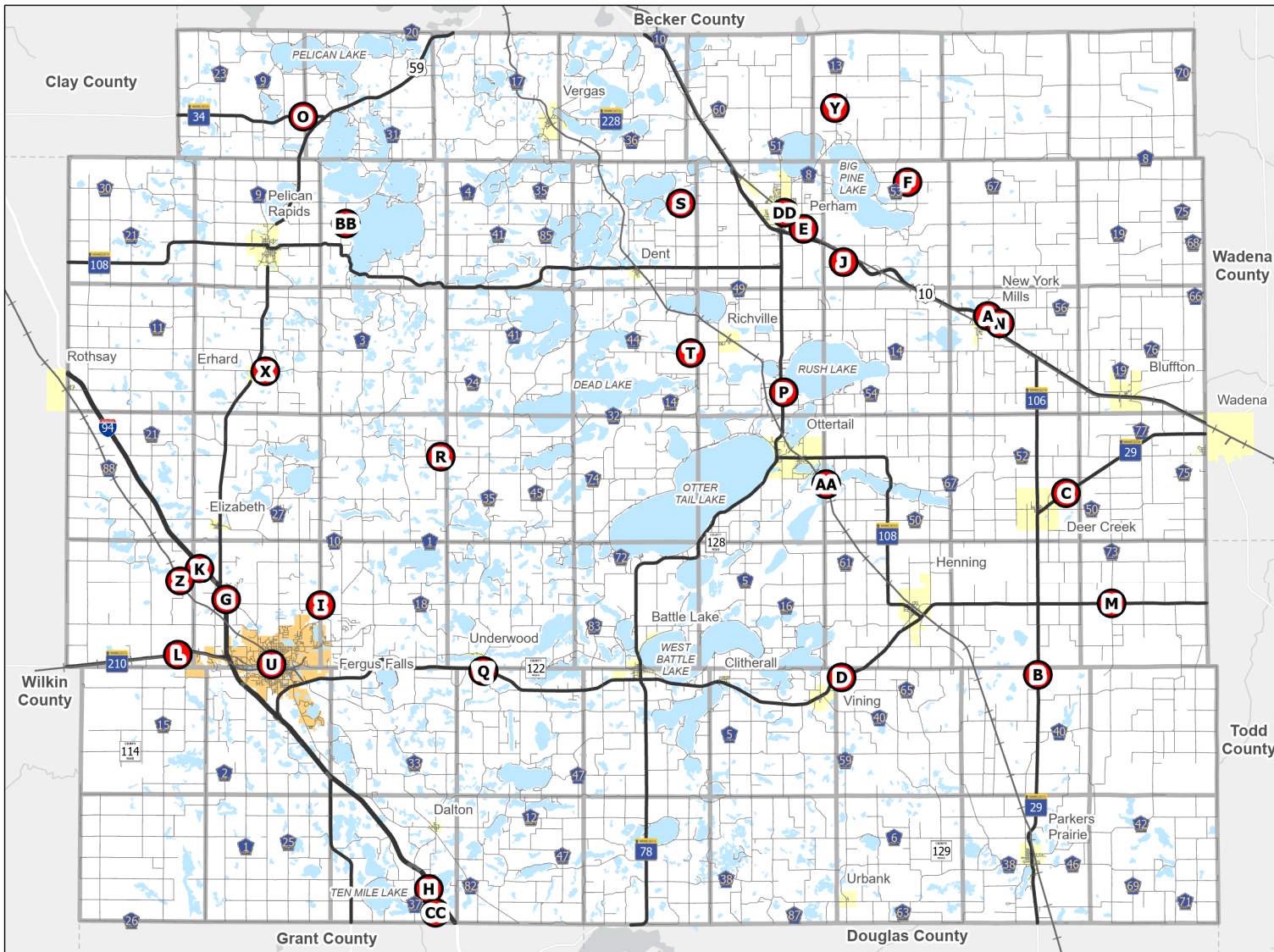


- Crashes (2017-2021)**
- Fatal (30)
 - Serious Injury (105)
 - Minor Injury (409)
 - Possible Injury (376)
 - Property Damage (2,159)
 - County Boundary
 - Railroads
 - State Aid Cities
 - Non-State Aid Cities
 - State Parks

Figure 13
Otter Tail County Crashes
2017-2021
(Excluding Animal Crashes)



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Crashes (2017-2021)

- Fatal (30)
- County Boundary
- Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

Figure 14
Otter Tail County
Fatal Crashes (2017-2021)

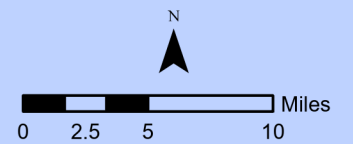


Table 6. Fatal Crashes (2017-2021)

ID	Route	Month	Year	# Fatalities	# Vehicles	Location	Manner of Collision	Weather	Contributing Factor
A	US 10	April	2017	1	1	City of New York Mills	-	Cloudy	Ran Off Road
B	TH 29	November		1	2	Elmo Twp.	Front to Front	Snow	No Clear Contributing Action
C	TH 29	February		2	2	Deer Creek Twp.	Front to Front	Clear	No Clear Contributing Action
D	TH 210	April		1	2	Folden Twp.	Front to Front	Fog/Smog	Careless/Negligent/Erratic
E	CSAH 80	June		1	4	Perham Twp.	Front to Front	Clear	Failed to Keep in Proper Lane
F	450 th St.	August		1	1	Pine Lake Twp.	-	Clear	Careless/Negligent/Erratic
G	94	September	2018	1	1	Fergus Falls Twp.	-	Clear	Reckless/Aggressive
H	94	April		1	2	Tumuli Twp.	-	Clear	No Clear Contributing Action
I	CR 111	July		1	1	Aurdal Twp.	Front to Rear	Clear	Ran Off Road
J	470 th Ave.	December		1	1	Pine Lake Twp.	-	Cloudy	-
K	94	May	2019	1	1	Fergus Falls Twp.	-	Rain	Failed to Keep in Proper Lane
L	TH 210	March		1	3	Carlisle Twp.	-	Fog/Smog	Careless/Negligent/Erratic
M	TH 210	September		1	2	Oak Valley Twp.	Angle	Clear	No Clear Contributing Action
N	US 10	August	2020	1	1	Newton Twp.	-	Clear	Reckless/Aggressive
O	TH 34	September		1	1	Scambler Twp.	-	Clear	Driver Distracted
P	TH 78	May		1	1	Rush Lake Twp.	-	Clear	Ran Off Road
Q	TH 210	February		1	2	Tordenskjold Twp.	Front to Front	Clear	Careless/Negligent/Erratic
R	CSAH 22	May		1	2	Friberg Twp.	-	Clear	Other Contributing Action
S	CSAH 34	August		1	1	Edna Twp.	-	Clear	No Clear Contributing Action
T	CSAH 44	July		1	1	Dead Lake Twp.	-	Clear	Unknown
U	N. Union Ave.	October		2	5	City of Fergus Falls	Angle	Cloudy	Other Contributing Action
V	94	October		1	1	Fergus Falls Twp.	-	Clear	Ran Off Road
W	TH 210	December		1	2	Tordenskjold Twp.	Front to Front	Clear	Wrong Side or Wrong Way
X	CSAH 24	September	2021	1	1	Erhards Grove Twp.	-	Unknown	Failed to Keep in Proper Lane
Y	CSAH 60	September		1	1	663871	-	Clear	Unknown
Z	CSAH 88	November		1	1	663750	-	Clear	Driver Speeding
AA	308 th St.	February		1	1	Leaf Lake Twp.	-	Snow	Ran Stop Sign
BB	430 th St.	May		1	1	Lida Twp.	-	Clear	Driver Speeding
CC	275 th Ave.	July		1	1	Tumuli Twp.	-	Clear	Careless/Negligent/Erratic
DD	2 nd Ave. NE	January		1	1	City of Perham	-	Cloudy	Careless/Negligent/Erratic

Future Multimodal System Analysis

Future Functional Classification

Changes to the functional classification system are recommended when a roadway will be better preserved, meet projected needs, or address identified issues once updated. To assess whether changes are needed, an analysis of the system is completed. This analysis examines roadways based on their existing classification, changes in land use and development, identifying gaps or misalignments along routes, and connection to adjacent counties.

The 2015 Transportation Plan and subsequent 2019 Plan Update created a set of functional classification changes that are being carried forward in this update. Due to jurisdictional transfers that occurred since 2019, this plan update includes additional functional classification change recommendations. These recommendations will help create a roadway system that meets the defined goals of Otter Tail County, ensures roadways are being properly managed, and create a well-connected and efficient transportation system.

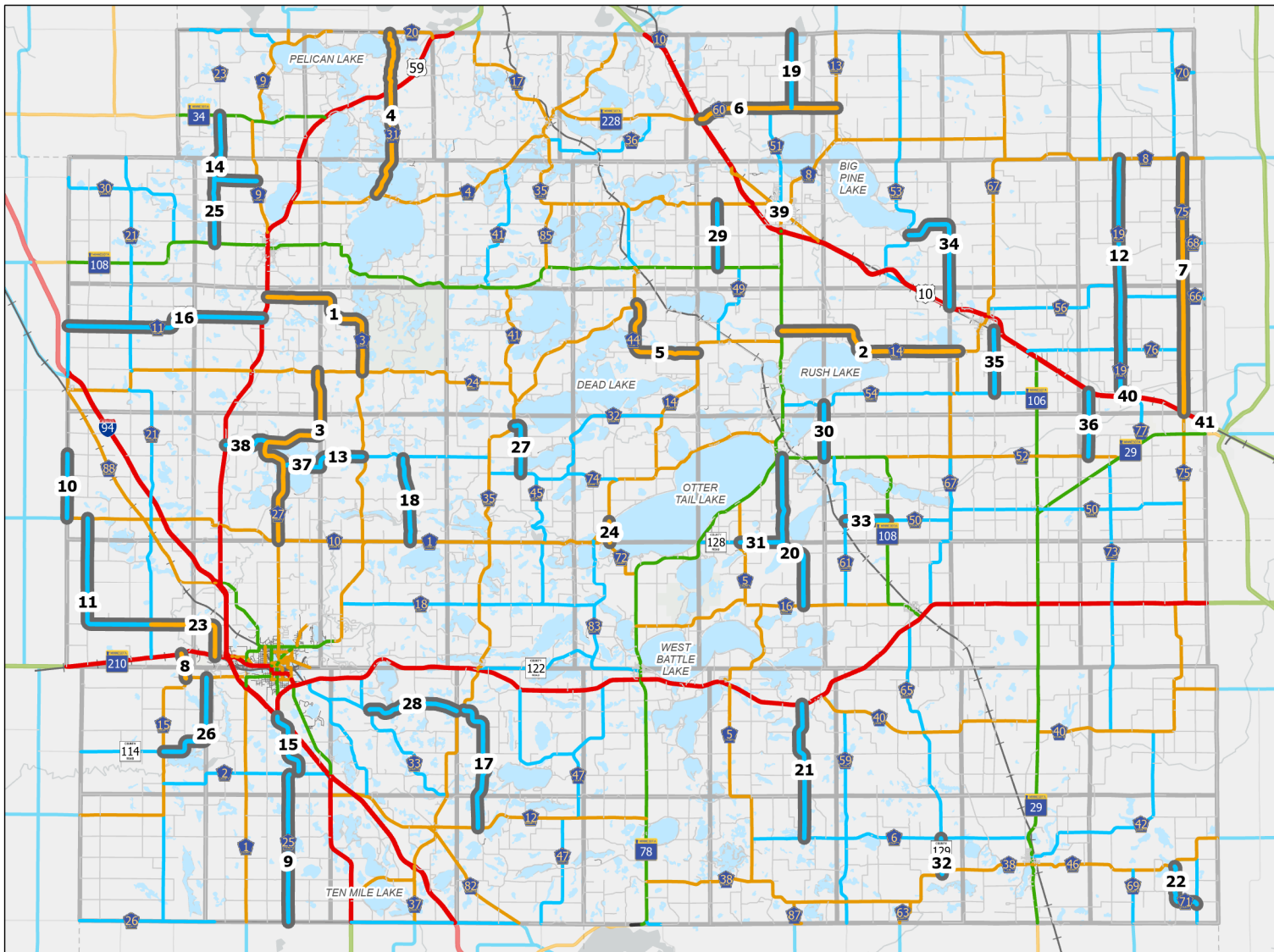
Figure 15 displays the recommended changes to the functional classification system, with **Table 7** detailing the reasoning for each change.

Table 7. Functional Classification Changes

#	Route	Length	Functional Classification		Designation	2019 AADT	Rationale
			Existing Functional Class	Future Functional Class			
CSAH Routes: Proposed Functional Classification Qualifies Routes for Federal Funding							
1	CSAH 3	7.5	Rural Local	Rural Major Collector	CSAH	800	Provides service from Pelican Rapids to Maplewood Park/tourism service along the Otter Tail Scenic Byway/high traffic level
2	CSAH 14	9.1	Rural Minor Collector	Rural Major Collector	CSAH	740	Provides connectivity from TH 78 to New York Mills, high traffic level
3	CSAH 27	10.9	Rural Local	Rural Major Collector	CSAH	495	Intermediately spaced north-south route providing mobility between Fergus Falls and CSAH 4, high traffic level
4	CSAH 31	8.2	Rural Local	Rural Major Collector	CSAH	730	Sub-Regional north-south connectivity from Becker County to CSAH 4, high traffic level
5	CSAH 44	5.3	Rural Minor Collector	Rural Major Collector	CSAH	240	Establishes east-west route between Dent, Richville and New York Mills
6	CSAH 60	6.6	Rural Minor Collector	Rural Major Collector	CSAH	510	Freight and tourism route/provides continuous east-west route from Wadena County to TH 10
7	CSAH 75	12.0	Rural Minor Collector	Rural Major Collector	CSAH	610	Freight route with connection to TH 10, continuous north-south route in eastern edge of County
8	CSAH 86	1.2	Urban Local	Rural Major Collector	CSAH	375	Access to Airport/connects CSAH 15 to TH 210
CSAH Routes: Proposed Functional Classification Eliminates Inconsistency with Designation							
9	CSAH 25	7.0	Rural Local	Rural Minor Collector	CSAH	160	Provides north-south access from Grant County
10	CSAH 11	6.0	Rural Local	Rural Minor Collector	CSAH	85	Establishes a continuous north-south route from I-94 to TH 210
11	CSAH 11	8.0	Rural Local	Rural Minor Collector	CSAH	140	Freight route / provides mobility to Fergus Falls
12	CSAH 19	11.4	Rural Major Collector	Rural Minor Collector	CSAH	260	Creates an adequately spaced north-south route between CSAH 75 and CSAH 67, providing connectivity between CSAH 8 and TH 10 (Swap in functional classification with CSAH 75, #22)
13	CSAH 22	2.4	Rural Local	Rural Minor Collector	CSAH	650	Establishes east-west route between CSAH 27 and CSAH 35
14	CSAH 23	5.1	Rural Local	Rural Minor Collector	CSAH	150	Connectivity between TH 34 to CSAH 9
15	CSAH 25	3.1	Urban Local	Rural Minor Collector	CSAH	240	Provides north-south access to I-94 near TH 210 interchange, freight route
16	CSAH 28	9.5	Rural Local	Rural Minor Collector	CSAH	225	East-west Connectivity between TH 59 and Wilkin County / Adequate east-west spacing between TH 108 and CSAH 24
17	CSAH 39	6.4	Rural Local	Rural Minor Collector	CSAH	165	Provides additional north-south connectivity from TH 210 to Dalton
18	CSAH 43	4.0	Rural Local	Rural Minor Collector	CSAH	340	Intermediate spaced north-south route between CSAH 3 and CSAH 35
19	CSAH 51	3.5	Rural Local	Rural Minor Collector	CSAH	285	Establishes north-south route between Perham and Becker County
20	CSAH 55	7.8	Rural Local	Rural Minor Collector	CSAH	275	Establishes north-south connection between CSAH 16 and Ottertail, as well as TH 108
21	CSAH 57	6.5	Rural Local	Rural Minor Collector	CSAH	150	Provides access to Vining by connecting CSAH 6 to TH 210
22	CSAH 71/ 625th Ave	2.7	Rural Local	Rural Minor Collector	CSAH	200	Provides north-south access from Douglas County to a Major Collector

#	Route	Length	Functional Classification		Designation	2019 AADT	Rationale
			Existing Functional Class	Future Functional Class			
County Roads: Proposed Functional Classification Eliminates Inconsistency with Jurisdictional Ownership							
23	CH 116	4.4	Rural Local	Rural Major Collector	CH	1,050	Freight route / connection to Fergus Falls
24	CH 145	1.0	Rural Local	Rural Major Collector	CH	630	North-south connectivity from major collectors CSAH 1 and CSAH 72
25	CH 113	3.1	Rural Local	Rural Minor Collector	CH	140	North-south connectivity between TH 108 and TH 34, as well as Becker County
26	CH 114	5.3	Rural Local	Rural Minor Collector	CH	224	Provides continuous east-west route County route from CSAH 15 South to CSAH 15 East
27	CH 115	2.5	Rural Local	Rural Minor Collector	CH	235	Tourism route Otter Tail Scenic Byway / Establishes north-south route between CSAH 74 and CSAH 35
28	CH 124	4.4	Rural Local	Rural Minor Collector	CH	190	Route has a high weight limit to support any freight movements / Provides additional east-west connectivity between Fergus Falls to CSAH 35
29	CH 125	3.0	Rural Local	Rural Minor Collector	CH	680	North-south connectivity between TH 108 and CSAH 34, as well as Perham
30	CH 127	2.5	Rural Local	Rural Minor Collector	CH	330	Provides additional north-south route to Ottertail between CSAH 54 and TH 108
31	CH 128	2.0	Rural Local	Rural Minor Collector	CH	90	Connects CSAH 55 to TH 78 / Continuous east-west collector
32	CH 129	1.7	Rural Local	Rural Minor Collector	CH	165	Creates continuous north-south route between TH 210 and CSAH 38
33	CH 132	2.0	Rural Local	Rural Minor Collector	CH	140	Provides continuous east-west County route from CSAH 61 to CSAH 75
34	CH 137	6.0	Rural Local	Rural Minor Collector	CH	310	Provides mobility to New York Mills and TH 10
35	CH 135	3.0	Rural Local	Rural Minor Collector	CH	410	Provides mobility to New York Mills
36	CH 143	3.0	Rural Local	Rural Minor Collector	CH	135	Provides mobility to Bluffton
37	Jewett Lake Road	1.8	Rural Local	Rural Minor Collector	Township	-	Creates sub-regional east-west mobility, more direct route
38	Reed Creek Road	2.2	Rural Local	Rural Minor Collector	Township	-	Creates sub-regional east-west mobility, more direct route
CSAH Routes: Proposed Functional Classification Eliminates Short Segments							
39	CSAH 51	0.1	Minor Collector	Rural Local	CSAH	1,600	Short route / limited connectivity / route spans less than one mile
40	CSAH 77	0.3	Minor Collector	Rural Local	CSAH	310	Limited connectivity / serves local trips / route spans less than one mile
Additional Transfers Recommended for 2022 Plan Update							
41	CSAH 92	0.18	Rural Local	Rural Minor Collector	CSAH	-	Road transferred to CSAH, upgrade functional class accordingly

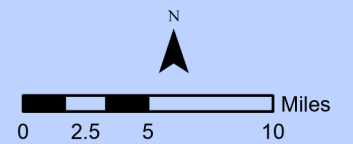
2040 Transportation Plan



Future Functional Classification by 2040

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Proposed Change
- County Boundary
- Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

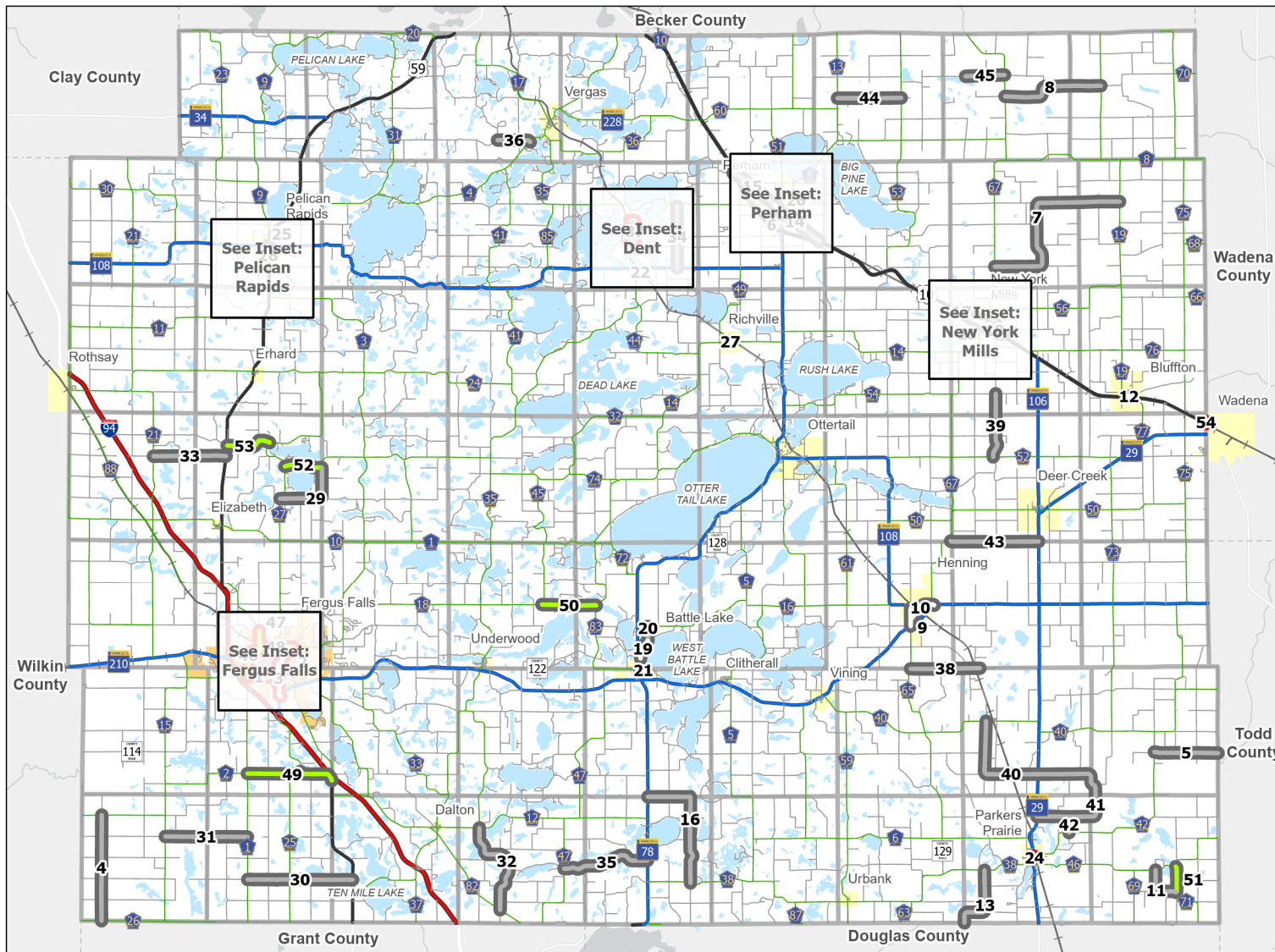
Figure 15
Future Functional Classification



Future Jurisdictional Classification

Changes to the jurisdictional classification system are recommended when a different jurisdiction may be better suited to maintain them, or to match with their future function. These changes ensure our roadway system is efficient and economically sound, putting citizen tax dollars in the appropriate location for best management.

Some changes recommended in the 2015 Transportation Plan and subsequent 2019 Plan Update have been made, with other identified changes remaining. **Table 8** and **Figures 16 and 17** identify the changes recommended in the plan update, with those made since 2019 highlighted in red, and the remaining identified with a “Change ID”.

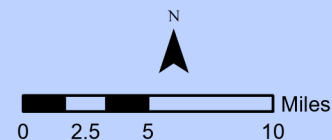


2040 Transportation Plan

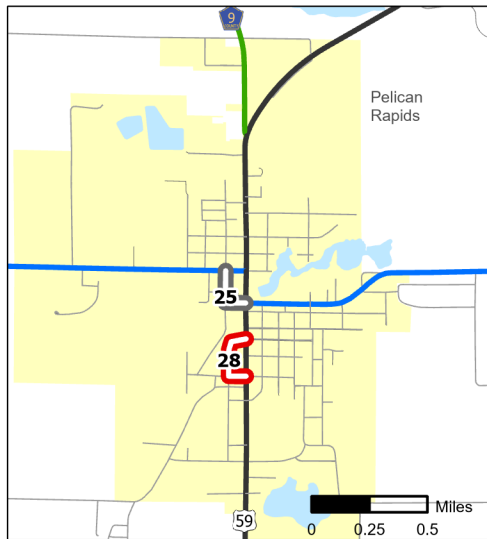
Future Roadway Jurisdiction by 2040

- Interstate Highway
- US Highway
- State Highway
- County Roadways (CSAH and CH)
- Township
- City/Other
- Proposed Change
- Change Since 2019
- # Change ID
- County Boundary
- Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

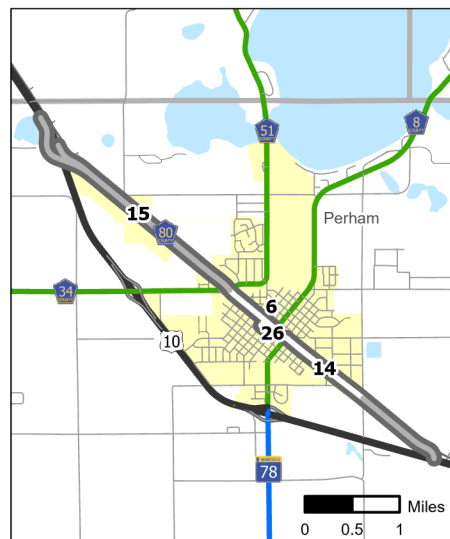
Figure 16
Future Jurisdictional Classification



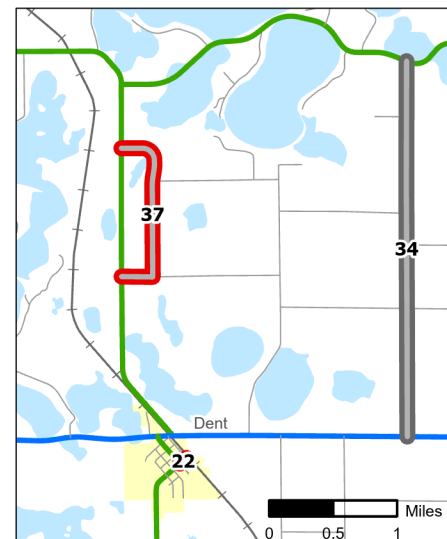
Pelican Rapids



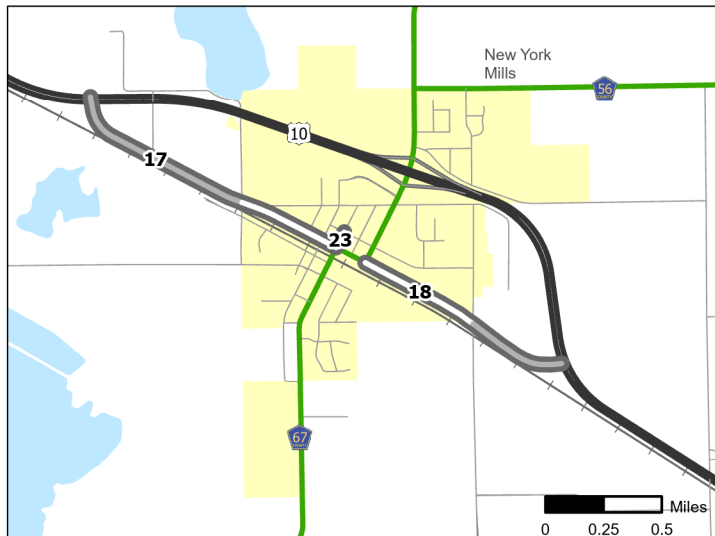
Perham



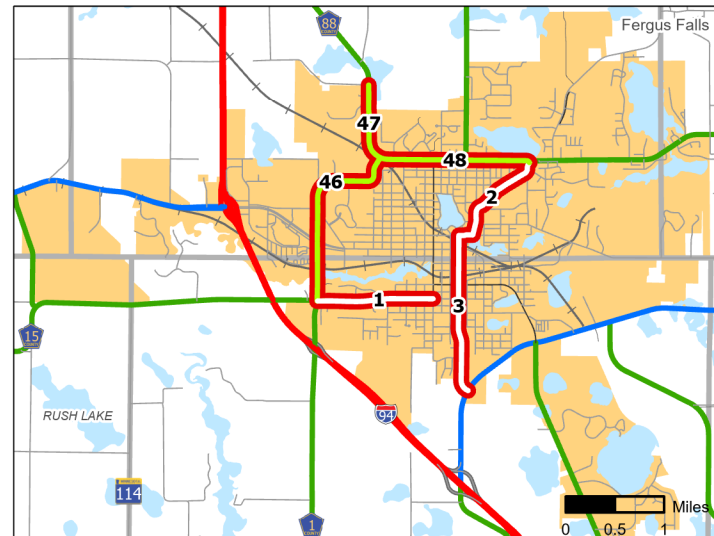
Dent



New York Mills



Fergus Falls



2040 Transportation Plan

Future Roadway Jurisdiction by 2040

- Interstate Highway
- US Highway
- State Highway
- County Roadways (CSAH and CH)
- Township
- City/Other
- Proposed Change
- # Change Since 2019
- # Change ID
- County Boundary
- + Railroads
- State Aid Cities
- Non-State Aid Cities
- State Parks

Figure 17
Future Jurisdictional Classification
(Insets)

N



Table 8. Jurisdiction Changes

#	Route	Jurisdiction		Length	Net Miles Gained/Lost				Functional Classification		2019 AADT	Weight Limit (Tons)	Rationale
		Existing Jurisdiction	Future Jurisdiction		State	County	Township	City	Existing Functional Class	Future Functional Class			
Transfer from County to Fergus Falls													
1	CSAH 1	CSAH	MSAS	1.2		-1.2		1.2	Minor Arterial	Minor Arterial	3,850	7	Completed 2019
2	CSAH 1	CSAH	MSAS	1.8		-1.8		1.8	Minor Arterial	Minor Arterial	6,500	9	Completed 2019
3	CSAH 25	CSAH	MSAS	1.1		-1.1		1.1	Minor Arterial	Minor Arterial	4,450	9	Completed 2019
Transfer from County (CSAH) to City/Township													
4	CSAH 121	CSAH	Western Twp.	5.0		-5.0	5.0		Rural Local	Rural Local	60	7	Short route/No continuity/Low AADT
5	CSAH 48	CSAH	Woodside Twp.	3.0		-3.0	3.0		Rural Local	Rural Local	85	7	Short route/Limited continuity/Low AADT
6	CSAH 51	CSAH	City of Perham	0.1		-0.1		0.1	Minor Collector	Minor Collector	1,600	-	Short route/Limited connectivity/Route spans less than one mile
7	CSAH 58	CSAH	Homestead & Blowers Twp.	9.1		-9.1	9.1		Rural Local	Rural Local	140	7	Limited east-west connectivity/indirect, circuitous route
8	CSAH 62	CSAH	Butler & Paddock Twp.	4.9		-4.9	4.9		Rural Local	Rural Local	190	7	Limited east-west connectivity
9	CSAH 65	CSAH	City of Henning	0.8		-0.8		0.8	Rural Local	Rural Local	840	-	Limited north-south connectivity
10	CSAH 67	CSAH	City of Henning	1.5		-1.5		1.5	Rural Local	Rural Local	1,050	7	Limited local connectivity/Short route
11	CSAH 71	CSAH	Eastern Twp.	1.9		-1.9	1.9		Rural Local	Rural Local	200	7	Short route/Indirect, circuitous route
12	CSAH 77	CSAH	City of Bluffton	0.3		-0.3		0.3	Minor Collector	Minor Collector	310	9	Low AADT/Limited connectivity/Serves local trips/Route spans less than one mile
13	CSAH 79	CSAH	Parkers Prairie Twp.	3.3		-3.3	3.3		Rural Local	Rural Local	155	7	Short route/Limited continuity/Low AADT
14	CSAH 80	CSAH	City of Perham	1.7		-1.7		1.7	Major Collector	Major Collector	8,800	10	Limited connectivity/Serves local trips
15	CSAH 80	CSAH	Perham Twp.	4.2		-4.2	4.2		Major Collector	Major Collector	3,550	10	Limited connectivity/Serves local trips
16	CSAH 81	CSAH	Eagle Lake Twp.	6.1		-6.1	6.1		Rural Local	Rural Local	175	7	Segment provides limited connectivity/Low AADT
17	CSAH 84	CSAH	Newton Twp.	1.3		-1.3	1.3		Rural Local	Rural Local	1,300	10	Limited connectivity/Serves local trips/Short segment
18	CSAH 84	CSAH	City of New York Mills	1.0		-1.0		1.0	Rural Local	Rural Local	2,300	10	Limited connectivity/Serves local trips
19	CSAH 89	CSAH	City of Battle Lake	1.3		-1.3		1.3	Rural Local	Rural Local	1,100	7	Limited local connectivity/Short route
20	CSAH 89	CSAH	Everts Twp.	0.4		-0.4	0.4		Rural Local	Rural Local	205	7	Limited local connectivity/Short route/Route spans less than one mile
21	CSAH 90	CSAH	City of Battle Lake	0.3		-0.3		0.3	Rural Local	Rural Local	650	-	Limited local connectivity/Short route/Route spans less than one mile
22	CSAH 91	CSAH	City of Dent	0.1		-0.1		0.1	Rural Local	Rural Local	570	-	Completed 2021
23	CSAH 94	CSAH	City of New York Mills	0.1		-0.1		0.1	Rural Local	Rural Local	920	-	Limited local connectivity/Short route/Route spans less than one mile
24	CSAH 95	CSAH	City of Parkers Prairie	0.1		-0.1		0.1	Rural Local	Rural Local	580	-	Completed 2021

#	Route	Jurisdiction		Length	Net Miles Gained/Lost				Functional Classification		2019 AADT	Weight Limit (Tons)	Rationale
		Existing Jurisdiction	Future Jurisdiction		State	County	Township	City	Existing Functional Class	Future Functional Class			
25	CSAH 96	CSAH	City of Pelican Rapids	0.2		-0.2		0.2	Rural Local	Rural Local	1,600	-	Limited local connectivity/Short route/Route spans less than one mile
26	CSAH 98	CSAH	City of Perham	0.2		-0.2		0.2	Rural Local	Rural Local	2,000	-	Limited local connectivity/Short route/Route spans less than one mile
27	CSAH 99	CSAH	City of Richville	0.1		-0.1		0.1	Rural Local	Rural Local	375		Limited local connectivity/Short route/Route spans less than one mile
28	CSAH 100	CSAH	City of Pelican Rapids	0.3		-0.3		0.3	Rural Local	Rural Local	650		Completed 2020
29	CSAH 22	CSAH	Elizabeth Twp.	3.4		-3.4	3.4		Rural Local	Rural Local	650	-	Limited local connectivity/Short route
Transfer from County (CR) to Township													
30	CH 110	CH	Aastad Twp.	5.0		-5.0	5.0		Rural Local	Rural Local	95	7	Short route/No continuity/Low AADT
31	CH 112	CH	Western & Aastad Twp.	3.9		-3.9	3.9		Rural Local	Rural Local	135	7	Short route/Indirect, circuitous route
32	CH 117	CH	St. Olaf Twp.	5.0		-5.0	5.0		Rural Local	Rural Local	185	7	Short route/Indirect, circuitous route
33	CH 118	CH	Oscar & Elizabeth Twp.	3.4		-3.4	3.4		Rural Local	Rural Local	130	7	Short, discontinuous east-west route
34	CH 123	CH	Edna Twp.	2.9		-2.9	2.9		Rural Local	Rural Local	205	7	Short route/No continuity/Low AADT
35	CH 126	CH	St. Olaf & Eagle Lake Twp.	4.2		-4.2	4.2		Rural Local	Rural Local	105	9	Short route/Indirect, circuitous route
36	CH 130	CH	Candor Twp.	1.6		-1.6	1.6		Rural Local	Rural Local	260	7	Short, discontinuous east-west route
37	CH 131	CH	Edna Twp.	1.5		-1.5	1.5		Rural Local	Rural Local	100	-	Completed 2021
38	CH 134	CH	Elmo, Folden, Henning & Inman Twps	7.0		-7.0	7.0		Rural Local	Rural Local	130	7	Short route/Limited continuity/Low AADT
39	CH 135	CH	Newton & Deer Creek Twp.	3.1		-3.1	3.1		Rural Local	Rural Local	115	9	Short route/Limited continuity/Low AADT
40	CH 136	CH	Elmo Twp.	7.4		-7.4	7.4		Rural Local	Rural Local	105	7	Low AADT/Limited connectivity/Serves local trips
41	CH 138	CH	Woodside, Eastern & Parkers Prairie Twps	7.2		-7.2	7.2		Rural Local	Rural Local	115	7	Short route/No continuity/Low AADT
42	CH 139	CH	Parkers Prairie Twp.	0.7		-0.7	0.7		Rural Local	Rural Local	40	7	Short route/No continuity/Low AADT
43	CH 140	CH	Inman Twp.	4.2		-4.2	4.2		Rural Local	Rural Local	145	7	Short route/Limited continuity/Low AADT
44	CH 146	CH	Corliss Twp.	3.0		-3.0	3.0		Rural Local	Rural Local	95	5	Limited east-west connectivity/Indirect, circuitous route/Low weight limit
45	CH 148	CH	Butler Twp.	1.8		-1.8	1.8		Rural Local	Rural Local	100	7	Short, discontinuous east-west route/Low AADT

#	Route	Jurisdiction		Length	Net Miles Gained/Lost				Functional Classification		2019 AADT	Weight Limit (Tons)	Rationale
		Existing Jurisdiction	Future Jurisdiction		State	County	Township	City	Existing Functional Class	Future Functional Class			
Transfer from Fergus Falls to County (CSAH)													
46	MSAS 125	MSAS	CSAH	2.0		2.0		-2.0	Local/Minor Arterial	Local/Minor Arterial	6,900	-	Completed 2019
47	MSAS 104	MSAS	CSAH	1.3		1.3		-1.3	Minor Arterial	Minor Arterial	4,450	10	Completed 2019
48	MSAS 137	MSAS	CSAH	1.0		1.0		-1.0	Minor Arterial	Minor Arterial	9,300	10	Completed 2019
Transfer from Township to County (CR)													
49	170 th Street	Buse Twp.	CH	4.3		4.3		-4.3	Rural Minor Collector	Rural Minor Collector	-	7	Creates continuous, sub-regional east-west route
50	250 th Street	Sverdrup & Everts Twp.	CH	2.6		2.6		-2.6	Rural Minor Collector	Rural Minor Collector	-	0	Creates continuous, sub-regional east-west route
Transfer from Township to County (CSAH)													
51	625 th Street	Eastern Twp.	CSAH	1.2		1.2		-1.2	Rural Local	Rural Minor Collector	-	7	Creates sub-regional north-south mobility/Provides more direct route
52	Jewett Lake Road	Elizabeth Twp.	CSAH	1.8		1.8		-1.8	Rural Local	Rural Minor Collector	-	0	Creates sub-regional east-west mobility/Provides more direct route
53	Reed Creek Road	Elizabeth Twp.	CSAH	2.2		2.2		-2.2	Rural Local	Rural Minor Collector	-	0	Creates sub-regional east-west mobility/Provides more direct route
Additional Transfers made between 2019-2022													
54	CSAH 92	City of Wadena	CSAH	0.18		+0.18		-0.18	Rural Local	Minor Collector	-	-	Established 2021

Financial & Performance Analysis

Analysis of Otter Tail County’s level of funding and maintenance cycles was conducted to understand how the system quality and condition may change over time. This analysis is based on current funding and maintenance schedules as of 2022.

System Management

To manage pavement within their jurisdiction, the county implements a prescriptive maintenance schedule. This schedule is created based on pavement needs, longevity, and available/projected funding. Using this system, the county can anticipate where additional funding may be needed, or specific roadways may need further attention.

Otter Tail County utilizes a tiered preservation system to preserve high-quality roadways. Rather than designating funds to the worst roadways first (worst-first approach), the county designates funds to those in the higher tiers first – which results in roadways lasting longer at lower cost. This system prioritizes roads at “fair” condition from falling into “poor” condition by focusing on preservation over reconstruction.

Transportation Funding

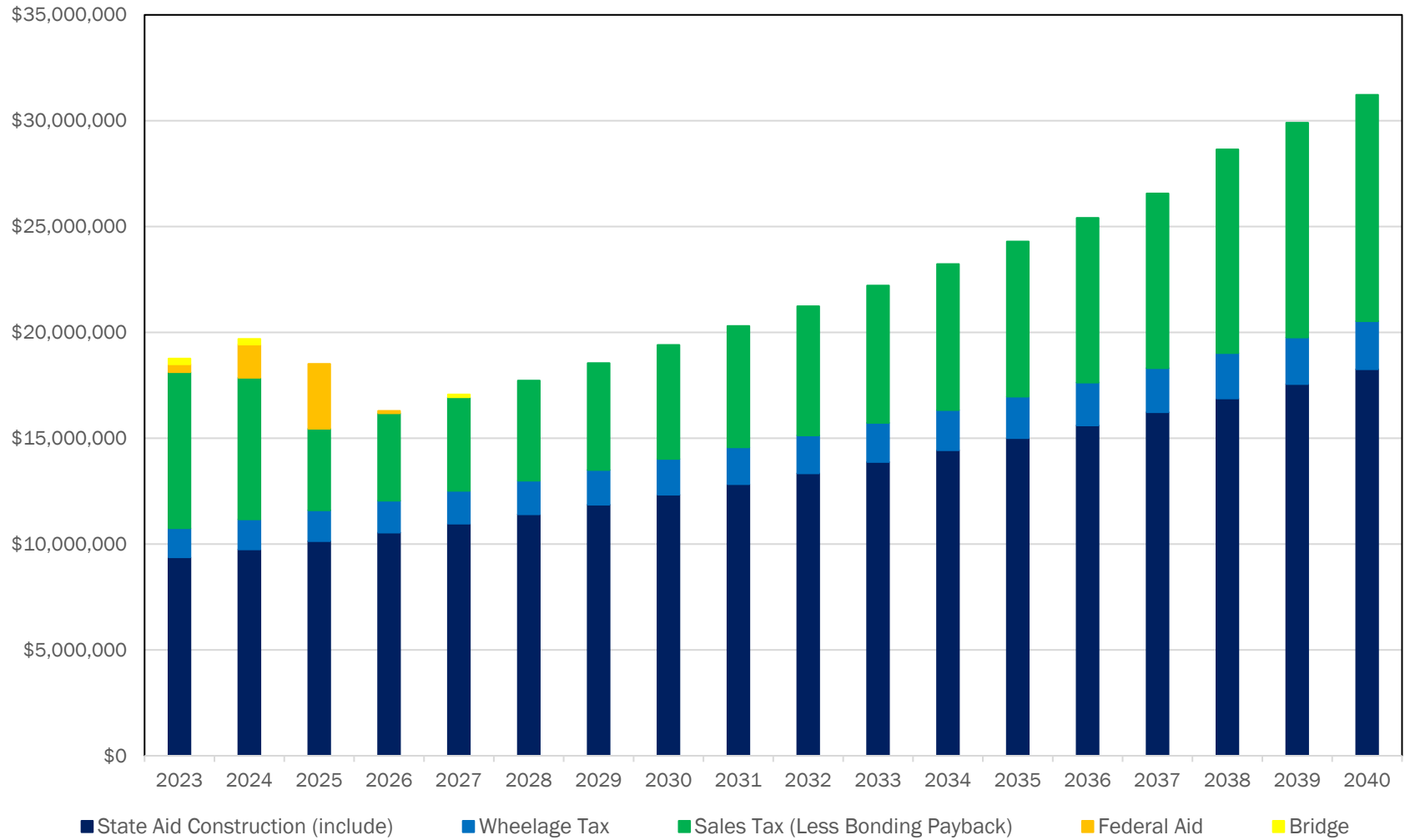
Otter Tail County utilizes multiple taxes to fund roadway maintenance and preservation. These include the wheelage tax and local option sales tax. As new funding opportunities become available, the county explores options to apply them.

Current Investment Scenario

The county currently spends approximately \$21.8 million (average over the next 10 years) per year for the reconstruction and maintenance of the pavement network.

Figure 18 provides a graphical depiction of the county’s current annual funding, plus funding generated by the wheelage and sales tax options.

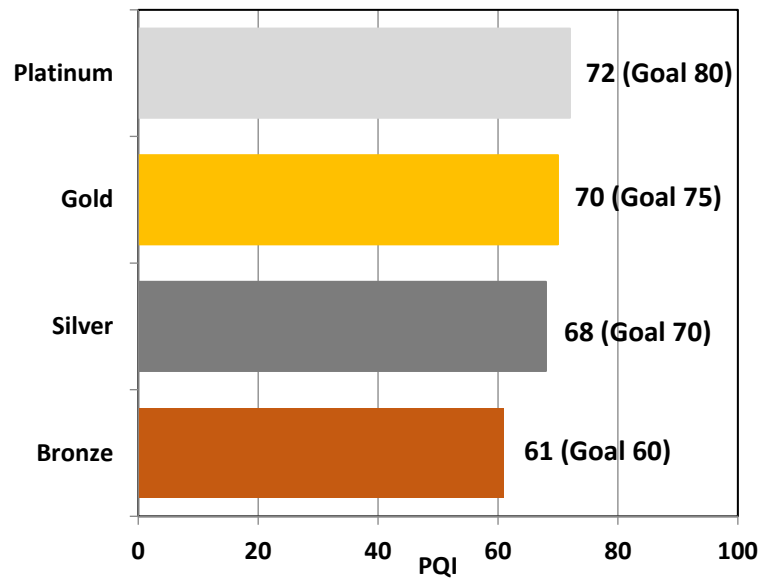
Figure 18. Annual Funding Levels



Current Pavement Condition by Tier

The county funds its preservation projects based on the Tiered Preservation System. The county has set PQI goals for each tier within this system. The average PQI for each tier in 2021 is shown in Figure 19, with the established PQI goal for each tier. Overall, the system is close to its goals for each tier.

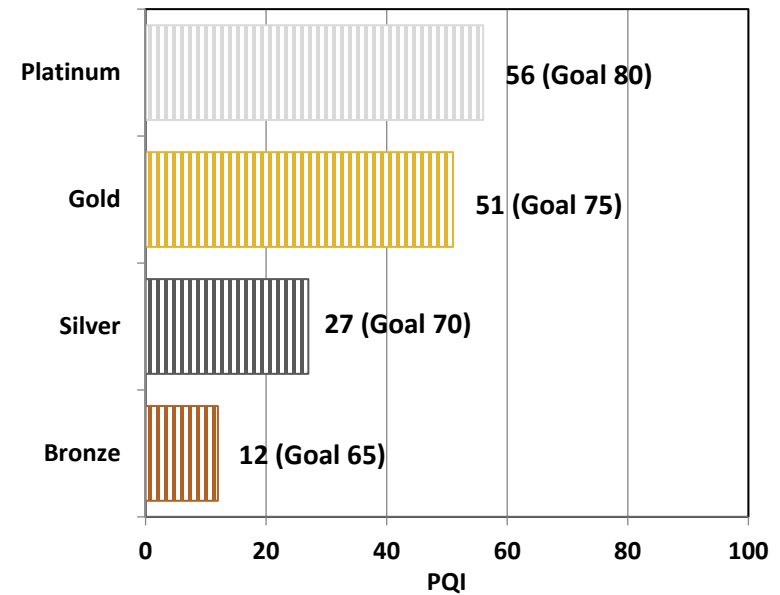
Figure 19. 2021 Average PQI



Projected Pavement Condition by Tier

The 2040 average PQI by tier is shown in Figure 20. As shown, none of the roadway tiers will be meeting goals in 2040 under the current investment scenario. In order to meet the PQI goals for all roadway tiers, additional funding is necessary or an adjustment to the tiered preservation strategy is needed.

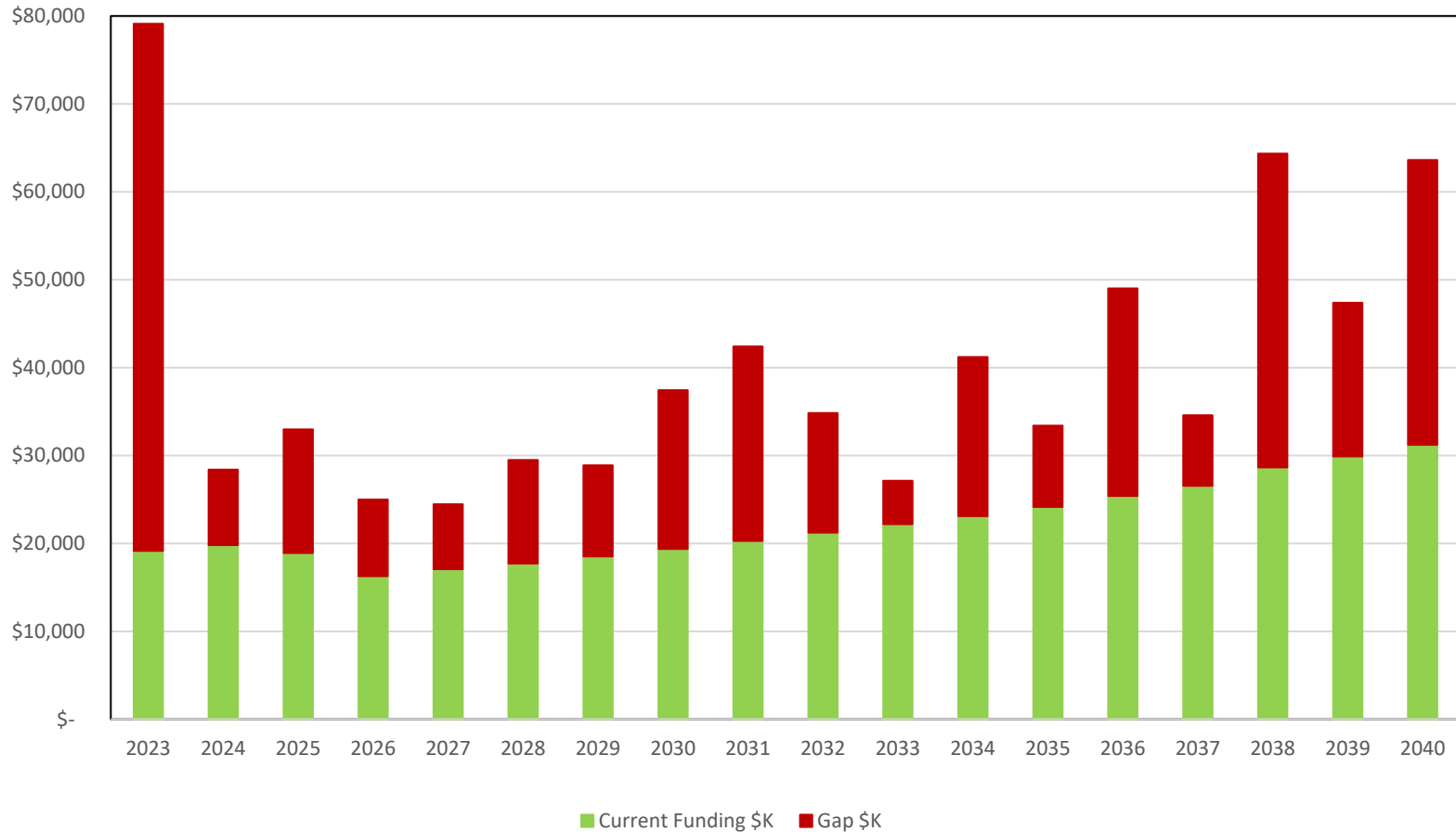
Figure 20. Projected 2040 Average PQI



Financial Gap

As shown above, the PQI goals established by the county will not be met under the current investment scenario. In order to meet these goals, it was estimated that an additional \$18 million is needed each year, on average, through 2040, as shown in Figure 21.

Figure 21. Financial Gap Analysis



Project Identification

During the creation of the Transportation Plan in 2015, several future system improvements were identified for Otter Tail County. Many of these projects were completed with some remaining as of 2022. Based on the financial review conducted during this plan update, a new project list has been created. The current County Improvement Plan (CIP) includes projects through 2028 and a summary of this plan is included in Table 9. Projects are categorized as a bridge, reconstruction, resurfacing, or seal coat project.

Multimodal Transportation

Multimodal transportation projects, including bicycling, walking and others, are identified and planned in the 2017 County-Wide Trail Master Plan. The Plan will recommend and prioritize trail projects for future programming decisions, either as independent projects, or in concert with scheduled and appropriate highway projects.

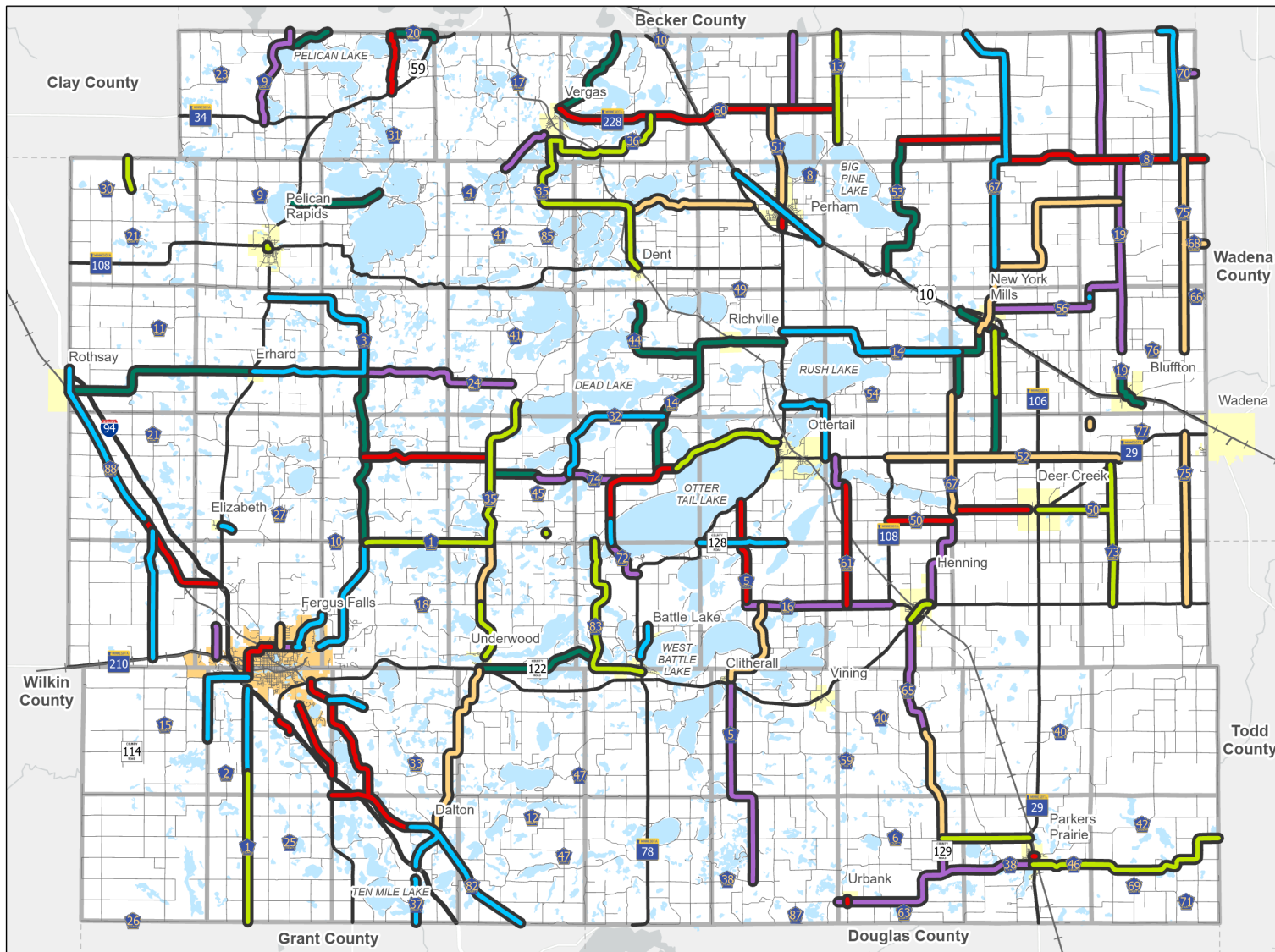
Future Program of Projects

Using the tiered preservation system, established performance targets, the county's pavement management system, the previously identified list of project needs and updated revenue forecasts, county staff prioritized various pavement, bridge, safety, etc. projects. This program of projects is expected to be implemented through 2028.

It is understood that the county staff and county board will annually review the program's progress, evaluate the current funding situation, and prepare both an annual and an updated long-term CIP. The prioritization process, the draft CIP and project maps will be presented to the public for comment and revisions prior to each programming year. The current Transportation Program project list is illustrated on Figure 22 and shown in Table 10.

Table 9. Future Roadway/Bridge Preservation Projects (in thousands of dollars)

	PLATINUM					GOLD				SILVER				BRONZE			
	BRIDGE	RECONSTRUCTION	RESURFACING	SEAL COAT	ROUNDBABOUT	BRIDGE	RECONSTRUCTION	RESURFACING	SEAL COAT	BRIDGE	RECONSTRUCTION	RESURFACING	SEAL COAT	BRIDGE	RECONSTRUCTION	RESURFACING	SEAL COAT
2023	\$577	\$5,832	\$6,020	\$1,149					\$1,089	\$1,634				\$372			
2024		\$5,216	\$4,864	\$1,656	\$2,303				\$908			\$830	\$613	\$1,275			
2025		\$5,346	\$8,025	\$1,031				\$1,927	\$339				\$222				\$328
2026			\$8,067	\$2,068			\$5,042		\$326				\$343				
2027	\$409		\$1,313	\$1,943				\$5,299	\$1,967		\$2,304	\$2,831	\$972				\$67
2028			\$10,012	\$2,233				\$2,567	\$1,446				\$19				\$127
TOTAL			\$70,371					\$18,613				\$9,771				\$2,169	



2040 Transportation Plan

Projects

- 2023
- 2024
- 2025
- 2026
- 2027
- 2028

Figure 22
Transportation Program
(2023-2028)

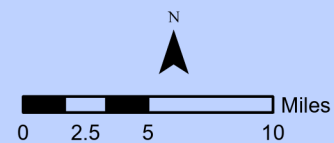


Table 10. 2023-2028 Transportation Program

2023					
Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Special		FERGUS FALLS STORAGE BUILDING			\$280.00
Special		PELICAN RAPIDS GARAGE ACCESS ROAD PAVING			\$180.00
Reconstruction	CR 35	N LIMS UNDERWOOD=>CSAH 18	Platinum	3.00	\$5,832.00
Resurfacing	CR 35	TH 108 N LIM DENT'=>2.9 MI N	Platinum	2.90	\$1,215.00
Resurfacing	CR 35	2.9 MI=>7.1 MI NW OF TH 108	Platinum	4.20	\$1,759.50
Resurfacing	CR 35	7.1 MI NW OF TH 108=>0.2 MI S OF S LIM OF VERGAS	Platinum	3.50	\$1,466.20
Resurfacing	CR 67	CSAH 65 IN HENNING=>E CITY LIM JCT'	Platinum	1.32	\$1,372.09
Resurfacing	CR 67	E LIM OF HENNING=>'TH 210	Platinum	0.20	\$207.90
Seal Coat	CR 1	SOUTH COUNTY LINE=>CR 112	Platinum	4.00	\$151.36
Seal Coat	CR 1	CR 112=>CSAH 2	Platinum	2.98	\$105.36
Seal Coat	CR 1	0.1 MI E OF CSAH 10=>CSAH 35	Platinum	2.54	\$77.01
Seal Coat	CR 1	0.8 MI E JCT' CSAH 14=>N LIM OTTERTAIL CITY	Platinum	4.64	\$140.55
Seal Coat	CR 1	N LIM OTTERTAIL CITY=>TH 78	Platinum	0.84	\$42.29
Seal Coat	CR 6	CSAH 65=>TH 29	Gold	4.10	\$113.77
Seal Coat	CR 13	CSAH 8=>CR 60	Platinum	1.52	\$45.87
Seal Coat	CR 13	CR 60=>NORTH COUNTY LINE	Gold	3.58	\$108.52
Seal Coat	CR 21	CSAH 30=>N CO LINE	Gold	1.50	\$45.41
Seal Coat	CR 35	CSAH 1=>0.1 MI N OF CO RD 115	Platinum	6.60	\$199.80
Seal Coat	CR 35	0.1 MI N CO RD 115=>CSAH 41	Platinum	1.00	\$35.32

2023

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 36	CSAH 35=>SOUTH LIMITS VERGAS	Gold	0.44	\$12.21
Seal Coat	CR 36	SO LIM VERGAS=>1.0 MI SE	Gold	1.00	\$27.75
Seal Coat	CR 36	1.0 MI SE OF VERGAS=>CSAH 60	Gold	5.30	\$160.44
Seal Coat	CR 46	SOO LINE RR=>0.16 MI E	Platinum	0.16	\$4.44
Seal Coat	CR 46	0.16 MI E OF SOO LINE RR=>E LIM PARKERS PRAIRIE	Platinum	0.09	\$2.50
Seal Coat	CR 46	E LIM PARKERS PRAIRIE=>3.1 MI E	Platinum	3.10	\$86.02
Seal Coat	CR 46	3.1 MI=>3.7 MI E OF E LIM PARKERS PRAIRIE	Platinum	0.60	\$18.92
Seal Coat	CR 46	3.7 MI E OF E LIM PARKERS PRAIRIE=>CR 69	Platinum	1.70	\$47.17
Seal Coat	CR 46	CR 69=>E CO LINE	Gold	4.30	\$119.32
Seal Coat	CR 50	TH 106=>TH 29	Gold	0.30	\$16.65
Seal Coat	CR 50	TH 29=>E LIM DEER CREEK	Platinum	0.72	\$19.98
Seal Coat	CR 50	E LIM=>CSAH 73	Gold	2.40	\$66.60
Seal Coat	CR 73	TH 210=>TH 29	Gold	6.60	\$199.80
Seal Coat	CR 83	LAKE AVE=>OLAF ST BATTLE LAKE	Gold	0.30	\$16.65
Seal Coat	CR 83	OLAF ST=>W LIM BATTLE LAKE	Platinum	0.41	\$12.41
Seal Coat	CR 83	W LIM BATTLE LAKE=>CO RD 122	Platinum	2.10	\$63.57
Seal Coat	CR 83	JCT CO RD 122=>3.6 MI S OF CSAH 1	Platinum	2.80	\$84.76
Seal Coat	CR 83	3.6 MI S CSAH 1=>1.5 MI S CSAH 1	Gold	2.10	\$63.57
Seal Coat	CR 83	1.5 MI S OF CSAH 1=>CSAH 72	Gold	1.50	\$45.41
Seal Coat	CR 83	CSAH 72=>CSAH 1	Gold	0.10	\$3.15

2023

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 96	MILL AVE IN PELICAN RAPIDS	Platinum	0.08	\$4.74
Seal Coat	CR 96	1ST ST IN PELICAN RAPIDS	Platinum	0.14	\$7.77
Seal Coat	CR 135	JCT CH 142=>JCT CSAH 84	Gold	2.99	\$90.51
Bridge	CR 45	BRIDGE NO. 7266	Silver		\$1,634.00
Bridge	CR 67	BRIDGE NO. 92516	Platinum		\$577.00
HSIP		INTERSECTION LIGHTING			\$375.00
HSIP		COUNTY WIDE 6 INCH EDGELINES			\$244.00
				2023 TOTAL	\$17,382.29

2024

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Special		NORTH CENTRAL GARAGE			\$4,000.00
Roundabout	CR 1	FIR AVE=>LENORE WAY	Platinum	0.28	\$2,303.00
Reconstruction	CR 1	CSAH 2=>INT 94	Platinum	4.06	\$5,216.18
Resurfacing	CR 24	TH 59=>EAST 0.15 MI	Platinum	0.15	\$120.81
Resurfacing	CR 24	0.15 MI E OF TH 59=>E LIM ERHARD	Platinum	0.31	\$136.18
Resurfacing	CR 24	E LIM ERHARD=>CSAH 3	Platinum	4.80	\$2,108.62
Resurfacing	CR 37	S CO LINE=>CSAH 35	Silver	2.10	\$830.27
Resurfacing	CR 80	NW JCT TH 10=>N CITY LIM PERHAM	Platinum	2.20	\$861.75
Resurfacing	CR 80	N CITY LIM PERHAM=>CSAH 8	Platinum	0.77	\$653.50
Resurfacing	CR 80	CSAH 8=>E CITY LIM	Platinum	0.39	\$356.45
Resurfacing	CR 80	E CITY LIM OF PERHAM=>SE JCT TH 10	Platinum	1.60	\$626.73
Seal Coat	CR 1	LENORE WAY=>LAKEVIEW DR	Platinum	0.88	\$42.74
Seal Coat	CR 1	LAKEVIEW DR=>LAKEWOOD DR	Platinum	0.15	\$7.20
Seal Coat	CR 1	LAKWOOD DR=>0.40 MI E	Platinum	0.40	\$19.43
Seal Coat	CR 1	0.4 MI E OF LAKEWOOD DR=>0.10 MI NO CSAH 18	Platinum	2.23	\$72.25
Seal Coat	CR 1	0.1 MI N CSAH 18=>0.1 MI E CSAH 10	Platinum	3.31	\$107.09
Seal Coat	CR 3	CSAH 24=>6.5 MILES NORTH	Platinum	6.50	\$210.54
Seal Coat	CR 3	6.5 M N CSAH 24=>TH 59	Platinum	1.01	\$29.96
Seal Coat	CR 10	TH 59=>0.13 MI E	Platinum	0.13	\$8.42
Seal Coat	CR 10	0.13 MI E OF TH 59=>E LIM ELIZABETH	Platinum	0.43	\$13.93
Seal Coat	CR 11	CSAH 88=>FAI94	Platinum	0.34	\$14.82

2024

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 11	FAI 94=>NO CORP LIMITS OF ROTHSAY	Platinum	0.15	\$5.56
Seal Coat	CR 14	TH 78=>2.2 MI E	Gold	2.20	\$74.23
Seal Coat	CR 14	2.2 MI E=>2.4 MI E OF TH 78	Gold	0.20	\$11.88
Seal Coat	CR 14	2.4 MI E=>2.9 MI E OF TH 78	Gold	0.50	\$16.87
Seal Coat	CR 14	2.9 MI E OF TH 78=>4.1 MI W OF CSAH 67	Gold	2.10	\$68.02
Seal Coat	CR 14	4.1 MI W=>CSAH 67	Gold	4.10	\$132.80
Seal Coat	CR 15	0.1 MI E OF OTTER TAIL RIVER=>0.4 MI W OF CSAH 1	Platinum	0.90	\$29.15
Seal Coat	CR 15	0.4 M W=>CSAH 1	Platinum	0.40	\$12.96
Seal Coat	CR 21	TH 210=>CSAH 88	Gold	6.20	\$200.82
Seal Coat	CR 32	CSAH 74=>2.4 MILES NORTH	Silver	2.40	\$77.74
Seal Coat	CR 32	2.4 MI=>3.6 MI N OF CSAH 74	Silver	1.20	\$38.87
Seal Coat	CR 32	3.6 MI N CSAH 74=>CSAH 14	Silver	3.20	\$103.65
Seal Coat	CR 35	FAI 94=>SO LIM DALTON	Platinum	2.10	\$62.35
Seal Coat	CR 54	TH 78=>CH 127	Gold	2.00	\$64.78
Seal Coat	CR 67	CSAH 58=>S CSAH 67	Platinum	5.40	\$189.49
Seal Coat	CR 67	S JCT CSAH 67=>CSAH 8	Platinum	1.00	\$35.09
Seal Coat	CR 67	CSAH 8=>473rd ST	Platinum	0.41	\$13.38
Seal Coat	CR 67	473rd ST=>CSAH 62	Platinum	1.69	\$50.09
Seal Coat	CR 67	CSAH 62=>BUTLER	Gold	1.00	\$32.39
Seal Coat	CR 67	BUTLER=>0.70 MI NORTH	Gold	0.70	\$22.67
Seal Coat	CR 67	0.70 MI=>1.10 MI W OF BUTLER	Gold	0.40	\$13.50

2024

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 67	1.10 MI N OF BUTLER=>N CO LINE	Gold	2.10	\$68.02
Seal Coat	CR 75	CSAH 8=>N CO LINE	Gold	6.00	\$202.44
Seal Coat	CR 82	S CO LINE=>S LIM DALTON	Platinum	6.10	\$230.52
Seal Coat	CR 82	S LIM=>W LIM DALTON	Platinum	0.30	\$11.34
Seal Coat	CR 82	W LIM DALTON=>1.0 MI W	Platinum	1.00	\$37.79
Seal Coat	CR 88	CSAH 10=>S LIM OF ROTHSAY	Platinum	7.00	\$226.74
Seal Coat	CR 88	S LIM ROTHSAY=>CSAH 24	Platinum	0.09	\$2.92
Seal Coat	CR 89	0.94 MI N OF TH 78=>N LIM BATTLE LAKE	Platinum	0.26	\$11.93
Seal Coat	CR 89	TH 78=>0.94 MI N	Platinum	0.94	\$54.55
Seal Coat	CR 89	N LIM BATTLE LAKE=>CSAH 16	Silver	0.40	\$12.96
Seal Coat	CR 111	JCT 1=>N LIMITS FERGUS FALLS	Platinum	0.52	\$16.84
Seal Coat	CR 111	NO LIM FERGUS FALLS=>1.6 MI NO	Platinum	1.60	\$51.83
Seal Coat	CR 114	S JCT CSAH 15=>1.5 M S OF N JCT CSAH 15	Silver	3.80	\$123.09
Seal Coat	CR 114	1.5 M S OF N JCT CSAH 15=>N JCT CSAH 15	Silver	1.50	\$48.59
Seal Coat	CR 120	JCT CSAH 29=>0.6 M EAST	Platinum	0.60	\$19.43
Seal Coat	CR 120	0.6 MI EAST JCT CSAH 29=>CSAH 33	Platinum	1.10	\$35.63
Seal Coat	CR 127	JCT TH 108=>JCT CSAH 54	Silver	2.50	\$80.98
Seal Coat	CR 128	JCT TH 78=>410th AVE.	Silver	1.00	\$32.39
Seal Coat	CR 128	410th AVE.=>JCT CSAH 5	Silver	0.91	\$29.48
Seal Coat	CR 128	JCT CSAH 5=>JCT CSAH 55	Silver	2.04	\$66.08
Seal Coat	CR 145	CSAH 72=>CSAH 1	Platinum	1.00	\$32.39
Bridge	CR 56	BRIDGE NO. 92707	Bronze		\$372.00

2024

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
HSIP		COUNTY WIDE CENTERLINE RUMBLE STRIPS			\$410.00
HSIP		TWO TEE TO SINGLE TEE ON CSAH 5 AND CSAH 16			\$450.00
HSIP		TWO TEE TO SINGLE TEE ON CSAH 47 AND CSAH 47			\$450.00
				2024 TOTAL	\$22,074.09

2025

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Reconstruction	CR 35	CSAH 18=>CSAH 1	Platinum	3.00	\$5,346.00
Resurfacing	CR 51	CSAH 80=>0.06 MI EAST	Platinum	0.06	\$41.00
Resurfacing	CR 51	0.06 MI E CSAH 80=>0.11 MI S NEW W LIM PERHAM	Platinum	0.51	\$348.51
Resurfacing	CR 51	0.11 MI S OF NEW W CORP LIM PERHAM=>NEW W CORP LIM PERHAM	Platinum	0.11	\$41.34
Resurfacing	CR 51	NEW W CORP LIM PERHAM=>N LIM PERHAM	Platinum	1.17	\$439.73
Resurfacing	CR 51	N LIM PERHAM=>1.0 MI N	Platinum	1.00	\$375.84
Resurfacing	CR 51	1.0 MI N=>1.8 MI N OF LIM PERHAM	Platinum	0.80	\$341.67
Resurfacing	CR 51	1.8 MI N=>2.9 MI N OF N LIM PERHAM	Platinum	1.10	\$413.43
Resurfacing	CR 51	2.9 MI N OF N LIM PERHAM=>W JCT CSAH 60	Platinum	0.30	\$112.75
Resurfacing	CR 52	TH 108=>CSAH 67	Platinum	3.20	\$1,341.20
Resurfacing	CR 52	JCT CSAH 67=>0.10 MI EAST	Platinum	0.10	\$41.91
Resurfacing	CR 52	CR 135=>TH 106	Platinum	2.10	\$806.82
Resurfacing	CR 52	0.1 MI E OF CSAH 67=>CR 135	Platinum	1.80	\$691.56
Resurfacing	CR 52	TH 106=>TH 29	Platinum	4.00	\$1,676.50
Resurfacing	CR 75	TH 210=>CSAH 50	Gold	4.70	\$1,927.05
Resurfacing	CR 75	CSAH 50=>TH 29	Platinum	3.30	\$1,353.03
Seal Coat	CR 5	JCT NEW TH 210 N=>OLD TH 210	Platinum	0.05	\$1.73
Seal Coat	CR 5	OAK ST FROM OLD TH 210=>CEDAR ST	Platinum	0.25	\$8.66
Seal Coat	CR 5	ON MAIN - CEDAR=>CENTRAL AVE	Platinum	0.16	\$8.32
Seal Coat	CR 5	CENTRAL AVE=>N LIM CLITHERALL	Platinum	0.06	\$1.91

2025

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 5	NO LIM OF CLITHERALL=>1.7 MI NO	Gold	1.70	\$54.01
Seal Coat	CR 5	1.7 MI NO=>2.7 MI NO OF NO LIM CLITHERALL	Gold	1.00	\$31.77
Seal Coat	CR 5	2.7 MI NO OF NO LIM CLITHERALL=>CSAH 16	Gold	2.00	\$63.54
Seal Coat	CR 27	FIR AVE FERGUS FALLS=>0.19 MI N	Platinum	0.19	\$12.07
Seal Coat	CR 27	0.19 MI NO OF FIR AVE=>NO CORP LIM FERGUS FALLS	Platinum	0.31	\$10.74
Seal Coat	CR 27	N LIM OF FERGUS FALLS=>0.2 MI N	Platinum	0.20	\$6.93
Seal Coat	CR 27	0.2 MI N=>0.5 MI N OF N LIM FERGUS FALLS	Platinum	0.30	\$10.40
Seal Coat	CR 34	CSAH 35=>3.2 MILES EAST	Platinum	3.20	\$101.66
Seal Coat	CR 34	3.2 MI E OF CSAH 35=>2.3 MI W OF W LIM PERHAM	Platinum	1.30	\$41.30
Seal Coat	CR 34	2.3 MI W=>0.3 MI W OF W LIM PERHAM	Platinum	2.00	\$63.54
Seal Coat	CR 34	0.3 MI W=>W CORP LIM PERHAM	Platinum	0.30	\$8.91
Seal Coat	CR 35	N LIM OF DALTON=>S LIM UNDERWOOD	Platinum	8.40	\$266.87
Seal Coat	CR 58	CSAH 67=>CSAH 19	Bronze	9.10	\$328.53
Seal Coat	CR 65	CSAH 6=>CSAH 40	Silver	5.20	\$187.73
Seal Coat	CR 67	CSAH 50=>CSAH 52	Gold	2.50	\$86.65
Seal Coat	CR 67	CSAH 52=>CSAH 54	Gold	3.00	\$103.98
Seal Coat	CR 67	S LIM NEW YORK MILLS=>0.23 MI N	Platinum	0.23	\$14.61
Seal Coat	CR 67	0.23 MI N OF S LIM NEW YORK MILLS=>CSAH 84	Platinum	0.36	\$22.87
Seal Coat	CR 67	BROADWAY - OLD TH 10=>GILMAN ST	Platinum	0.28	\$18.60

2025

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 67	GILLMAN ST=>N LIM NEW YORK MILLS	Platinum	0.54	\$37.43
Seal Coat	CR 67	N LIM NEW YORK MILLS=>CSAH 58	Platinum	2.20	\$82.60
Seal Coat	CR 68	CSAH 75=>E CO LINE	Silver	1.00	\$34.66
Seal Coat	CR 75	CSAH 76=>1.6 MI N	Platinum	1.60	\$55.45
Seal Coat	CR 75	1.6 MI=>1.8 MI N OF CSAH 76	Platinum	0.20	\$6.93
Seal Coat	CR 75	1.8 MI=>4.0 MI N OF CSAH 76	Platinum	2.20	\$76.25
Seal Coat	CR 75	4.0 MI N OF CSAH 76=>CSAH 8	Platinum	5.00	\$173.29
Bridge	CR 143	BRIDGE NO. 91554	Bronze		\$1,275.00
HSIP		COUNTY WIDE 6 INCH EDGELINES			\$315.00
2025 TOTAL					\$18,810.31

2026

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Reconstruct	CR 50	CSAH 67=>W LIMS DEER CREEK	Gold	3.00	\$4,033.08
Reconstruct	CR 50	W LIM DEER CREEK=>0.50 MI E	Gold	0.50	\$672.18
Reconstruct	CR 50	0.5 MI E=>0.73 MI E OF W LIM DEER CREEK	Gold	0.23	\$337.32
Resurfacing	CR 8	JCT TH 10=>S CITY LIMS PERHAM	Platinum	0.20	\$89.69
Resurfacing	CR 8	S CITY LIMS OF PERHAM=>4TH ST	Platinum	0.35	\$313.92
Resurfacing	CR 8	4TH ST=>S E JCT CSAH 80	Platinum	0.35	\$194.63
Resurfacing	CR 60	CSAH 4=>EAST LIMITS VERGAS	Platinum	0.07	\$30.54
Resurfacing	CR 60	EAST LIMITS VERGAS=>TH 10	Platinum	6.86	\$3,074.52
Resurfacing	CR 60	TH 10=>CSAH 51	Platinum	3.40	\$1,388.29
Resurfacing	CR 60	CSAH 51=>1.7 MI E	Platinum	1.70	\$694.14
Resurfacing	CR 51	2.9 MI N OF N LIM PERHAM=>W JCT CSAH 60	Platinum	1.00	\$374.29
Resurfacing	CR 60	1.7 MI E=>1.9 MI E CSAH 51	Platinum	0.20	\$81.66
Resurfacing	CR 60	1.9 MI E CSAH 51=>CSAH 13	Platinum	0.10	\$40.83
Resurfacing	CR 82	1.0 MI W OF W LIM DALTON=>TH 59	Platinum	4.50	\$1,784.64
Seal Coat	CR 1	I 94=>0.2 MI N	Platinum	0.16	\$6.03
Seal Coat	CR 1	TOWER ROAD - CSAH 15=>WESTSIDE DRIVE	Platinum	0.17	\$9.46
Seal Coat	CR 1	WESTSIDE DRIVE=>OTTERTAIL DRIVE	Platinum	0.17	\$10.51
Seal Coat	CR 1	TOWER ROAD - OTTERTAIL DRIVE=>WESTERN AVE	Platinum	0.19	\$15.27
Seal Coat	CR 1	TOWER ROAD - WESTERN AVE=>LINCOLN AVE	Platinum	0.08	\$6.43

2026

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 1	TOWER ROAD - LINCOLN AVE=>COLLEGE WAY	Platinum	0.25	\$17.59
Seal Coat	CR 1	TOWER ROAD=>FIR AVE	Platinum	1.03	\$76.39
Seal Coat	CR 1	1.9 M S OF AMOR=>0.8 MI E JCT CSAH 14	Platinum	4.99	\$185.03
Seal Coat	CR 5	CSAH 16=>1.7 MILES NORTH	Gold	1.70	\$57.79
Seal Coat	CR 5	1.7 M N CSAH 16=>TH 78	Silver	3.00	\$111.25
Seal Coat	CR 8	CSAH 53=>0.1 M E OF CSAH 53	Platinum	0.10	\$3.40
Seal Coat	CR 8	0.1 MI E CSAH 53=>CSAH 67	Platinum	4.90	\$166.57
Seal Coat	CR 8	CSAH 67=>CSAH 19 W JCT	Platinum	4.60	\$170.59
Seal Coat	CR 8	W JCT OF CSAH 19=>E CO LINE	Platinum	4.70	\$174.30
Seal Coat	CR 22	CSAH 3=>CSAH 35	Gold	6.10	\$242.05
Seal Coat	CR 25	0.3 MI S OF INT 94=>INT 94	Silver	0.30	\$12.98
Seal Coat	CR 29	CSAH 82=>3.3 MI NO	Gold	3.30	\$124.87
Seal Coat	CR 29	3.3 MI N OF CSAH 82=>TH 210	Gold	3.60	\$133.50
Seal Coat	CR 31	TH 59=>1.7 MI NORTH	Platinum	1.70	\$57.79
Seal Coat	CR 31	1.7 MI N OF TH 59=>CSAH 20	Platinum	1.40	\$47.59
Seal Coat	CR 35	TH 108 N LIM DENT'=>2.9 MI N	Platinum	2.90	\$112.03
Seal Coat	CR 35	2.9 MI =>7.1 MI NW OF TH 108	Platinum	4.20	\$155.75
Seal Coat	CR 35	7.1 MI NW OF TH 108=>0.2 MI S OF S LIM OF VERGAS	Platinum	3.50	\$135.20
Seal Coat	CR 59	0.16 MI =>0.25 MI N OF S LIMS	Gold	0.09	\$5.56
Seal Coat	CR 59	0.25 MI =>0.39 MI N OF S LIMS URBANK	Gold	0.14	\$5.19
Seal Coat	CR 61	CSAH 16=>5.9 MI NORTH	Silver	5.90	\$218.80

2026

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 67	CSAH 65 IN HENNING=>E CITY LIM JCT	Platinum	1.32	\$48.95
Seal Coat	CR 67	E LIM OF HENNING=>TH 210	Platinum	0.20	\$7.42
Seal Coat	CR 82	N RAMP FAI 94=>S LIMS FERGUS FALLS	Platinum	2.60	\$216.94
Seal Coat	CR 82	S LIMS FERGUS FALLS=>TH 210	Platinum	2.04	\$256.28
Seal Coat	CR 88	FAI 94=>JCT CSAH 10	Platinum	5.00	\$185.42
2026 TOTAL					\$16,086.68

2027

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Reconstruct	CR 61	5.9 MI N CSAH 16=> 0.1 MI S TH 108	Silver	1.50	\$2,160.58
Reconstruct	CR 61	0.1 MI S OF TH108=>TH108	Silver	0.10	\$144.04
Resurfacing	CR 4	CSAH 41=>WEST LIMITS VERGAS	Platinum	2.98	\$1,266.31
Resurfacing	CR 56	CSAH 67=>CORP LIM NEW YORK MILLS	Gold	0.25	\$120.00
Resurfacing	CR 56	E CORP LIM NEW YORK MILLS=>4.5 MI E	Gold	4.50	\$2,159.35
Resurfacing	CR 56	4.5 MI E=>CSAH 19	Gold	2.40	\$1,151.65
Resurfacing	CR 61	CSAH 16=>5.9 MI NORTH	Silver	5.90	\$2,831.15
Resurfacing	CR 74	2.5 MI E CSAH 35=>0.1 MI E CSAH 45	Platinum	0.10	\$47.59
Resurfacing	CR 74	0.1 MI E CSAH 45=>0.1 MI W OF AMOR	Gold	3.60	\$1,581.47
Resurfacing	CR 74	0.1 MI W OF AMOR=>0.2 MI E OF AMOR	Gold	0.30	\$241.61
Resurfacing	CR 74	0.2 MI E OF AMOR=>CSAH 1	Gold	0.10	\$45.76
Seal Coat	CR 1	FIR AVE - UNION=>TH 297 (EAST JCT)	Platinum	0.09	\$6.25
Seal Coat	CR 1	FIR AVE - TH 297=>PARK ST	Platinum	0.08	\$4.89
Seal Coat	CR 1	FIR AVE - PARK=>CLEVELAND AVE	Platinum	0.27	\$18.75
Seal Coat	CR 1	CLEVELAND AVE=>FRIBERG AVE	Platinum	0.14	\$9.89
Seal Coat	CR 5	JCT CSAH 38=>180th ST	Silver	6.82	\$270.46
Seal Coat	CR 5	180th ST=>NEW TH 210	Platinum	3.18	\$126.34
Seal Coat	CR 6	CSAH 65=>TH 29	Gold	4.10	\$149.13
Seal Coat	CR 9	TH 59=>N LIM OF PELICAN RAPIDS	Platinum	0.45	\$16.37
Seal Coat	CR 9	NO LIM PELICAN RAPIDS=>TH 34	Platinum	5.00	\$198.40
Seal Coat	CR 9	TH 34=>3.0 MI NO	Platinum	3.00	\$119.04
Seal Coat	CR 9	3.0 MI NO OF TH 34=>400' NO OF CSAH 20	Platinum	1.70	\$67.46

2027

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 9	400' NO CSAH 20=>NO CO LINE	Platinum	0.50	\$19.84
Seal Coat	CR 16	0.8 M EAST OF CSAH 55=>TH 108	Platinum	3.30	\$218.24
Seal Coat	CR 19	CSAH 76=>CSAH 8	Silver	8.90	\$353.16
Seal Coat	CR 19	CSAH 8=>0.2 MI S OF CSAH 62	Silver	3.30	\$124.03
Seal Coat	CR 19	0.2 MI S=>0.1 MI S OF CSAH 62	Silver	0.10	\$3.97
Seal Coat	CR 19	0.1 MI S OF CSAH 62=>N CO LINE	Silver	2.60	\$103.17
Seal Coat	CR 24	TH 59=>EAST 0.15 MI	Platinum	0.15	\$9.99
Seal Coat	CR 24	0.15 MI E OF TH 59=>E LIM ERHARD	Platinum	0.31	\$11.26
Seal Coat	CR 24	E LIM ERHARD=>CSAH 3	Platinum	4.80	\$174.37
Seal Coat	CR 24	CSAH 3=>CSAH 41	Gold	7.40	\$305.87
Seal Coat	CR 35	N LIMS UNDERWOOD=>CSAH 18	Platinum	3.00	\$99.90
Seal Coat	CR 35	0.2 MI S OF S LIM OF VERGAS=>S CORP LIM OF VERGAS	Platinum	0.20	\$13.23
Seal Coat	CR 35	S LIM VERGAS=>CSAH 4	Platinum	0.39	\$25.79
Seal Coat	CR 37	S CO LINE=>CSAH 35	Silver	2.10	\$76.29
Seal Coat	CR 38	0.45 MI E OF W LIM URBANK=>CSAH 38	Gold	0.06	\$2.04
Seal Coat	CR 38	CSAH 59=>TH 29	Gold	10.03	\$729.43
Seal Coat	CR 51	CSAH 60=>1.4 MI NORTH	Gold	1.40	\$55.55
Seal Coat	CR 51	1.4 MI N OF CSAH 60=>N CO LINE	Gold	2.00	\$79.36
Seal Coat	CR 65	CSAH 40=>3.1 MI NORTH	Platinum	3.10	\$123.01
Seal Coat	CR 65	3.1 M N CSAH 40=>S LIM HENNING	Platinum	2.20	\$94.57
Seal Coat	CR 65	S LIM HENNING=>CSAH 67	Platinum	0.54	\$23.21

2027

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 67	OLD TH 210=>0.75 MI N AT N LIM HENNING	Gold	0.75	\$29.76
Seal Coat	CR 67	N LIM HENNING=>0.50 MI NORTH	Gold	0.50	\$19.84
Seal Coat	CR 72	1.5 MI NW OF TH 78=>2.5 MI NW OF TH 78	Platinum	1.00	\$36.37
Seal Coat	CR 72	2.5 MI NW TH 78=>CSAH 83	Gold	0.80	\$29.10
Seal Coat	CR 80	NW JCT TH 10=>N CITY LIM PERHAM	Platinum	2.20	\$87.30
Seal Coat	CR 80	N CITY LIM PERHAM=>CSAH 8	Platinum	0.77	\$66.20
Seal Coat	CR 80	CSAH 8=>E CITY LIM	Platinum	0.39	\$36.11
Seal Coat	CR 80	E CITY LIM OF PERHAM=>SE JCT TH 10	Platinum	1.60	\$63.49
Seal Coat	CR 116	170TH AVE=>TH 210	Platinum	1.40	\$55.55
Seal Coat	CR 129	CSAH 38=>JCT CSAH 6	Bronze	1.69	\$67.06
Bridge	CR 51	BRIDGE NO. 93368	Platinum		\$409.00
HSIP		COUNTY WIDE 6 INCH EDGELINES			\$330.00
2027 TOTAL					\$16,848.99

2028

Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Resurfacing	CR 1	LENORE WAY=>LAKEVIEW DR	Platinum	0.88	\$677.54
Resurfacing	CR 1	LAKEVIEW DR=>LAKEWOOD DR	Platinum	0.15	\$114.07
Resurfacing	CR 1	LAKEWOOD DR=>0.40 MI E	Platinum	0.40	\$308.07
Resurfacing	CR 1	0.4 MI E OF LAKEWOOD DR=>0.10 MI NO CSAH 18	Platinum	2.23	\$1,145.33
Resurfacing	CR 14	CSAH 1 TO N 0.1 MI=>N 0.1 MI	Platinum	0.10	\$47.29
Resurfacing	CR 14	.1 MI=>2.7 MI N OF CSAH 1	Platinum	2.60	\$1,180.24
Resurfacing	CR 14	2.7 MI N=>2.8 MI N OF CSAH 1	Platinum	0.10	\$45.39
Resurfacing	CR 14	2.8 MI N OF CSAH 1=>W LIM RICHVILLE	Platinum	5.20	\$2,360.48
Resurfacing	CR 14	W LIM RICHVILLE=>E 0.25 MILES	Platinum	0.25	\$208.06
Resurfacing	CR 14	0.25 MI E OF W LIM=>0.66 MI E OF W LIM RICHVILLE	Platinum	0.25	\$208.06
Resurfacing	CR 14	0.66 MI E OF W LIM=>E LIM RICHVILLE	Platinum	0.41	\$348.97
Resurfacing	CR 14	E LIM RICHVILLE=>TH 78	Platinum	2.00	\$907.88
Resurfacing	CR 16	0.2 M WEST OF SOUTH CSAH 5=>0.8 M EAST CSAH 55	Gold	3.00	\$2,567.23
Resurfacing	CR 20	CSAH 9=>1.5 MI E	Platinum	1.50	\$766.02
Resurfacing	CR 20	1.5 M E CSAH 9=>225TH AVE	Platinum	0.50	\$255.34
Resurfacing	CR 20	0.9 MI=>0.7 MI WEST CSAH 31	Platinum	0.20	\$102.14
Resurfacing	CR 20	0.7 MI W OF CSAH 31=>CSAH 31	Platinum	0.70	\$317.76
Resurfacing	CR 20	CSAH 31=>2.0 MILES EAST	Platinum	2.00	\$832.22
Resurfacing	CR 20	2.0 M E OF CSAH 31=>TH 59	Platinum	0.20	\$90.79
Resurfacing	CR 99	ON MAIN 2ND AVE=>CSAH 14 RICHVILLE	Platinum	0.09	\$96.72

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Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 1	CSAH 2=>INT 94	Platinum	4.06	\$146.51
Seal Coat	CR 3	CSAH 10=>1.15 MILES NORTH	Platinum	1.15	\$48.83
Seal Coat	CR 3	1.15=>1.55 MI N OF CSAH 10	Platinum	1.25	\$53.07
Seal Coat	CR 3	1.55 MI N CSAH 10=>0.25 MI N CSAH 22	Platinum	2.70	\$105.08
Seal Coat	CR 3	0.25 MI N CSAH 22=>1.5 M N CSAH 22	Platinum	6.50	\$252.98
Seal Coat	CR 3	1.5 M N CSAH 22=>CSAH 24	Platinum	1.00	\$42.46
Seal Coat	CR 4	TH 59=>CR 31	Platinum	4.15	\$176.36
Seal Coat	CR 4	W LIM OF VERGAS=>0.08 MI E	Platinum	0.08	\$3.40
Seal Coat	CR 4	0.08 MI E OF W CORP LIM=>PILICAN AVE	Platinum	0.47	\$19.96
Seal Coat	CR 4	PILICAN AVE=>SECOND AVE	Platinum	0.33	\$25.69
Seal Coat	CR 4	SECOND AVE=>MAIN ST VERGAS	Platinum	0.13	\$10.12
Seal Coat	CR 4	CSAH 60=>E LIM VERGAS	Platinum	0.04	\$1.70
Seal Coat	CR 4	E LIM VERGAS=>2.0 MI NORTH	Platinum	2.00	\$84.92
Seal Coat	CR 4	2.0 MI N=>2.6 MI N OF E LIM VERGAS	Platinum	0.59	\$25.22
Seal Coat	CR 4	2.6 MI N OF E LIM VERGAS=>N CO LINE	Platinum	2.30	\$97.65
Seal Coat	CR 19	TH 10 ON PROSPECT ST=>0.06 MI N OF 4TH ST	Gold	0.23	\$17.90
Seal Coat	CR 19	PROSPECT ST=>0.32 MI NO	Gold	0.32	\$15.85
Seal Coat	CR 24	CSAH 88=>E LIM ROTHSAY	Gold	0.33	\$14.01
Seal Coat	CR 24	E CORP LIM ROTHSAY=>2.3 MI EAST	Gold	2.30	\$97.65
Seal Coat	CR 24	2.3 MI=>2.9 MI E OF ROTHSAY	Gold	0.60	\$25.47
Seal Coat	CR 24	2.9 MI E OF ROTHSAY=>3.4 MI EAST	Gold	0.50	\$21.23

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Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 24	3.4 MI E OF ROTHSAY=>3.8 MI EAST	Gold	0.40	\$18.40
Seal Coat	CR 24	3.8 MI E OF ROTHSAY=>WEST LIMITS ERHARD	Gold	5.20	\$239.18
Seal Coat	CR 24	W LIM ERHARD=>0.1 MI E	Gold	0.10	\$4.60
Seal Coat	CR 24	537.8' E OF W CORP LIM=>LAKESIDE DRIVE	Gold	0.11	\$5.06
Seal Coat	CR 24	LAKESIDE AVE=>TH 59	Gold	0.09	\$7.01
Seal Coat	CR 35	SO LIM UNDERWOOD=>CLEVELAND AVE	Platinum	0.24	\$10.19
Seal Coat	CR 35	CLEVELAND=>N LIMS UNDERWOOD	Platinum	0.45	\$39.80
Seal Coat	CR 35	CSAH 18=>CSAH 1	Platinum	3.00	\$116.76
Seal Coat	CR 42	ON SOO ST - TH 29=>EAST RR R/W	Platinum	0.16	\$18.30
Seal Coat	CR 42	E SIDE RR=>0.19 MI E	Gold	0.19	\$14.79
Seal Coat	CR 42	0.19 MI E OF RR R/W=>E CORP LIM PARKERS PRAIRIE	Silver	0.19	\$8.07
Seal Coat	CR 44	CSAH 35=>2.0 MI SOUTH	Gold	2.00	\$84.92
Seal Coat	CR 44	2.0 MI S CSAH 35=>CSAH 14	Gold	3.40	\$144.36
Seal Coat	CR 51	CSAH 80=>0.06 MI EAST	Platinum	0.06	\$3.75
Seal Coat	CR 51	0.06 MI E CSAH 80=>0.11 MI S NEW W LIM PERHAM	Platinum	0.51	\$31.91
Seal Coat	CR 51	0.11 MI S OF NEW W CORP LIM PERHAM=>NEW W CORP LIM PERHAM	Platinum	0.11	\$3.79
Seal Coat	CR 51	NEW W CORP LIM PERHAM=>N LIM PERHAM	Platinum	1.17	\$40.26
Seal Coat	CR 51	N LIM PERHAM=>1.0 MI N	Platinum	1.00	\$34.41
Seal Coat	CR 51	1.0 MI N=>1.8 MI N OF LIM PERHAM	Platinum	0.80	\$31.28

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Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 51	1.8 MI N=>2.9 MI N OF N LIM PERHAM	Platinum	1.10	\$37.85
Seal Coat	CR 51	2.9 MI N OF N LIM PERHAM=>W JCT CSAH 60	Platinum	0.30	\$10.32
Seal Coat	CR 52	TH 108=>CSAH 67	Platinum	3.20	\$135.87
Seal Coat	CR 52	JCT CSAH 67=>0.10 MI EAST	Platinum	0.10	\$4.25
Seal Coat	CR 52	0.1 MI E OF CSAH 67=>CR 135	Platinum	1.80	\$70.06
Seal Coat	CR 52	CR 135=>TH 106	Platinum	2.10	\$81.73
Seal Coat	CR 52	TH 106=>TH 29	Platinum	4.00	\$169.83
Seal Coat	CR 53	TH 10=>3.7 MI N	Gold	3.70	\$157.09
Seal Coat	CR 53	3.7 MI N TH 10=>CSAH 8	Gold	4.30	\$182.57
Seal Coat	CR 67	CSAH 54=>0.1 MI S OF S LIM NEW YORK MILLS	Gold	3.60	\$152.85
Seal Coat	CR 67	S JCT CSAH 67=>CSAH 8	Platinum	1.00	\$46.00
Seal Coat	CR 67	CSAH 8=>473rd ST	Platinum	0.41	\$17.54
Seal Coat	CR 74	CSAH 35=>1.9 MI E	Platinum	1.90	\$87.39
Seal Coat	CR 74	1.9 MI E=>2.1 MI E CSAH 35	Platinum	0.20	\$9.20
Seal Coat	CR 74	2.1 MI E=>2.5 MI E CSAH 35	Platinum	0.40	\$18.40
Seal Coat	CR 74	2.5 MI E CSAH 35=>0.1 MI E CSAH 45	Platinum	0.10	\$4.60
Seal Coat	CR 75	TH 210=>CSAH 50	Gold	4.70	\$186.50
Seal Coat	CR 75	CSAH 50=>TH 29	Platinum	3.30	\$130.95
Seal Coat	CR 77	0.81 MI N OF S CORP LIM=>TH 10	Silver	0.27	\$11.46
Seal Coat	CR 84	NW JCT TH 10=>0.10 M SE	Platinum	0.10	\$3.71

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Type of Work	Name	From/To	Tier	Length (mi)	Cost (\$k)
Seal Coat	CR 84	0.1 M SE OF NW JCT TH 10=>W LIMS NEW YORK MILLS	Platinum	0.70	\$29.72
Seal Coat	CR 84	W LIM NEW YORK MILLS=>HAYES ST	Platinum	0.31	\$23.06
Seal Coat	CR 84	HAYES ST=>BROADWAY	Platinum	0.29	\$32.83
Seal Coat	CR 84	BROADWAY=>E LIMS NEW YORK MILLS	Platinum	0.52	\$40.48
Seal Coat	CR 84	E LIM NEW YORK MILLS=>0.10 MI E	Platinum	0.10	\$7.27
Seal Coat	CR 84	0.10 MI E OF E LIMS NEW YORK MILLS=>SE JCT TH 10	Platinum	0.30	\$12.74
Seal Coat	CR 122	JCT CSAH 35=>E CORP LIMITS	Gold	0.43	\$18.26
Seal Coat	CR 122	E CORP LIMITS=>JCT CSAH 83	Gold	5.31	\$225.45
Seal Coat	CR 135	JCT CSAH 52=>JCT CH 142	Bronze	3.00	\$127.37
2028 TOTAL				\$16,757.82	