

**2025 – 2029 Capital Improvement Plan**  
**Mower County, Minnesota**



MOWER COUNTY, MN  
CAPITAL IMPROVEMENT PLAN  
2025-2029

**Mower County Mission:** *We Provide Quality Services for the People of Mower County*

**Mower County Vision:** *Vibrant Communities Where All People Thrive*

**Slogan:** *Many Voices – One Future*

**Board of Commissioners**

John Mueller, Chair – District 1  
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**County Administrator**

Trish Harren-Gjersvik

# MOWER COUNTY, MN CAPITAL IMPROVEMENT PLAN 2025-2029

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# MOWER COUNTY, MN CAPITAL IMPROVEMENT PLAN 2025-2029

## Section 1: Introduction

Capital planning is one of the fundamental building blocks in developing an effective budgeting process. Capital plans serve as an important planning tool for Mower County to plan for, and anticipate, growth or economic changes. It also provides a mechanism to match cash flows to meet the desired level of capital improvements, as well as providing information to schedule capital projects that conform to cash flow constraints, maximize investment yields through thoughtful bond planning, or to establish the required levels and the most economical source of project funding. Capital plans also help to establish a guide for making capital investment decisions logically and in a deliberate and accountable fashion. In this way, options for major repair, replacement, acquisitions, and construction can be thoroughly evaluated.

The purpose of the county's Capital Improvement Plan (CIP) is to recognize and address county needs through long-term planning and balanced investment in supporting public infrastructure. To ensure that this commitment is viable and achievable, appropriate capital improvement factors will be given significant consideration in developing a CIP that addresses county priorities and serves the needs of the county over the next five years. This document will also provide a planning foundation for future needs assessments to ensure the county is responding to critical infrastructure components of future growth.

The objectives of the 2025-2029 Capital Improvement Plan are to present a comprehensive plan that communicates the following efforts:

- to ensure that county priorities are reflected in its capital investment plan,
- to provide a consolidated financial picture of known anticipated expenditures and outline recommended funding strategies for capital improvements,
- to document and communicate capital improvement needs for county projects that will ensure consistency and a comprehensive analysis of the costs and benefits of proposed capital investments,
- to provide information on the known fiscal impacts of capital investment plans on total county finances, and
- to effectively plan for improvements that support county needs in the areas of major capital projects such as public facilities, roads and bridges, and equipment.

Mower County Board of Commissioners adopts this document with the provision that capital improvement planning is subject to the dynamics of county growth and acknowledges that other unanticipated needs or funding availability may take precedence over planned projects.

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## Section 2: Budget Impact

The projects programmed for funding are based on need and the county's ability to finance them. The CIP covers a five-year period, with projects in the first year included in the annual budget. Each year the CIP plan is updated and extended one year to reflect changing conditions, circumstances, priorities, and needs. The CIP sets forth the schedule, estimated cost, sources of funding, and specific details of each capital improvement project. The 2025-2029 CIP totals \$62,146,543, of which \$13,897,350 will be included in the county's adopted 2025 capital budget.

The information listed here describes if and to what extent the project will affect the county's current and future operating budget and the services that the county provides. Financial factors may include personnel costs, maintenance costs, utility costs, etc. Estimated dollar amounts are included when known and available.

The State of Minnesota occasionally imposes property tax levy limits on local government. For that reason, any new projects and all capital equipment purchases have been approved by the County Board on the premise that there will be little or no impact on operating budgets. Funding for capital improvements projects, capital equipment and various repair projects is provided within the existing levy or through the planned use of fund reserves.

Most CIP regular projects are repair/replacement and maintenance projects. These projects should help improve operating efficiencies and offset increased costs for operations and repairs. By continuing an ongoing equipment replacement schedule, departmental operating budgets will not need to fund the emergency replacement of this equipment. Replacing equipment on a scheduled basis also results in reduced maintenance costs of the old equipment and can provide enhanced performance due to new equipment technology. Completion of scheduled building maintenance improvements will extend the lives of the buildings. Providing funds for building improvements annually will enable capital improvements to be scheduled as needed, over time, rather than waiting for an emergency situation which will cost more to correct.

## Section 3: Funding the CIP Plan

The following is a brief description of funding sources available to the County for financing the capital improvement plan:

### County Levy

Property taxes may be used to totally finance a project or be used to set up a dedicated fund. This is the primary source of funding for capital equipment except in the area of Road and Bridge projects.

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## Sale of Capital Assets

Proceeds expected from the sale of equipment or buildings.

## Wheelage Tax

The County Board approved accessing a tax to be added to vehicles kept in the county and that are subject to annual registration and taxation for the purpose of providing funding for transportation needs.

## Transit Tax

A .5% local tax was approved by the County Board to help fund road, bridge and transit projects within the County.

## Wind Tax

Revenues generated from wind generation tax. A portion of the wind tax is dedicated specifically to enhancing the highway department's CIP for road and bridge projects. The remaining balance is used to fund additional county wide capital improvement projects.

## Federal/State Grants

Funds received from the Federal or State government can be used to fund projects or equipment purposes when they meet the requirements per the grant agreement.

## State Aid Programs through the Minnesota Department of Transportation

The county receives an annual state aid allocation and may receive many other state and federal funds made available through a variety of programs. Each type of source of funds has unique criteria in how and when the funds become available and how they may be spent.

## Section 4: Criteria for Inclusion in the CIP

### Conformance with Chapter 373.40 Criteria

Chapter 373.40 requires the County to prepare its capital improvement program (CIP) consistent with the eight criteria contained in Section 2, Subdivision 3 of Chapter 373.40. The information required is summarized below for each of the eight criteria.

#### **1. Condition of the County's Infrastructure**

Mower County's infrastructure includes a government center, justice center, multiple public works facilities, a fairground, 405 miles of road and 369 bridges. The condition of the infrastructure is reviewed on an annual basis. The CIP contains several projects that are intended to upgrade and preserve this infrastructure.

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## **2. The Likely Demand for the Improvement**

All the improvements proposed in the CIP have been evaluated for alternative actions including the "do nothing" alternative. Also, the CIP projects for each department are reviewed by the County Administrator's Office to ensure that each project is designed to meet a future demand of the public and the county.

## **3. Estimated Costs of the Improvements**

The County's CIP process requires each project's cost estimate to be as accurate as possible at the time the project is proposed and, additionally, that a project description form be submitted with each project estimate. The process requires annual review and updating of each noncapital budget item.

## **4. Available Public Resources**

Mower County examines all potential funding alternatives for each proposed project, and carefully protects its ability to borrow funds for infrastructure projects. The County's low level of direct debt is evidence of the success of this policy.

Additional consideration has been and will continue to be given to the use of local option sales tax to help fund road and bridge infrastructure as well as bonding opportunities when interest rates are at historic lows.

## **5. The Level of Overlapping Debt**

The CIP contains information required by Subdivision 3 of Chapter 373.40, and the process is mindful of the impacts of overlapping debt. The CIP process includes an analysis of the financial and property tax ramifications for all projects proposed for general obligation bond funding.

## **6. Relative Costs and Benefits of Alternative Uses of Funds**

The CIP process requires each department to evaluate alternatives to the proposed project, as well as alternative funding for each identified project option. The CIP process further requires that the County Administrator's Office review all proposed projects to ensure that the financing options are viable and all encompassing.

## **7. Operating Costs of the Proposed Improvements**

The CIP process requires that each department and the County Administrator's Office examine the estimated annual operating cost for each proposed project. Projects are reviewed for their impacts on utility costs, employee safety and productivity, number of employees, and any other factor that would have a negative impact on the County's general fund or require substantial increases in fees charged to facility users.

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## 8. Alternatives for Providing Services More Efficiently Through Shared Facilities with Other Counties or Local Units of Government

### Section 5: Road and Bridge Capital Improvement Plan

Projects under this category include road construction and maintenance, and bridge construction and repairs financed through various sources including local funds, various taxes, state funds, and federal funds. Projects that are pending, under construction, or completed in the current year can be reviewed on the Public Works Department home page.

The roadway system of Mower County consists of trunk highways, county state-aid highways, county highways, municipal state-aid streets, town roads, city and village streets/roads, and private roads. The County Board of Commissioners is the Road Authority for the following roads, which are included in this document:

- County State Aid Highway (CSAH) – A road or street established and designated under county jurisdiction, in accordance with Minnesota Statutes Chapter 162. Typically, CSAH roads are higher volume highways providing connectivity to communities and trade centers and funded utilizing a combination of revenues from the Minnesota Highway Users Tax Distribution Fund (HUTDF), transportation sales and use tax, wind production tax, and local property tax.
- County Road – A road established and designated under the sole authority of the County Board. These are generally lower volume roads (local roads), and they are funded by the same sources listed above for CSAH roads, except HUTDF revenues.

### Section 6: Bridge Priority Analysis

The Road and Bridge Improvement Plan provides a multi-year guide and strategy to repair or replace bridges that are deemed deficient or have correctable deficiencies.

The County has the bridges inspected on a regular basis, which assists in determining deficiencies and repair or replacement planning.

Mower County is responsible for the maintenance and replacement of 370 bridges located along the County, City of Austin, and Township roadway systems. These projects are funded using the same sources as those listed above for roads.

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Bridges with a Local Planning Index (LPI) at or below 60 are eligible for rehabilitation or replacement under current state-aid requirements. Bridges with an LPI greater than 60 may also be considered with proper justification.

The following bridges currently have an LPI equal to or less than 60:

<u>BRIDGE</u>	<u>LOCATION</u>	<u>CITY/TOWNSHIP</u>	<u>MATERIAL &amp; DESIGN</u>	<u>LPI</u>	<u>LOAD POSTING</u>
5070	220TH ST over STREAM	TOWN OF MARSHALL	CONCRETE BOX CULVERT	25	
2512	665TH AVE over STREAM	TOWN OF DEXTER	CONCRETE THROUGH GIRDER	35	26 - 40 - 40
2496	327TH ST over ROBINSON CREEK	TOWN OF PLEASANT VALLEY	CONCRETE THROUGH GIRDER	36	24 - 40 - 40
50J03	720TH AVE over STREAM	TOWN OF PLEASANT VALLEY	STEEL PIPE ARCH	40	
2488	670TH AVE over STREAM	TOWN OF SARGEANT	CONCRETE THROUGH GIRDER	42	26 - 40 - 40
50518	2ND AVE (MSAS 107) over CEDAR RIVER	CITY OF AUSTIN	CONTINUOUS STEEL BEAM SPAN	43	26 - 40 - 40
5228	OAKLAND AVE (MSAS 139) over CEDAR RIVER	CITY OF AUSTIN	CONCRETE DECK GIRDER	43	24 - 40 - 40
7091	CSAH 6 over CEDAR RIVER	TOWN OF LYLE	CONTINUOUS STEEL BEAM SPAN	44	28 - 40 - 40
R0975	790TH AVE over SPRING VALLEY CREEK	TOWN OF FRANKFORD	STEEL PIPE CULVERT	44	
L5035	590TH AVE over STREAM	TOWN OF NEVADA	STEEL BEAM SPAN	45	18 - 32 - 32
5068	220TH ST over ROSE CREEK	TOWN OF MARSHALL	STEEL BEAM SPAN	45	32
L5143	285TH ST over STREAM	TOWN OF UDOLPHO	STEEL BEAM SPAN	45	26 - 40 - 40
L8597	505TH AVE over WOODBURY CREEK	TOWN OF LYLE	STEEL THROUGH GIRDER	45	32
L5091	525TH AVE over DITCH	TOWN OF UDOLPHO	STEEL BEAM SPAN	45	18 - 30 - 30
5229	10TH ST over DOBBINS CREEK	CITY OF AUSTIN	CONCRETE DECK GIRDER	46	
2518	640TH AVE over ROSE CREEK	TOWN OF DEXTER	CONCRETE THROUGH GIRDER	48	
50514	CSAH 7 over STREAM	TOWN OF DEXTER	PRECAST CHANNEL SPAN	49	26 - 40 - 40
8971	28TH ST NE over DOBBINS CREEK	CITY OF AUSTIN	CONCRETE BOX CULVERT	49	
2476	330TH ST over DITCH	TOWN OF UDOLPHO	CONCRETE DECK GIRDER	50	20 - 30 - 30
7148	CSAH 14 over UPPER IOWA RIVER	TOWN OF LE ROY	STEEL BEAM SPAN	54	
L5123	280TH ST over STREAM	TOWN OF FRANKFORD	STEEL BEAM SPAN	55	16 - 26 - 26
5069	220TH ST over ROSE CREEK	TOWN OF MARSHALL	STEEL BEAM SPAN	55	32
89212	CSAH 5 over WOODBURY CREEK	TOWN OF LYLE	STEEL BEAM SPAN	56	26 - 40 - 40
L5129	780TH AVE over LITTLE IOWA RIVER	TOWN OF LE ROY	STEEL BEAM SPAN	56	16 - 26 - 26
L5013	115TH ST over WOODBURY CREEK	TOWN OF LYLE	STEEL BEAM SPAN	56	26 - 40 - 40
50537	105TH ST over OTTER CREEK	TOWN OF NEVADA	PRECAST CHANNEL SPAN	57	
50517	CSAH 25 over CEDAR RIVER	TOWN OF LANSING	CONTINUOUS STEEL BEAM SPAN	58	28 - 40 - 40
L4980	210TH ST over SCHWERIN CREEK	CITY OF ELKTON	STEEL BEAM SPAN	59	20 - 34 - 34
50511	CSAH 29 over ROSE CREEK	TOWN OF AUSTIN	CONTINUOUS STEEL BEAM SPAN	59	28 - 40 - 40
50541	CSAH 13 over DEER CREEK	TOWN OF GRAND MEADOW	PRECAST CHANNEL SPAN	59	
L5096	320TH ST over CARYS CREEK	TOWN OF RACINE	STEEL BEAM SPAN	59	20 - 34 - 34
93079	CSAH 9 over N BR UPPER IOWA RIVER	CITY OF TAOPI	PRECAST CHANNEL SPAN	60	

Because funds are limited and bridge conditions change, bridges are prioritized annually for rehabilitation and/or replacement, and the CIP is updated accordingly.

## Section 7: Multi-Year Road/Bridge Plan

The Road and Bridge Plan is a summary of the anticipated major construction and funding. The plan is reviewed and revised on an annual basis and changes to the priorities established in the plan should be expected. Flexibility in this plan is necessary to accommodate changes to funding, coordinate projects with other agencies, address changes in project priority and

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maximize the use of available funds. The following report provides a 5-year construction summary and brief description of the proposed projects.

Department	Project #	Priority	2025	2026	2027	2028	2029	Total
<b>Public Works Department</b>								
10th Drive Austin Bridge	SAP 050-597-XXX	5					3,800,000	3,800,000
2025 Heavy Equipmemnt	2025HE	2	858,000					858,000
2026 Heavy Equipment	2026HE	2		892,000				892,000
2027 Heavy Equipment	2027HE	2			928,000			928,000
2028 Heavy Equipment	2028HE	2				965,000		965,000
2029 Heavy Equipment	2029HE	2					1,004,000	1,004,000
Bridge 50513 Sargeant TWP	SP 050-607-043A	5	1,400,000					1,400,000
Bridge 50514 Dexter	SP 050-607-043B	2	1,400,000					1,400,000
Bridge 50J02 Frankford	SAP 050-599-QQQ	5					200,000	200,000
Bridge 50J16 Lodi TWP	SAP 050-599-000	5					200,000	200,000
Bridge L9371 Nevada	SAP 050-599-PPP	5					200,000	200,000
CR 52	CP 50-26-B	2		264,000				264,000
CR 57	CP 50-28-A	2			1,800,000			1,800,000
CSAH 1	CP 50-28-C	2				450,000		450,000
CSAH 1	CP 50-25-A	2	2,241,000					2,241,000
CSAH 10/1	SAP 50-610-B	2	338,650					338,650
CSAH 102	SAP 50-102-A	2			84,000			84,000
CSAH 105 Mill/Overlay	SAP 050-105-XXX	5					222,000	222,000
CSAH 108	SAP 50-108-A	2			114,000			114,000
CSAH 109 Mill/Overlay	SAP 050-109-XXX	5					93,000	93,000
CSAH 11	SAP 50-611-A	2	2,355,000					2,355,000
CSAH 12 CIR	SAP 050-612-XXX	5					1,152,000	1,152,000
CSAH 13	SAP 50-613-A	2		600,000				600,000
CSAH 15	SAP 50-615-A	2			1,644,000			1,644,000
CSAH 16	CP 50-27-A	2			600,000			600,000
CSAH 18	SAP 50-618-A	2			1,557,000			1,557,000
CSAH 19	SAP 50-619-D	2				1,329,000		1,329,000
CSAH 2	SAP 50-602-D	2	1,257,000					1,257,000
CSAH 2	SAP 50-602-C	2			1,356,000			1,356,000
CSAH 2	SAP 50-602-B	2	672,100					672,100
CSAH 22	CP 50-27-B	2				900,000		900,000
CSAH 22 Pave	CP 50-28-DD	5					1,800,000	1,800,000
CSAH 26	SAP 50-626-A	2				870,000		870,000
CSAH 27	CP 50-26-C	2		600,000				600,000
CSAH 2 CIR	SAP 050-602-XXX	5					2,136,000	2,136,000
CSAH 2 CIR	SAP 050-602-YYY	5					912,000	912,000
CSAH 3	SAP 50-603-A	2	3,696,000					3,696,000
CSAH 36	CP 50-28-B	2				900,000		900,000
CSAH 36 CIR	SAP 050-636-XXX	5					111,000	111,000

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CSAH 4	CP 50-26-A	2	1,932,000		1,932,000			
CSAH 46 West CIR	SAP 050-646-XXX	5		414,000	414,000			
CSAH 4 Resurface	CP 50-25-XX	5	350,000		350,000			
CSAH 5 CIR	SAP 050-605-XXX	5		378,000	378,000			
CSAH 6 BRIDGE 89212	SAP 50-605-A	2	578,200		578,200			
CSAH 7	SAP 50-607-D	2		800,000	800,000			
CSAH 8	SAP 50-608-B	2		1,200,000	1,200,000			
CSAH 8	SAP 50-608-A	2		150,000	150,000			
DEXTER TOWNSHIP BRIDGE 2518	SAP 50-599-B	2		50,000	50,000			
FRANKFORD TOWNSHIP BRIDGE L5123	SAP 50-599-O	2		50,000	50,000			
GRAND MEADOW TOWNSHIP BRIDGE 2497	SAP 50-599-2	2		264,000	264,000			
LEROY TOWNSHIP BRIDGE L5129	SAP 50-599-P	2	292,600		292,600			
LYLE TOWNSHIP BRIDGE L5013	SAP 50-599-Z	2	356,400		356,400			
LYLE TOWNSHIP BRIDGE L8597	SAP 50-599-S	2	737,000		737,000			
MARSHALL TOWNSHIP BRIDGE L4980	SAP 50-599-Q	2	277,200		277,200			
OAKLAND PLACE BRIDGE 5228	SAP 50-597-X	2		3,800,000	3,800,000			
PLEASANT VALLEY BRIDGE 50J03	SAP 50-599-1	2		100,000	100,000			
PLEASANT VALLEY TOWNSHIP BRIDGE L5101	SAP 50-599-X	2		201,200	201,200			
RACINE TOWNSHIP BRIDGE L5099	SAP 50-599-4	2		369,600	369,600			
UDOLPHO TOWNSHIP BRIDGE 2472	SAP 50-599-3	2		237,600	237,600			
UDOLPHO TOWNSHIP BRIDGE 2476	SAP 50-599-M	2	220,000		220,000			
UDOLPHO TOWNSHIP BRIDGE L5091	SAP 50-599-V	2	290,400		290,400			
UDOLPHO TOWNSHIP BRIDGE L5143	SAP 50-599-J	2		708,400	708,400			
<b>Public Works Department Total</b>			<b>12,609,350</b>	<b>8,998,200</b>	<b>9,698,200</b>	<b>11,729,600</b>	<b>12,622,000</b>	<b>55,657,350</b>

## Section 8: Capital Equipment Plan

The maintenance of adequate equipment through the upgrading and replacement process is an important part of the Capital Improvement Plan. In order to purchase approved capital equipment items, the items will need to be included in an annual budget within the Capital

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Projects Fund or in other designated department budgets as part of the annual budget process. Only projects or purchases of equipment expected to cost \$5,000 or more are included in the plan. Funding may be provided through the current year property tax levy or the use of designated fund reserves.

The equipment purchases listed in the multi-year strategy will be reviewed and revised on an annual basis as part of the budget process. Changes to the priorities should be expected. Changes may be caused by reductions in funding levels, opportunities for grants or other aid, emergency needs, or simply changes in management preferences.

Department	2025	2026	2027	2028	2029	Total
Auditor-Treasurer	14,000	15,000		528,500		557,500
Building & Grounds Department	500,000			285,000		785,000
Corrections		45,000				45,000
Countywide/Pool Vehicles	50,000	50,000	50,000	50,000		200,000
Dispatch		1,002,000	5,000	505,000		1,512,000
GIS		10,000				10,000
Information Technology Dept			62,700	47,000	26,520	136,220
Jail		51,500	53,045	54,637		159,182
Sheriff's Department	393,269	405,067	417,219	929,736		2,145,291
Solid Waste	220,000	190,000	79,000	450,000		939,000
<b>GRAND TOTAL</b>	<b>1,177,269</b>	<b>1,768,567</b>	<b>666,964</b>	<b>2,849,873</b>	<b>26,520</b>	<b>6,489,193</b>

## Section 9: Facilities Capital Improvement Plan

The Facilities Capital Improvement Plan provides a multi-year guide and strategy to complete needed, construction, repairs and improvements to county facilities, in a timely manner. The Plan will be reviewed and revised on an annual basis as part of the budget process. Changes to the priorities established in the Plan should be expected. Changes may be caused by reductions in funding levels, opportunities for grants or other aid, emergency needs, or simply changes in preferences or priorities. A multi-year construction summary of each of the proposed projects follow:

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Department	2025	2026	2027	2028	2029	Total
Building & Grounds Department	500,000			285,000		785,000
<b>GRAND TOTAL</b>	<b>500,000</b>	<b>0</b>	<b>0</b>	<b>285,000</b>	<b>0</b>	<b>785,000</b>

## ACKNOWLEDGMENT

The county's management team, along with its respective staff, worked diligently to produce a document that is both practical and insightful about the underlying capital needs of the county and its communities. Each year, under the direction of the Mower County Board of Commissioners, management facilitates the effort to administratively update this five-year plan.

The final CIP is presented to the Board of Commissioners for adoption in December.

Questions and/or comments may be directed to:

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Jerry Ernst – Facilities Director  
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Section 10: Capital Improvement Plan Detail Listing