

**CITY OF BREEZY POINT  
CROW WING COUNTY  
STATE OF MINNESOTA  
RESOLUTION NO. 34-2025**

**SUPPORTING PURSUIT AND SUBMISSION OF 2025 LOCAL ROAD IMPROVEMENT  
PROGRAM (LRIP) FROM THE MINNESOTA DEPARTMENT OF TRANSPORTATION  
FOR THE RECONSTRUCTION OF BUSCHMANN ROAD FROM CSAH 11 TO  
NELSON ROAD**

**WHEREAS**, Buschmann Road, functionally classified as a local street, traverses between CSAH 11 and Nelson Road in the City of Breezy Point and shares a segment of Buschmann Road with Ideal Township in Crow Wing County, Minnesota; and

**WHEREAS**, Buschmann Road currently consists of an average 24-foot-wide paved roadway at the end of its serviceable life along with an unsafe vertical geometric profile that does not meet current design speed criteria and provides for numerous blind intersections and driveways; and

**WHEREAS**, since 2013, calculated crash rates along Buschmann Road have been consistently over the average crash rates for 2-lane, undivided rural roadways with ADT<1,500 vehicles/day; and

**WHEREAS**, Buschmann Road has an average daily traffic of nearly 900 vehicles/day consisting of both local and commuter trips that utilize Buschmann Road to travel between Breezy Point, Pequot Lakes, and other surrounding communities in Crow Wing County; and

**WHEREAS**, Buschmann Road is a route of regional significance that currently provides connection and congestion relief to neighboring trunk highways and county roads in the vicinity such as TH 371, CSAH 11, CSAH 16, and County Road 112 in Crow Wing County; and

**WHEREAS**, Buschmann Road has been studied since the early 2000's, and most recently, a study completed in 2021 called the Cooperative Community Enhancement Project (CCEP) in which outlines Buschmann Road's overall importance to the local and regional transportation system and was a culmination of work between Crow Wing County, City of Pequot Lakes, City of Breezy Point, Ideal Township, and Jenkins Township; and

**WHEREAS**, the CCEP studied three main goals and objectives which were outlined by the steering committee and consisted of understanding feasible alternatives to improve safety and regional connectivity on the corridor, identify costs and impacts related to construction, right-of-way, and environmental, and enhance the ability to fund the project by producing a fundable recommendation; and

**WHEREAS**, within the CCEP study, crash history, traffic counts, and numerous alternative alignments were studied, and costs of such improvements were estimated to inform the most feasible alignment alternative for the multi-jurisdictional project; and

**WHEREAS**, the City of Breezy Point and Ideal Township have both elected to construct their portions of Buschmann Road from CSAH 11 to Nelson Road to a supported local standard, as identified in the CCEP; and

**WHEREAS**, \$47,000,000 in LRIP funding is available, with a cap of \$1.5 million for each project; and

**WHEREAS**, LRIP funds can be used on reasonable elements associated with roadway construction and that other costs, including but not limited to consultant engineering and inspection, utility construction, as well as construction costs above the LRIP award will need to have alternate funding sources identified; and

**WHEREAS**, Breezy Point and Ideal Township have significant local financial investment into Buschmann Road studies and preliminary design over the last three years totaling nearly \$700,000 of preliminary investigations and design including wetland delineations, geotechnical investigations, preliminary roadway and hydraulic modeling, cost estimating, constructability reviews, and topographic surveying; and

**WHEREAS**, Breezy Point and Ideal Township wish to pursue LRIP funds to reconstruct the 2.35 miles of Buschmann Road between CSAH 11 to Nelson Road to a 10-ton roadway standard, widening the roadway to a full 32-foot-wide paved surface to accommodate pedestrians and bikes, and improve horizontal and vertical geometrics at locations on the corridor and at select street and driveway entrances; and

**WHEREAS**, the construction on Buschmann will benefit many agencies and people, including but not limited to MnDOT, Crow Wing County, and residents as roadway geometrics will be improved to provide for safer geometrics and adequate clear zones, provide for a paved shoulder to accommodate local and regional pedestrian and bike traffic, and relieve congestion on neighboring trunk highway and County routes such as TH 371, CSAH 11, CSAH 16, and County Road 112; and

**WHEREAS**, Breezy Point and Ideal Township wish to pursue the LRIP funds and complete the project work in construction year 2026; and

**WHEREAS**, the City and Township have committed to providing for all other project costs in which would be ineligible for LRIP funding including but not limited to design engineering, construction administration and testing, legal/administrative fees, and utility construction; and

**WHEREAS**, the City and Township agree to maintain such improvements under its own jurisdiction for the lifetime of the improvements.

**NOW THEREFORE, BE IT RESOLVED BY THE BREEZY POINT CITY COUNCIL, CROW WING COUNTY, MINNESOTA, THAT:**

1. The Breezy Point City Council supports the reconstruction project and agrees to maintain such improvement.
2. The City of Breezy Point City Council supports the submittal of the LRIP application.

3. The City of Breezy Point, if awarded LRIP funds, will hold the grant agreement with the State of Minnesota, and as such, will provide for cost splits for costs above the awarded grant amount that consider grant award monies on a prorated basis.
4. The City Council provides assurances that the City will pay all costs associated with the project beyond the LRIP grant award.
5. The City Council seeks support by resolution of Crow Wing County to act as project sponsor for the project should the City and Township be selected to receive LRIP funds, and that such sponsorship shall include the following responsibilities:
  - a. Authorizing the County Engineer to act as an agent on behalf of the sponsoring agency.
  - b. Be the fiscal agent on behalf of the City and have funds flow from MnDOT to the County and to the Contractor.
  - c. Work with the City and Township's representative, WSB, through the State Aid process including plan reviews, approvals, and grant agreements.
  - d. Request an SAP number for the project.
  - e. Work with WSB to ensure the project meets milestones and dates.
  - f. Review and sign the plans prepared by WSB along with providing cursory review of the engineer's estimate and proposal before submission to the DSAE.
  - g. Review and sign State Aid Pay Requests (SAPRs) prepared by WSB before submission to State Aid for review.
  - h. Assist WSB in communicating progress and updates with the DSAE's and State Aid State Programs Engineer.

**ADOPTED BY THE CITY COUNCIL OF BREEZY POINT, MINNESOTA THIS 1<sup>st</sup> Day of December 2025.**

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**Todd A. Roggenkamp, Mayor**

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**Allie Polsfuss, City Administrator**