

# 2025 Capital Improvement Plan Executive Summary

City of Breezy Point June 2025

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# **Statement of Purpose**

On July 2nd, 2024 the City of Breezy Point City Council authorized Widseth to complete a Capital Improvement Plan. The scope of this plan is as follows:

- Inventory of City streets, with pavement condition rating for paved roads, and associated map
- Recommended budgeting numbers for paved roads based on condition assessment, recommended improvements, and timing
- Gravel and minimum maintenance road map and gravel road inventory
- Gravel road incorporation into 10-year CIP
- Streetlight inventory, mapping, and recommended streetlight location
- Sidewalk and trail assessment, mapping, recommendation for repair and expansion
- Street sign inventory of City-owned street signs and replacement plan
- Street sign GIS implementation
- Sanitary sewer inventory and recommended replacement
- 10-year sanitary sewer cost estimate, televising recommendations and draft example quote package
- Storm sewer inventory using as built information and review with city staff
- Storm sewer map, 5 and 10-year recommended replacement

This scope was achieved through on-site inspection, review with City staff, GIS, and utilizing record drawings.

# **Paved Road Summary**

Widseth conducted a field review for each paved City street noting pavement condition, roadway width, presence of City utilities, and drainage. The raw data was compiled into a spreadsheet to be utilized for the Capital Improvement Plan. The roads were rated on a scale of one (1) to five (5). The description for each rating can be found in the Capital Improvement Plan.

The majority of the paved roads in Breezy Point are in need of improvement. There is a variety of pavement conditions, but the majority of surface area falls under road rating 2 (overlay) and 4 (full depth reclamation). There are 113 paved roads in the City for a total of 42.9 miles. There are 28 paved culdesacs ranging from 40 to 100 feet in diameter. The City contains 208 intersections, including fully paved intersections, gravel intersections, and intersections of City and County roads.

The estimated total cost to improve all of the paved roads in the City with a road rating of 2 through 5 today is roughly \$16,500,000 including engineering services. We recommend completing routine maintenance for the next 10-15 years on roads with a rating of 1, and the cost to improve those roads is not included in the previously stated dollar amount. The following table depicts the estimated dollar amount per year that it would cost the City to improve all roads in the next 10, 15 and 20 years respectively. With the Citys current road budget, it would take over 50 years to improve all of the roads in the City. During the 50 year period, the roads that were improved first could be degraded to the point where a more costly improvement would be required. The most cost effective way to maintain your roads is to improve them before they degrade to the point of requiring reconstruction.

Paved Roads		
Improvement Cost Per Year for all Roads Rated 2-5		
Timeline	Cost Per Year	
10 - Year	\$1,650,000	
15 - Year	\$1,100,000	
20 - Year	\$825,000	

Included on page 14 is the Paved Roads Capital Improvements Plan indicating suggested road improvements by year with an estimated price. Below is the bases for price estimating. Unit prices in the capital improvements chart may vary due to accounted for inflating construction prices, presence of City utilities in the road corridor, or other variables.

Improvement Type	Rating	2025 Cost/SY
Future 1.5" Overlay	1	Future Cost
1.5" Overlay	2	\$19.00
1.5" Mill & Inlay	3	\$27.00
Full Depth Reclamation	4	\$46.00
Full Reconstruct	5	\$65.00



# Paved Road Breakdown in Estimated 2025 Construction Dollars

#### **Gravel Roads**

The City of Breezy Point has 51 gravel roads in the City limits totaling approximately 12.1 miles. Their widths range from 12 to 24 feet wide. The City currently has a \$69,000 budget for supplemental aggregate, dust coat, and salt/sand. We understand this has been covering the maintenance required on gravel roads for most years. We recommend the City maintain this budget and increase as necessary to cover material costs. The maintenance cost based on existing budget is included in the CIP. The City's current aggregate budget covers about 15% of existing gravel roads with 1" of supplemental Class 5 aggregate. The City's current policy for improving gravel roads to paved is based on petition. Due to this, and review with City staff, we have not included any costs for improving gravel roads to paved in the 10-year CIP.



### **Minimum Maintenance Roads**

The City of Breezy Point contains 38 minimum maintenance roads of approximately 38,372 linear feet (7.27 miles) of minimum maintenance roads. Most of which are passable by vehicle, and it is our understanding that the City will do tree clearing and other maintenance as needed to keep them that way. There are no recommended capital improvements for minimum maintenance roads at this time.

### **Street Lights**

The City currently maintains four (4) street lights, their locations can be seen in the Street Lights CIP Map. There are also three (3) County maintained street lights in the city limits. We understand that it is not feasible, and may not be desirable to have street lighting at every intersection in the City. We have identified five (5) additional locations for street lights in areas of assumed higher traffic. If the proposed pole location does not have available electrical service nearby, the cost would be much greater to bring power to the site. The installed cost per pole without utility installation or relocation is estimated at about \$25,000. We would recommend the City draft a policy for street light installation, this would be an important time to have a policy as the City takes on a capital improvement plan. Items to consider when drafting a street light policy include average daily traffic and crash data.

#### **Street Signs**

We utilized GIS to store sign data and location. Sign age, condition, location, type, and photos were stored in GIS. The recommended method for sign replacement is the age method. Replacing signs once they reach 15 years of age should ensure that the majority of the signs in the City would pass a reflectivity test. This method is adopted by many communities similar to Breezy Point. The cost to replace signs on a 15 year basis is incorporated into the CIP.

There are 883 City owned signs in the City limits of Breezy Point. 256 of those signs are 15 years of age or older, 195 signs are 15 years of age or newer, and 426 signs did not have an age identifying sticker associated with the sign. Included in this plan is a map indicating sign location by recommended year of replacement. City staff has indicated that they typically replace signs without contracting work to do so. The cost associated with the City carrying out the replacement is shown in the CIP summary. A map of the located signs is included in the CIP.

#### **Sanitary Sewer**

Much of the City's sanitary sewer collection system was installed in 1978, and all the gravity sewer is PVC or ductile iron sewer pipe. With the expected life of PVC sewer pipe of around 50 to 100 years, there is no recommended replacement for the existing collection system. The ductile iron gravity pipe in the system exists as inlet piping to lift stations in small quantities. The expected life for ductile iron pipe is 50 to 100 years. The City cleans and jets some sections of known issue areas of the system. The table below summarizes the pipe type and lengths in the City collection system or inside of the City limits. A full inventory can be found in the tables section of the CIP. A lift station maintenance plan can also be found in the tables section of the CIP.

Ріре Туре	Length
Gravity	(ft)
8" PVC	75,040
8" HDPE	1,317
8" DIP	127
10" PVC	6,627
15" PVC	2,769
18" PVC	1,567
Forcemain	
4" PVC	4,645
4" DIP	3,142
6" DIP	1,874
8" DIP	3,061
10" DIP	4,557
Unknown or Private	9,608
Total	114,334

#### **Storm Sewer**

The City's existing storm sewer system was installed in 2007 and exists on Airport Road and Breezy Point Drive. The stormwater is drained into the County's storm system on CR-11 for Airport Road and into a series of infiltration basins on Breezy Point Drive and Airport Road. The storm sewer collection system appears to be in good working order and there are no obvious issues with the system. Storm sewer should be evaluated when road is upgraded or improved, and treatment requirements should be revisited at that time as well.

# **Sidewalks and Trails**

An inventory was taken of the existing City owned sidewalks and trails. There exists approximately 1.1 miles of bituminous trail of varying widths, 110 linear feet of concrete walk and 2.3 miles of gravel or natural trail that is maintained by the City. The concrete walk on the north side of Breezy Point Drive North is owned and maintained by the City. We have included an estimated amount of concrete walk into the Capital Improvement Plan for installing recommended pedestrian ramps at the intersections along Breezy Point Drive North coinciding with construction of the associated roads. The pedestrian ramps at these intersections do not comply with ADA or PROWAG standards.