

City of Breezy Point

2024 Capital Improvement Plan

Issued: February, 2025

DRAFT

Certification

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 televising map, cost estimate, draft policy and solicitation for quotations
- 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 Roads

Widseth conducted a field inspection 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 is below.

Road Rating 1

Road Rating of 1 indicates a more recently constructed or improved road with minimal to no cracking. Some roads have been recently chip sealed. These roads should not need any capital improvements aside from routine maintenance for 10 or more years. We recommend the City conducts yearly pavement inspections and notes for any road degradation that could shorten the roads expected life.

Road Rating 2

Road Rating of 2 indicates a road that shows some signs of wear. Typically, these roads show some longitudinal cracking, only few to none of which are defective. We would recommend these roads be overlayed with 1.5" of bituminous pavement in the next 1 to 10 years. Overlaying the existing pavement will extend the life of the roadway by 10 to 15 years. When overlaying a road, it is common for reflective cracking to show through the new pavement in the same location that cracks exist in the pavement today. Some roads have localized areas of deflection that may require full pavement removal and base correction. We recommend the City budgets for maintenance of roads after improvement and conduct routine crack sealing. Chip sealing is also recommended within 3 years of improvement, typically letting the new pavement go through a freeze and thaw cycle before chip sealing. Chip sealing and crack sealing costs are considered maintenance items and are not included in this capital improvements plan.

Road Rating 3

Road Rating of 3 indicates a road with existing concrete curb and gutter, or roads that may have grading issues if an. These roads all exhibit similar signs of wear, and we recommend that they all see the same improvement style depending on when the improvement happens. These roads show some longitudinal cracking, few to none of which are defective. The recommended improvement type would be a mill and inlay, leaving the existing curb and gutter in place. This improvement should extend the life of the pavement by 10 to 15 years. When inlaying a road, it is common for reflective cracking to show through the new pavement in the same location that cracks exist in the pavement today. We recommend the City budgets for maintenance of roads after improvement and conduct routine crack sealing. Chip sealing is also recommended within 3 years of improvement, typically letting the new pavement go through a freeze and thaw cycle before chip sealing. Chip sealing and crack sealing costs are considered maintenance items and are not included in this capital improvements plan.

Road Rating 4

Road Rating of 4 indicates a road with a substantial amount of defective cracking and pavement that is deteriorating. Common degradation features include spalling, alligator cracking and localized deflection. Some roads have localized areas of deflection that may require additional base correction. We recommend full depth reclamation as the next improvement for roads in this category. Full depth reclamation involves pulverizing the existing pavement and base, mixing the two to become the base for

the new pavement. This improvement type should see a life of 20 to 25 years. Regular maintenance can ensure the pavement reaches over 20 years until another capital improvement may be recommended. We recommend the City budgets for maintenance of roads after improvement and conduct routine crack sealing. Chip sealing is also recommended within 3 years of improvement, typically letting the new pavement go through a freeze and thaw cycle before chip sealing. Chip sealing and crack sealing costs are considered maintenance items and are not included in this capital improvements plan. We recommend televising the sanitary sewer system on these roads prior to construction. With the pavement being removed for the improvement, this would be the best time to address any issues that may be found in televising. The cost to televise is not included in the capital road cost.

Road Rating 5

Road Rating of 5 indicates a road in need of reconstruction. These roads have areas where water is able to penetrate through the pavement and into the base. Some of these features include deep spalling, widespread alligator cracking, potholing, and areas with clear deflection. Water draining through the pavement washes fine particles out of the base and leaves it with less structural integrity. Other situations where a road could be rated a 5 would include roads in need of profile correction to correct drainage issues, or realignment. The recommended improvement for a Road Rating 5 would be full reconstruction. This would include removing the pavement and the base, grading the subbase and potential profile correction, and installing new base and paving. The expected life of a full reconstruct is 20 to 25 years with proper maintenance. We recommend the City budgets for maintenance of roads after improvement and conduct routine crack sealing. Chip sealing is also recommended within 3 years of improvement, typically letting the new pavement go through a freeze and thaw cycle before chip sealing. Chip sealing and crack sealing costs are considered maintenance items and are not included in this capital improvements plan. We recommend televising the sanitary sewer system on these roads prior to construction. With the pavement being removed for the improvement, this would be the best time to address any issues that may be found in televising. The cost to televise is not included in the capital road cost.

Individual Paved Roads

The City has expressed interest in extending the sanitary sewer system down County Road 11 and down Terminal Road and Red Oak Lane. The costs in this capital improvement plan to improve those roads are for the road only and do not account for the potential sewer extension. If the roads were to be improved with the addition of the sanitary sewer extension, the price per square yard and total project cost would increase.

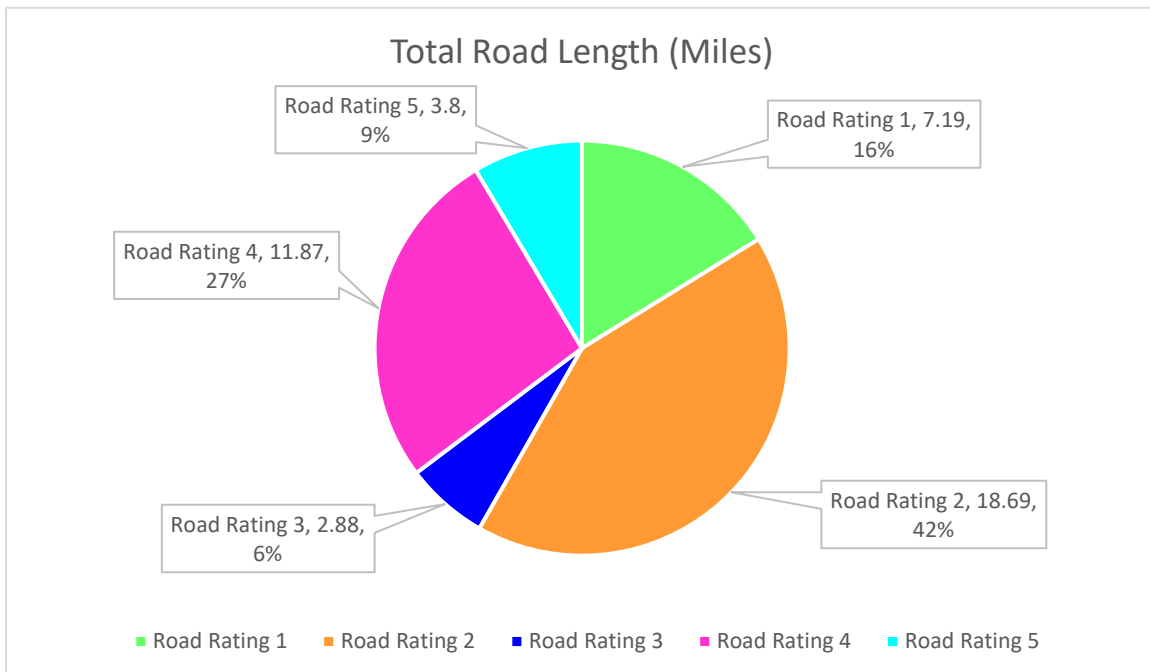
The City has expressed interest in creating a trail on Dove Street from Ranchette Drive to County Road 4. Dove Street has a higher amount of pedestrians and golf carts than many of the surrounding roads. A trail would create a safer travel route for the increased pedestrian and golf cart traffic. The cost to include an extended shoulder trail is shown in the Sidewalks and Trails CIP. The cost to improve Dove Street and construct the trail are split out in the summary, and the total is calculated in the 2033 section of the CIP Summary.

Paved Roads Summary

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). The estimated total cost to improve all of the paved roads in the City today is roughly \$18,200,000.

Many of the existing paved roads in the City do not meet the minimum width for local roads of 22 feet. The City has expressed to us that the public typically does not want to extend road widths or right of way width and prefers to keep the natural look of many neighborhoods. The costs associated with the road improvements do not include extending the road width to the minimum width of 22 feet. If the City were to want to extend the road width, the construction cost would be significantly higher. The cost per square yard would be similar to the cost of a full road reconstruction (Road Rating 5) of \$65 or more per square yard.

Improving roads before they deteriorate further and fall into the next road rank category would be the most cost effective way to keep up with capital improvements for the City, as improvement costs increase as road rank increases. This may not be feasible given the City's current budget for road improvements. We recommend the City monitor the pavement condition of paved roads in the spring of every year to determine which roads may need to take priority. See the attached capital improvement spreadsheet for recommended dates of improvement based on the existing City budget of \$300,000 for road capital improvements. We recommend the city increase their yearly budget for road capital improvements by 2-4% each year to accommodate for inflating construction and material prices.



Gravel Roads

The City of Breezy Point has a large number of gravel roads in the City limits. 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 should consider areas where gravel roads service areas where there is potential for future growth or potential for petition for pavement. Many of the existing gravel roads do not meet the 22 foot minimum road width for paved roads. A minimum of a 24 foot wide gravel base would be required to pave a 22 foot wide road. If the City were to improve a road to a paved road, there would be additional cost to widen the road from its existing 12 to 20 feet to the minimum 22 foot standard.

Through discussions with City staff, it has been identified that Channel Road should be further investigated before the City improves this road to paved. It is believed that the road has corduroy, or log planks under the existing gravel surface. This would need to be addressed and should be considered if the City were to pave Channel Road in the future.

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 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 street lights, their locations can be seen in the Street Lights CIP Map. There are also three County maintained street lights in the city limits. We have identified 5 additional locations for street lights in areas of higher traffic. While there may be more locations where street lights would improve safety and visibility of intersections, these locations were selected for the purpose of this CIP. The cost to install the lights is estimated and incorporated into the capital costs for paved roads, on the year the road is proposed to be improved.

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 885 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 younger, and 434 signs did not have an age identifying sticker associated with the sign.

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, there is no recommended replacement for the existing collection system.

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. The storm sewer collection system appears to be in good shape and there are no obvious issues with the system. Its age does not indicate it is in need of replacement.

Sidewalks and Trails

An inventory was taken of the existing City owned sidewalks and trails. There exists approximately 4,000 square yards of bituminous trail, 855 square yards of concrete walk and 4,222 square yards of gravel or natural trail.

**CITY OF BREEZY POINT
2024 CAPITAL IMPROVEMENT PLAN**

PAVED ROADS

PAVED ROADS						2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Paved Road Improvement and Maintenance Cost						\$292,703.95	\$263,594.81	\$295,634.48	\$202,086.06	\$608,526.33	\$295,500.19	\$355,200.44	\$297,307.36	\$994,843.69	\$444,086.93
Road Name	Year of Last Impv.	Road Rating	Improvement Type	\$Y	\$/SY										
Airport Road	2007	3	1.5" Mill & Inlay	11,481	\$29.26										
Apache Circle	2007	2	1.5" Overlay	2,226	\$19.00										
Autumn Lane	2005	2	1.5" Overlay	1,876	\$19.00										
Aztec Circle	2017	1	Future 1.5" Overlay	1,578	\$19.00										
Bay View Place	2002	2	1.5" Overlay	867	\$21.31										
Belgian Drive	2007	2	1.5" Overlay	7,439	\$19.00										
Beverly Drive	2004	2	1.5" Overlay	3,014	\$19.00										
Bittersweet Circle	1999	4	Full Depth Reclamation	2,036	\$46.00										
Blackhawk Circle	2008	1	Future 1.5" Overlay	2,479	\$19.00										
Bluebird Lane	1978	5	Full Reconstruct	2,396	\$69.17										
Breezy Point Boulevard	1999	2	1.5" Overlay	4,530	\$22.13	\$100,217.12									
Breezy Point Drive (North)	2014	2	1.5" Overlay	6,612	\$27.11										
Breezy Point Drive (South)	2007	3	1.5" Mill & Inlay	10,960	\$40.52	\$444,086.93									
Buschmann Road	1996	5	Full Reconstruct	29,392	\$65.00										
Camp Lora Place	1978	4	Full Depth Reclamation	814	\$73.25	\$111,417.50									
Canary Lane	2004	4	Full Depth Reclamation	2,162	\$51.53										
Channel Heights	Unknown	2	1.5" Overlay	2,778	\$24.90	\$69,178.21									
Cherokee Trail	2007	2	1.5" Overlay	6,648	\$19.00										
Chickasaw Circle	2005	4	Full Depth Reclamation	5,591	\$46.00										
Choclaw Circle	2008	1	Future 1.5" Overlay	3,334	\$19.00										
Circle Drive	1978	5	Full Reconstruct	1,982	\$71.05										
Creek Circle	2014	1	Future 1.5" Overlay	2,497	\$19.80										
Cross Street	1978	5	Full Reconstruct	716	\$70.59										
Crow Circle	2008	2	1.5" Overlay	992	\$19.00										
Dakota Drive	2008	2	1.5" Overlay	1,531	\$19.00										
Dellwood Drive	1994	5	Full Reconstruct	2,786	\$65.00										
Douglas Drive	Unknown	2	1.5" Overlay	829	\$21.41										
Dove Street (CR-4 to Ranchette)	1994	4	Full Depth Reclamation	15,970	\$62.30										
Dove Street (Ranchette to West End)	2000	2	1.5" Overlay	5,889	\$19.00										
Eagle Lane	1998	2	1.5" Overlay	7,969	\$21.15	\$168,519.11									
East Street	2004	2	1.5" Overlay	5,234	\$19.00										
Edgewater Circle	2007	4	Full Depth Reclamation	670	\$46.00										
Falling Leaf Circle	Unknown	2	1.5" Overlay	2,477	\$19.00										
Fifth Ave	Unknown	2	1.5" Overlay	3,000	\$19.00										
Four Seasons Place	2005	2	1.5" Overlay	3,756	\$19.00										
Fox Loop	2000	4	Full Depth Reclamation	1,878	\$63.15										
Gopher Lane	Unknown	2	1.5" Overlay	2,151	\$20.39										
Graf Road	2000	1	Future 1.5" Overlay	1,402	\$19.00										
Green Scene Drive	2005	2	1.5" Overlay	10,656	\$19.00										
Harvest Court	2005	2	1.5" Overlay	1,016	\$19.00										
Harvest Road	2005	4	Full Depth Reclamation	6,131	\$46.00										
Hillside Pass	2005	2	1.5" Overlay	2,191	\$19.00										
Humming Bear Lane	2002	4	Full Depth Reclamation	5,668	\$46.00										
Huron Circle	2003	2	1.5" Overlay	1,672	\$19.00										
Lakeshore Drive	2004	4	Full Depth Reclamation	8,258	\$48.42										
Mohican Circle	2002	2	1.5" Overlay	4,056	\$19.00										
Navaho Trail	2017	1	Future 1.5" Overlay	8,934	\$19.00										
Nickel Road	2003	2	1.5" Overlay	10,247	\$19.00										
Nickel Woods Circle	2002	4	Full Depth Reclamation	4,209	\$46.00										
North Birchwood Drive	2000	4	Full Depth Reclamation	2,918	\$55.73										
North Drive	2003	4	Full Depth Reclamation	2,491	\$53.35										
North Drive Boat Access	2016	3	1.5" Mill & Inlay	1,386	\$36.31										
North Lakeview Drive	2004	3	1.5" Mill & Inlay	14,700	\$41.40	\$608,526.33									
North Pinewood Drive	2000	4	Full Depth Reclamation	2,900	\$58.78										
North Spruce Drive	2000	4	Full Depth Reclamation	3,118	\$59.25	\$170,457.54 \$184,742.90									
Northwoods Circle	1999	4	Full Depth Reclamation	589	\$46.00										
Northwoods Lane	1999	4	Full Depth Reclamation	10,747	\$46.00										
Old County Road 39	2004	2	1.5" Overlay	4,828	\$19.00										
Oriole Circle	2002	2	1.5" Overlay	3,842	\$21.86	\$83,999.86									
Osceola Circle	2002	2	1.5" Overlay	2,856	\$24.43										
Ossawinamakee Road	2020	1	Future 1.5" Overlay	30,368	\$19.00										
Ottawa Trail	2008	1	Future 1.5" Overlay	6,429	\$19.00										
Ouray Drive	2005	2	1.5" Overlay	773	\$19.00										
Owl Circle	2011	2	1.5" Overlay	850	\$20.68	\$17,571.18									
Papago Circle	2019	1	Future 1.5" Overlay	2,994	\$20.34										
Pawnee Circle	2017	1	Future 1.5" Overlay	2,797	\$19.00										
Pelican Woods Way	2000	4	Full Depth Reclamation	2,124	\$46.00										
Percheron Drive	2007	1	Future 1.5" Overlay	6,732	\$19.00										
Prima Circle	2017	1	Future 1.5" Overlay	2,184	\$19.00										
Piney Way	1978	5	Full Reconstruct	2,766	\$70.78										
Poplar Drive	2007	3	1.5" Mill & Inlay	1,451	\$29.76										
Pueblo Circle	2005	4	Full Depth Reclamation	3,419	\$46.00										
Racoon Lane (Portion)	2005	4	Full Depth Reclamation	1,053	\$46.00										
Ranchette Drive (Bushmann to Fallen Leaf Circle)	Unknown	5	Full Reconstruct	6,967	\$65.00										
Ranchette Drive (CR-11 to Fallen Leaf Circle)	Unknown	1	Future 1.5" Overlay	8,160	\$19.00										
Ranchette Drive (CR-11 to South End of N-S portion)	Unknown	2	1.5" Overlay	23,525	\$19.00										
Ranchette Drive (Southern East-West Portion)	Unknown	4	Full Depth Reclamation	6,191	\$46.00										
Red Oak Lane	1978	4	Full Depth Reclamation	3,980	\$50.78	\$202,086.06									
Red Pine Drive	Unknown	2	1.5" Overlay	1,698	\$21.29	\$36,139.22									
Rice Creek Drive	2000	4	Full Depth Reclamation	1,552	\$46.00										
Robin Lane	1998	2	1.5" Overlay	3,826	\$24.42										
Robinhood Lane	2005	2	1.5" Overlay	5,762	\$19.00	\$93,433.90									
Rolling Oaks Trail	2004	2	1.5" Overlay	2,674	\$19.00										
Russ Court	2004	4	Full Depth Reclamation	1,477	\$46.00										
Sand Beach Drive	2010	4	Full Depth Reclamation	1,940	\$50.12										
Scenic Overlook	2005	2	1.5" Overlay	9,162	\$19.00										
Shoreview Lane	2007	2	1.5" Overlay	7,562	\$20.59										
Sioux Drive	2008	2	1.5" Overlay	3,960	\$19.00										
Ski Chalet Drive	2003	2	1.5" Overlay	22,653	\$21.21										
Snowman Circle	2015	2	1.5" Overlay	1,648	\$19.00										
Sparrow Drive	Unknown	2	1.5" Overlay	3,356	\$21.00	\$70,474.44									
Suffolk Circle	2020	1	Future 1.5" Overlay	3,065	\$20.63										
Suffolk Drive (North)	2020	1	Future 1.5" Overlay	3,433	\$20.17										
Suffolk Drive (South)	2008	2	1.5" Overlay	5,778	\$19.00										
Summer Drive	2005	4	Full Depth Reclamation	11,695	\$46.00										
Sunset Strip	2020	1	Future 1.5" Overlay	1,410	\$19.00										
Terminal Road (Forest Pl to CR 11)	1978	4	Full Depth Reclamation	3,822	\$48.33	\$184,723.22									
Terminal Road (Forest Pl to Ski Chalet)	2005	2	1.5" Overlay	3,951	\$19.96	\$78,871.59									
Thrane Drive (portion)	Unknown	2	1.5" Overlay	403	\$26.44										
Timberlane Point	1994	4	Full Depth Reclamation	12,756	\$46.00										
Weavers Point Road	Unknown	2	1.5" Overlay	9,663	\$19.83										
West Street	194	4	Full Depth Reclamation	6,680	\$46.00										
White Overlook Drive	2005	2	1.5" Overlay	5,562	\$19.00										
Whitebirch Drive	2014	1	Future 1.5" Overlay	7,422	\$19.67										
Wildwood Court	2004	2	1.5" Overlay	889	\$19.00										
Wildwood Lane	1987	4	Full Depth Reclamation	13,351	\$46.00										
Winter Trail	2005	2	1.5" Overlay	4,942	\$19.00										
Wolf Lane	1998	2	1.5" Overlay	2,111	\$19.95										
Wren Drive	2004	2	1.5" Overlay	2,647	\$24.53										
Yuma Circle	2007	2	1.5" Overlay	1,881	\$19.00										
Zuni Circle	2017	1	Future 1.5" Overlay	1,699	\$19.00	\$64,924.63									

CITY OF BREEZY POINT
2024 CAPITAL IMPROVEMENT PLAN

SIDEWALKS AND TRAILS								2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Sidewalk and Trail Capital Improvement Cost								\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$555,106.18	\$123,804.55
Existing Sidewalk/Trail Location	Type	Width (ft)	From	To	SY	Cost/SY	Improvement Type										
Breezy Point Drive South	Paved	6	County Road 11	Cross Street	2,265	\$31.07	Remove and Replace										
Breezy Point Drive South	Paved	4	Cross Street	Shoreview Lane	327	\$31.07	Remove and Replace										\$70,368.64
Cemetery Trail	Gravel	10	Pelican Woods Way	Pelican Woods Way	1,311	\$0.00	No Action	\$0.00									\$10,150.32
Winter Trail	Gravel	8	Ranchette Drive	Logging Lane	2,911	\$0.00	No Action	\$0.00									
City Hall Trail	Paved	8.5	N/A	N/A	1,393	\$31.07	Remove and Replace										
Breezy Point Drive North	Concrete	4	County Road 11	Breezy Point Resort	855	\$760.65	Pedestrian Ramps										\$43,285.59
Proposed Sidewalk/Trail Location																	
Dove Street	Paved	8	Ranchette Drive	County Road 11	5,778	\$96.08	New Trail										\$555,106.18

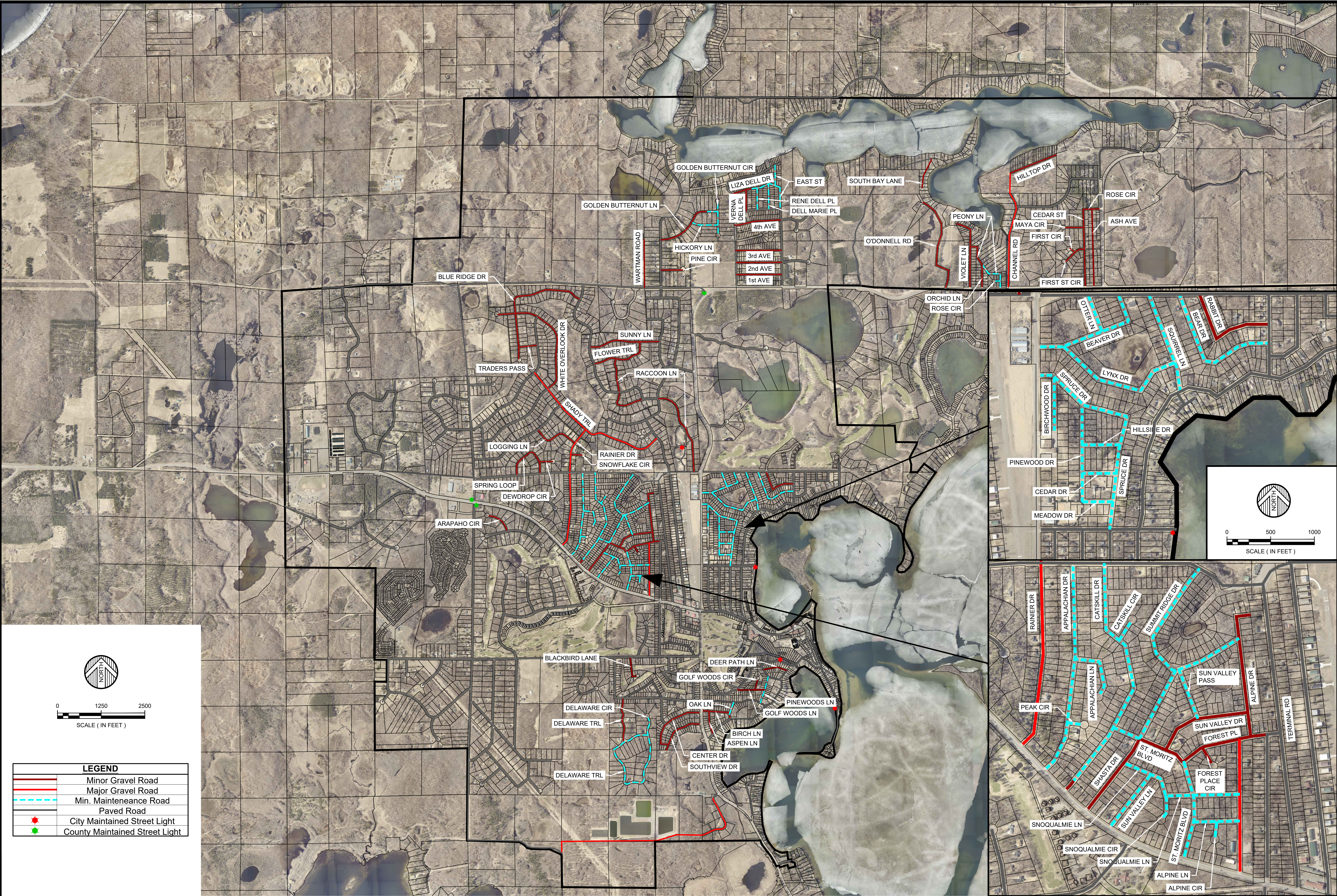
CITY OF BREEZY POINT
2024 CAPITAL IMPROVEMENT PLAN

FOR MAINTENANCE AND BUDGETING PURPOSES, NOT INCLUDED IN CAPITAL IMPROVEMENTS SUMMARY

City Maintenance Budget			Recommended Budget									
			Current									
			\$69,000.00	\$70,400.00	\$71,900.00	\$73,400.00	\$74,900.00	\$76,400.00	\$78,000.00	\$79,600.00	\$81,200.00	\$82,900.00
GRAVEL ROADS			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Gravel Road Maintenance Cost			\$69,000.00	\$70,400.00	\$71,900.00	\$73,400.00	\$74,900.00	\$76,400.00	\$78,000.00	\$79,600.00	\$81,200.00	\$82,900.00
Road Name	Width (ft)	SY										
1st Avenue	24	3,499	\$1,442.02	\$1,471.28	\$1,502.63	\$1,533.97	\$1,565.32	\$1,596.67	\$1,630.11	\$1,663.55	\$1,696.98	\$1,732.51
2nd Avenue	24	3,501	\$1,443.12	\$1,472.40	\$1,503.77	\$1,535.14	\$1,566.51	\$1,597.89	\$1,631.35	\$1,664.81	\$1,698.28	\$1,733.83
3rd Avenue	24	3,541	\$1,459.60	\$1,489.22	\$1,520.95	\$1,552.68	\$1,584.41	\$1,616.14	\$1,649.99	\$1,683.83	\$1,717.68	\$1,753.64
4th Avenue	18	2,686	\$1,107.07	\$1,129.53	\$1,153.60	\$1,177.66	\$1,201.73	\$1,225.80	\$1,251.47	\$1,277.14	\$1,302.81	\$1,330.09
Alpine Drive	20	3,436	\$1,416.01	\$1,444.74	\$1,475.52	\$1,506.30	\$1,537.09	\$1,567.87	\$1,600.70	\$1,633.54	\$1,666.37	\$1,701.26
Arapaho Circle	20	2,129	\$877.63	\$895.44	\$914.52	\$933.60	\$952.67	\$971.75	\$992.10	\$1,012.46	\$1,032.81	\$1,054.43
Darner Lane	12	1,844	\$760.03	\$775.45	\$791.97	\$808.49	\$825.02	\$841.54	\$859.16	\$876.79	\$894.41	\$913.13
Deer Path Lane	12	912	\$375.89	\$383.52	\$391.69	\$399.86	\$408.03	\$416.21	\$424.92	\$433.64	\$442.35	\$451.62
Ash Avenue	14	3,424	\$1,411.15	\$1,439.78	\$1,470.46	\$1,501.14	\$1,531.82	\$1,562.49	\$1,595.22	\$1,627.94	\$1,660.66	\$1,695.43
South Bay Lane	14	1,384	\$570.62	\$582.19	\$594.60	\$607.00	\$619.41	\$631.81	\$645.04	\$658.28	\$671.51	\$685.57
Aspen Lane	18	1,342	\$553.12	\$564.34	\$576.37	\$588.39	\$600.42	\$612.44	\$625.27	\$638.09	\$650.92	\$664.55
Birch Lane	18	1,842	\$759.20	\$774.61	\$791.11	\$807.62	\$824.12	\$840.62	\$858.23	\$875.83	\$893.44	\$912.14
Blackbird Lane	18	1,346	\$554.77	\$566.03	\$578.09	\$590.15	\$602.21	\$614.27	\$627.13	\$640.00	\$652.86	\$666.53
First Circle	18	823	\$339.37	\$346.26	\$353.63	\$361.01	\$368.39	\$375.77	\$383.64	\$391.51	\$399.37	\$407.74
Forest Place Circle	18	835	\$344.32	\$351.30	\$358.79	\$366.27	\$373.76	\$381.24	\$389.23	\$397.21	\$405.19	\$413.68
Golf Woods Circle	18	1,019	\$420.15	\$428.68	\$437.81	\$446.95	\$456.08	\$465.21	\$474.96	\$484.70	\$494.44	\$504.79
Golf Woods Lane	18	1,600	\$659.46	\$672.84	\$687.18	\$701.51	\$715.85	\$730.18	\$745.48	\$760.77	\$776.06	\$792.31
Maya Circle	18	1,491	\$614.69	\$627.17	\$640.53	\$653.89	\$667.26	\$680.62	\$694.87	\$709.13	\$723.38	\$738.52
O'Donnell Road	18	5,868	\$2,418.57	\$2,467.64	\$2,520.22	\$2,572.80	\$2,625.37	\$2,677.95	\$2,734.03	\$2,790.12	\$2,846.20	\$2,905.79
Catskill Drive	20	289	\$119.07	\$121.49	\$124.07	\$126.66	\$129.25	\$131.84	\$134.60	\$137.36	\$140.12	\$143.06
Cedar Street	20	5,911	\$2,436.34	\$2,485.77	\$2,538.73	\$2,591.70	\$2,644.66	\$2,697.63	\$2,754.12	\$2,810.62	\$2,867.11	\$2,927.14
Center Drive	20	4,162	\$1,715.51	\$1,750.32	\$1,787.61	\$1,824.91	\$1,862.20	\$1,899.49	\$1,939.27	\$1,979.05	\$2,018.83	\$2,061.10
Channel Road	20	7,402	\$3,050.92	\$3,112.82	\$3,179.14	\$3,245.47	\$3,311.79	\$3,378.12	\$3,448.86	\$3,519.61	\$3,590.36	\$3,665.52
First Street Circle	20	1,991	\$820.46	\$837.11	\$854.94	\$872.78	\$890.62	\$908.45	\$927.48	\$946.50	\$965.53	\$985.74
Flower Trail	20	3,778	\$1,557.06	\$1,588.65	\$1,622.50	\$1,656.35	\$1,690.20	\$1,724.05	\$1,760.15	\$1,796.26	\$1,832.36	\$1,870.73
Golden Butternut Lane	20	3,707	\$1,527.75	\$1,558.75	\$1,591.96	\$1,625.17	\$1,658.38	\$1,691.59	\$1,727.02	\$1,762.45	\$1,797.87	\$1,835.51
Hilltop Drive	20	3,164	\$1,304.26	\$1,330.73	\$1,359.08	\$1,387.44	\$1,415.79	\$1,444.14	\$1,474.39	\$1,504.63	\$1,534.87	\$1,567.01
Liza Dell Drive	20	1,249	\$514.75	\$525.19	\$536.38	\$547.57	\$558.76	\$569.95	\$581.89	\$593.82	\$605.76	\$618.44
Orchid Lane	20	1,444	\$595.35	\$607.43	\$620.37	\$633.31	\$646.25	\$659.19	\$673.00	\$686.80	\$700.61	\$715.28
Peony Lane	20	1,676	\$690.60	\$704.61	\$719.63	\$734.64	\$749.65	\$764.67	\$780.68	\$796.69	\$812.71	\$829.72
Pine Circle	20	1,411	\$581.61	\$593.41	\$606.05	\$618.69	\$631.34	\$643.98	\$657.47	\$670.96	\$684.44	\$698.77
Shasta Drive	20	2,216	\$913.17	\$931.70	\$951.55	\$971.40	\$991.25	\$1,011.10	\$1,032.28	\$1,053.45	\$1,074.63	\$1,097.13
Snowflake Circle	20	1,179	\$485.73	\$495.59	\$506.15	\$516.71	\$527.27	\$537.83	\$549.09	\$560.35	\$571.62	\$583.58
Southview Drive	20	3,051	\$1,257.55	\$1,283.07	\$1,310.41	\$1,337.74	\$1,365.08	\$1,392.42	\$1,421.58	\$1,450.74	\$1,479.90	\$1,510.89
Sun Valley Drive	20	2,482	\$1,023.08	\$1,043.84	\$1,066.08	\$1,088.32	\$1,110.56	\$1,132.80	\$1,156.52	\$1,180.25	\$1,203.97	\$1,229.18
Sunny Lane	20	4,542	\$1,872.13	\$1,910.12	\$1,950.82	\$1,991.52	\$2,032.21	\$2,072.91	\$2,116.32	\$2,159.74	\$2,203.15	\$2,249.27
Traders Pass	20	1,200	\$494.59	\$504.63	\$515.38	\$526.13	\$536.89	\$547.64	\$559.11	\$570.58	\$582.04	\$594.23
Verna Dell Place	20	1,369	\$564.20	\$575.65	\$587.92	\$600.18	\$612.45	\$624.71	\$637.80	\$650.88	\$663.96	\$677.86
Violet Lane	20	4,616	\$1,902.36	\$1,940.96	\$1,982.31	\$2,023.67	\$2,065.02	\$2,106.38	\$2,150.49	\$2,194.60	\$2,238.72	\$2,285.59
Blue Ridge Road	22	9,137	\$3,766.06	\$3,842.48	\$3,924.35	\$4,006.22	\$4,088.09	\$4,169.96	\$4,257.29	\$4,344.62	\$4,431.95	\$4,524.74
Dewdrop Circle	22	1,442	\$594.14	\$606.19	\$619.11	\$632.02	\$644.94	\$657.86	\$671.63	\$685.41	\$699.19	\$713.83
Forest Place	22	2,542	\$1,047.81	\$1,069.07	\$1,091.85	\$1,114.63	\$1,137.40	\$1,160.18	\$1,184.48	\$1,208.78	\$1,233.07	\$1,258.89
Logging Lane	22	3,315	\$1,366.18	\$1,393.90	\$1,423.60	\$1,453.30	\$1,483.00	\$1,512.70	\$1,544.38	\$1,576.06	\$1,607.74	\$1,641.40
Raccoon Lane	22	11,438	\$4,714.13	\$4,809.78	\$4,912.26	\$5,014.74	\$5,117.22	\$5,219.70	\$5,329.02	\$5,438.33	\$5,547.64	\$5,663.79
Rainier Drive	22	8,546	\$3,522.25	\$3,593.71	\$3,670.28	\$3,746.86	\$3,823.43	\$3,900.00	\$3,981.67	\$4,063.35	\$4,145.02	\$4,231.80
Shady Trail	22	11,039	\$4,549.91	\$4,642.22	\$4,741.13	\$4,840.05	\$4,938.96	\$5,037.87	\$5,143.37	\$5,248.88	\$5,354.38	\$5,466.48
Spring Loop	22	3,865	\$1,592.87	\$1,625.19	\$1,659.82	\$1,694.44	\$1,729.07	\$1,763.70	\$1,800.64	\$1,837.57	\$1,874.51	\$1,913.75
St Moriz Boulevard	22	1,391	\$573.27	\$584.90	\$597.37	\$609.83	\$622.29	\$634.75	\$648.05	\$661.34	\$674.63	\$688.76
White Overlook Drive	22	8,705	\$3,587.74	\$3,660.53	\$3,738.52	\$3,816.52	\$3,894.51	\$3,972.51	\$4,055.70	\$4,138.90	\$4,222.09	\$4,310.48
Delaware Trail	24	3,467	\$1,428.83	\$1,457.82	\$1,488.88	\$1,519.94	\$1,551.00	\$1,582.07	\$1,615.20	\$1,648.33	\$1,681.46	\$1,716.67
Rabbit Drive	24	3,163	\$1,303.53	\$1,329.98	\$1,358.32	\$1,386.66	\$1,414.99	\$1,443.33	\$1,473.56	\$1,503.78	\$1,534.01	\$1,566.13

CITY OF BREEZY POINT 2024 CAPITAL IMPROVEMENT PLAN SUMMARY

[illegible]



LEGEND	
	Minor Gravel Road
	Major Gravel Road
	Min. Maintenance Road
	Paved Road
	City Maintained Street Light
	County Maintained Street Light

WHEREBY THIS PLAN SPECIFICATION OR REPORT
I HEREBY CERTIFY THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER
THE LAWS OF THE STATE OF MINNESOTA.

DATE	REVISION DESCRIPTION	BY

DATE: DECEMBER, 2024
SCALE: AS SHOWN
DRAWN BY: ---
CHECKED BY: ---
JOB NUMBER: 2024-11208

2024 BREEZY POINT CIP
CITY OF BREEZY POINT
BREEZY POINT, MN
GRAVEL AND MINIMUM MAINTENANCE CIP MAP

