

FEASIBILITY REPORT

2026 STREET IMPROVEMENTS PROJECT

BLUEBIRD LANE, PINEY WAY, WREN DRIVE

BREEZY POINT, MINNESOTA

2025-11748

DATE: 12-12-2025

2026 STREET IMPROVEMENTS PROJECT

FEASIBILITY REPORT

Prepared for
City of Breezy Point

WIDSETH No. 2025-11748

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer Under the laws of the State of Minnesota.



Nick Peterson
Professional Engineer

64909

License Number

12-12-2025

Date

2026 STREET IMPROVEMENTS PROJECT

FEASIBILITY REPORT

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STATEMENT OF PURPOSE

On October 6th, 2025, the City Council authorized Widseth to complete this Feasibility Report. The purpose of this report is to review the feasibility of improving Bluebird Lane, Piney Way, and Wren Drive based on the 2026 streets budget and the Capital Improvement Plan. This report evaluates the condition of the existing roadways, identifies potential improvements, and provides cost estimates and assessment projections based on the current City assessment policy.

After the City accepts the report, a public hearing will be required, and the results of the study will be presented to review the proposed improvements, estimated costs, and estimated assessments for the benefited properties. When the hearing has been completed and public testimony has been received, the City Council may choose to discontinue the project, modify the project, or pass a resolution ordering the improvements. If the project is continued, final plans, specifications, and bidding documents will be prepared by the Project Engineer. After the project has been legally advertised and bids have been received, the City will review the projected costs based on the bids received. If the lowest responsible bid is acceptable, the Council will proceed with a Contract for construction. An assessment roll is typically prepared after the final construction costs are tallied, but may be scheduled as soon as the project is awarded to the successful bidder. A final assessment hearing will be held and, if the assessments are subsequently approved by the City Council, the assessment roll will be certified to the County Auditor for placement on the tax rolls.

EXISTING CONDITIONS

BLUEBIRD LANE

Bluebird Lane is located within Commercial (C) and Original Neighborhood (R-3) zoning districts and contains both commercial and residential properties. The project area includes the entire length of Bluebird Lane from CSAH-11 to CSAH-4.

The last recorded major improvement to Bluebird Lane was in 1978, when it was originally paved. The bituminous roadway is 20 feet wide and approximately 1,140 linear feet long. The pavement has been patched when necessary and is deteriorated. The pavement is visibly failing and has been patched in many locations.

Gravity sanitary sewer flows from north to south toward CSAH-4 and eventually to Lift Station 4. The PVC sewer installed in 1978 remains within its useful life and does not require replacement due to age. Televising is recommended before construction to identify any necessary repairs.

Bluebird Lane experiences erosion and drainage issues. During rain events, stormwater flows primarily from the northwest portion of the roadway to the East. Sediment from winter time salt/sand and native sands from driveways gets washed down the roadway during storm events and spring thaw. Some measures have been taken by the City to try to mitigate the erosion. This issue poses some challenges in correcting. The existing profile is quite steep, and the existing topography in the right of way is not conducive to stormwater management. Existing shouldering holds water on the roadway in some locations, contributing to water concentrating on the pavement at the low point.

Based on information we received from City staff, we understand there are five adjacent lots on Bluebird Lane that are dedicated for drainage. These lots can be seen in Exhibit A. One of the lots contains an entrance to the Recreation Center. Through discussion with City staff, it is proposed the entrance lot be assessed to the property owner, and the City cover the cost of the assessments for the four remaining lots dedicated for drainage. We recommend the City formalize this agreement for dedicated drainage with the land owner and include the information with the respective parcels as the information would become important if the lots were to be sold.

PINEY WAY

Piney Way exists entirely in the Medium Density Residential (R-2) zone. The project area is the entirety of Piney Way from CSAH-4 to the dead end of Piney Way.

The last recorded major improvement to Piney Way was in 1978 when it was originally paved. The bituminous roadway is 18 feet wide and approximately 1,100 linear feet long. The pavement is visibly deteriorated after nearly fifty years of use and has been patched where necessary.

Gravity sanitary sewer exists on Piney Way, flowing from north to south. The sanitary sewer is constructed of concrete manholes and PVC pipe. The PVC pipe is still in its useful life and should not require replacement due to its age. We recommend televising the sewer on Piney Way prior to construction to identify any repairs that may be necessary. Necessary repairs could be completed as a part of this construction project.

Much of the existing topography of the corridor of Piney Way does not allow for water to drain off of the pavement. Higher shoulders hold water on the pavement in many locations. Water retention on bituminous pavement typically results in a shorter useful life of the pavement.

WREN DRIVE

Wren drive exists in Original Neighborhood (R-3) and Resort Commercial (RC) zoning. The project area is the entirety of Wren Drive, from Dove Street to Robin Lane.

Wren Drive has been previously chip sealed, and we believe it has also been overlaid in the past. The last recorded improvement was in 2004. The roadway is 20 feet wide and is about 1,200 linear feet long.

Some cracking is present, however the majority of the roadway is in good condition. Gravity sewer exists on Wren Drive. The gravity sewer is constructed of PVC and is still in its useful life and should not require replacement due to its age.

PROPOSED IMPROVEMENTS

BLUEBIRD LANE

The roadways existing width of 20 feet does not meet the current City standard of 22 feet for local roads. The City has typically considered increasing road width on a case by case basis. Through discussion with City staff and considering the existing conditions, the roadway width is not proposed to change.

It is proposed to reconstruct the roadway by reclaiming the existing pavement and base, adding additional aggregate base, and paving. Driveways will be removed to a distance from the roadway that is appropriate for tying back in to the new pavement, and driveways will be replaced with the material they were prior to the improvement. Sanitary sewer manhole castings are proposed to be removed and replaced as a part of this project.

Ditching is proposed on the north-south portion of the roadway to improve drainage. Additionally, a stretch of surmountable curb and gutter is proposed in the area where some erosion has occurred in the past. Re-establishing a 2% crown and grading the shoulders will allow water to flow off the roadway and minimize sedimentation at the low point where water would pool and sand would collect during large rain events.

A 3 ½ inch pavement section is proposed, the City's current standard for local roads is 2 inches of bituminous with a 4 inch aggregate base. With the proposed pavement thickness, a future mill and inlay would allow for matching back in with the proposed curb and gutter, whereas a thinner pavement section would require a future overlay. Overlaying roadways with curb and gutter is not favorable as it creates a substantial bituminous lip over the concrete. Additionally, some commercially zoned lots exist on Bluebird Lane that could see some heavier vehicle traffic where a thicker pavement section would be preferred.

We recommend the City plans for a chip seal of the roadway one to two years after construction in an effort to preserve the new pavement and protect the investment. Proposed improvements are shown in Exhibit A.

PINEY WAY

Piney Way is 18 feet in width, which does not meet the current City standard of 22 feet for local roads. The City has typically considered increasing road width on a case by case basis. Through discussion with City staff and considering the existing conditions, the roadway width is not proposed to change.

It is proposed to reconstruct the roadway by reclaiming the existing pavement and base, adding additional aggregate base, and paving. Driveways will be removed to a distance from the roadway that is appropriate for tying back in to the new pavement, and driveways will be replaced with the material they were prior to the improvement. Sanitary sewer manhole castings are proposed to be removed and replaced as a part of this project. The cost estimate reflects a 3 ½ inch pavement section and on Piney Way, the City's current standard for local roads is 2 inches of bituminous and 4 inches of aggregate base.

Raising the roadway would promote water to drain off the pavement. We are proposing to add an additional three to four inches of aggregate base to allow some grading away from the roadway. Where feasible, some ditching is proposed to manage some of the runoff. A paved turnaround and 100 foot extension of the roadway to better accommodate properties at the end of Piney Way is proposed.

It is not anticipated any easements will be necessary to complete the proposed improvements. During design, and with accurate survey information, the need, if any, for easements will be determined.

We recommend the City plans for a chip seal of the roadway one to two years after construction in an effort to preserve the new pavement and protect the investment. Proposed improvements are shown in Exhibit B.

WREN DRIVE

Wren Drive is 20 feet in width, which does not meet the current City standard of 22 feet for local roads. The proposed improvement is a mill and inlay, which does not allow for road widening.

In order to complete the proposed improvement, a determination of the existing pavement depth will need to be made. The cost estimate includes estimated costs to core the existing bituminous mat to determine the thickness. If it is determined that there is adequate thickness, a 1 ½ inch mill and a 1 ½ inch inlay of pavement is recommended. No driveway removal or replacement will be required. Sanitary sewer manhole castings will be removed and replaced as well.

The approach from Dove Street to Wren Drive is deteriorated slightly more than the rest of the roadway. It appears some stormwater may sit on the pavement at this location. It is proposed to remove the pavement full depth for a short portion and replace it, as well as some tree clearing and ditching at that intersection.

We recommend that the City plans for a chip seal of the roadway one to two years after construction in an effort to preserve the new pavement and protect its investment. Proposed improvements are shown in Exhibit C.

ESTIMATED PROJECT COSTS

Estimated project costs for the proposed improvements to each road are summarized below:

Bluebird Lane	\$262,050
Piney Way	\$241,400
Wren Drive	\$87,440
Total Estimated Project Cost	\$571,160

The City's current assessment policy is to assess 50% for full reconstruction (\$10,000 cap per assessment) and full depth reclamation projects (\$7,000 cap per assessment), and 25% for overlay and mill and inlay projects (\$4,000 cap per assessment). Assessments are determined on a per building site basis, per the policy. Building sites are determined per buildable lot. Property owners owning multiple adjoining properties are proposed to be assessed for each lot unless the primary structure overlaps lot lines, or if the other lot is not buildable. Estimated preliminary assessment costs for the proposed improvements to each road are summarized below:

Bluebird Lane – Full Reconstruct

Total Estimated Project Cost	\$262,050
Estimated City Costs (59%)	\$154,850
Assessable Project Cost (41%)	\$107,200
Assessable Building Sites	22 (4 paid by City)
Estimated Cost Per Assessable Building Site	\$6,000
Estimated Annual Payment (Based on 10-Year Period At 8% Interest)	\$890

Piney Way – Full Reconstruct

Total Estimated Project Cost	\$241,400
Estimated City Costs (50%)	\$120,700
Assessable Project Cost (50%)	\$120,700
Assessable Building Sites	25
Estimated Cost Per Assessable Building Site	\$4,850
Estimated Annual Payment (Based on 10-Year Period At 8% Interest)	\$725

Wren Drive – Mill and Inlay

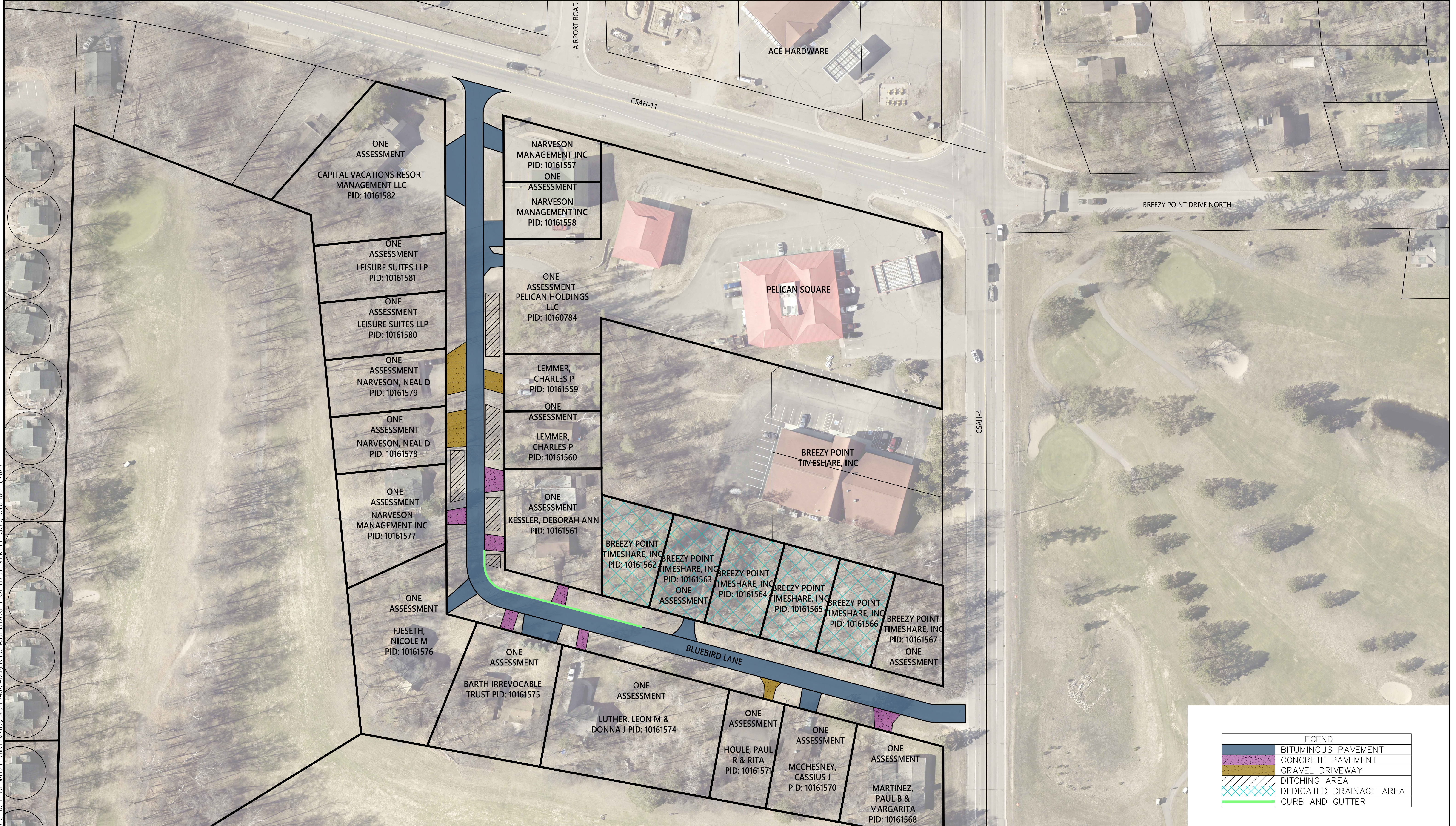
Total Estimated Project Cost	\$87,440
Estimated City Costs (75%)	\$65,580
Assessable Project Cost (25%)	\$21,860
Assessable Building Sites	26
Estimated Cost Per Assessable Building Site	\$840
Estimated Annual Payment (Based on 10-Year Period At 8% Interest)	\$125

The costs estimated herein are intended to convey a general and approximate picture of the costs that would probably be incurred today in carrying out the proposed work. Costs can vary widely depending upon many factors such as weather, economic conditions, size of project, and the workload of available contractors. Actual costs can only be determined by bidding the project. Assessable project costs are determined based on current City assessment policy. The estimated costs above include estimated construction costs, 15% contingencies, and soft costs including engineering, administration, and legal fees. Detailed cost estimating and assessment cost estimating can be found in Appendix A.

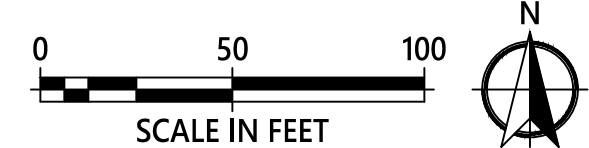
CONCLUSION

In conclusion, we feel the proposed improvements are feasible and do not foresee any major construction issues. It is recommended the City review the findings of this Feasibility Study and its applicability to the City's finances, capital improvement program, and assessment policy. If there are changes the City Council wishes to make regarding the proposed scope of project, or the recommended improvements, then those should be amended in the report. When the Council is ready to move forward to the next step in the assessment process, a resolution setting a date for a preliminary improvement hearing will be required.

EXHIBIT A



LEGEND	
	BITUMINOUS PAVEMENT
	CONCRETE PAVEMENT
	GRAVEL DRIVEWAY
	DITCHING AREA
	DEDICATED DRAINAGE AREA
	CURB AND GUTTER



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DRAWN BY: ####
CHECKED BY: ####
SIGNER NAME: _____ LIC. NO.: NUMBER _____ DATE: MM/DD/YYYY _____

DATE	REV#	REVISIONS DESCRIPTION

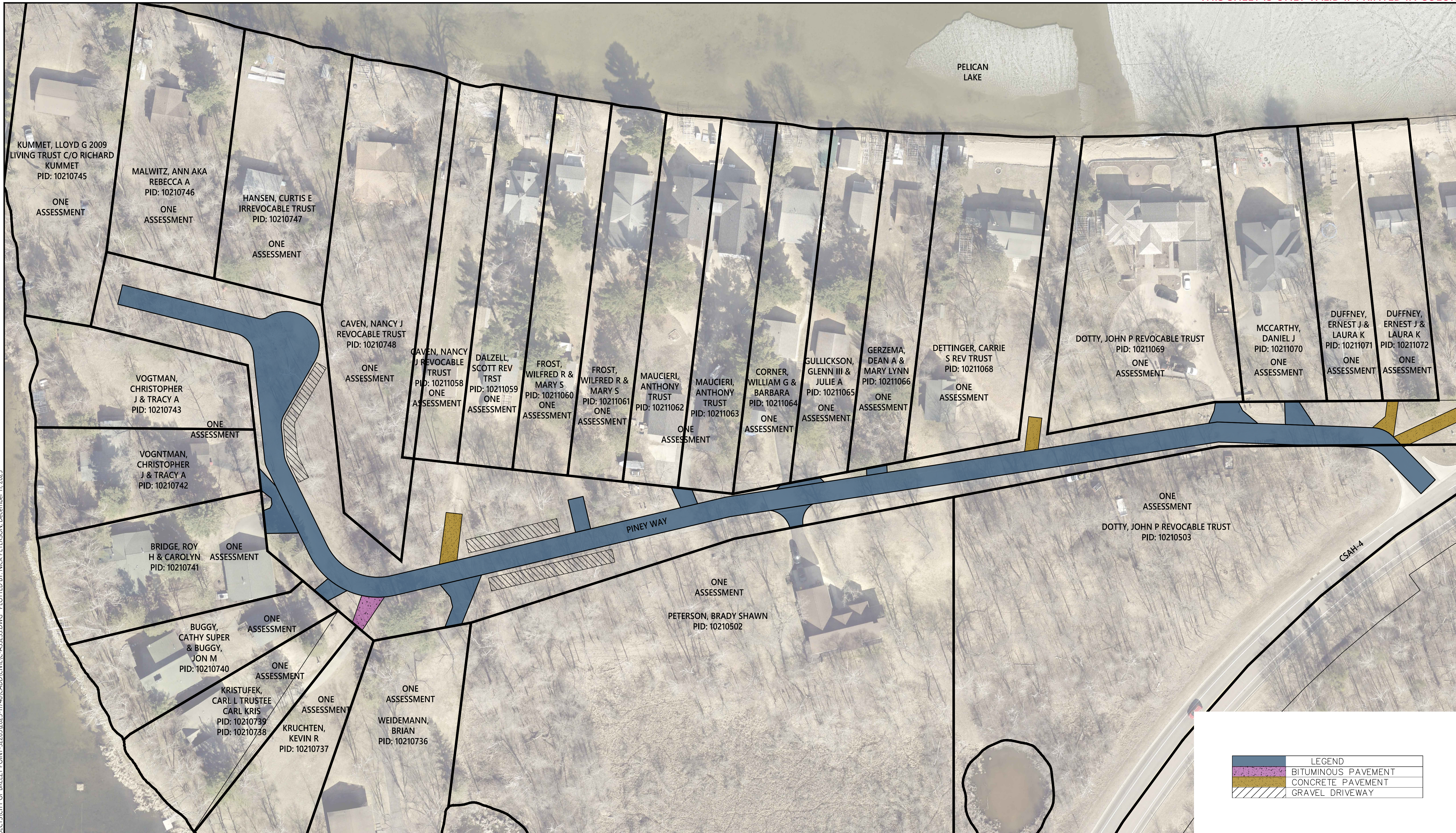
2026 STREET IMPROVEMENTS FEASIBILITY REPORT

BLUEBIRD LANE

EXHIBIT A

PROJECT #: 2025-11748

EXHIBIT B



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DATE	REV#	REVISIONS DESCRIPTION

2026 STREET IMPROVEMENTS FEASIBILITY REPORT

PINEY WAY



EXHIBIT B

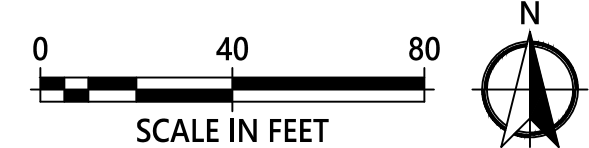
PROJECT #: 2025-11748

EXHIBIT C



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LEGEND	
	BITUMINOUS PAVEMENT
	MILL AND INLAY



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CHECKED BY: ####
SIGNER NAME _____ LIC. NO.: NUMBER _____ DATE: MM/DD/YYYY _____

DATE	REV#	REVISIONS DESCRIPTION

2026 STREET IMPROVEMENTS FEASIBILITY REPORT

WREN DRIVE

EXHIBIT C

PROJECT #: 2025-11748

APPENDIX A

APPENDIX B
POSSIBLE PROJECT SCHEDULE
2026 STREET IMPROVEMENTS
CITY OF BREEZY POINT
DEC. 12, 2025

MAJOR TASKS AND MILESTONES	DATES	REMARKS	NOTES
Resolution Ordering Preparation of Feasibility Report	Monday, October 6, 2025	City Council Meeting	
Approve Engineering Contract for Feasibility Report			
Resolution Receiving Feasibility Report	Monday, December 1, 2025	City Council Meeting	
Resolution Calling Improvement Hearing			
Mailed Notice for Improvement Hearing	Tuesday, December 9, 2025	One notice at least 10 days prior to hearing	
First Published Notice for Improvement Hearing	Saturday, December 13, 2025	Twice in local newspaper, one week apart, last notice must be at least three days prior to hearing.	2
Public Informational Meeting	Monday, December 15, 2025	5:00 p.m. Breezy Point City Hall	4
Second Published Notice for Improvement Hearing	Saturday, December 19, 2026		
Improvement Hearing - Bluebird Lane	Monday, January 5, 2026	5:00 p.m. Breezy Point City Hall	5
Improvement Hearing - Piney Way		5:30 p.m. Breezy Point City Hall	5
Improvement Hearing - Wren Drive		6:00 p.m. Breezy Point City Hall	5
Resolution Ordering Improvement and Plan Preparation		City Council Meeting	
Approve Engineering Design Contract		City Council Meeting	
Design and Staff Review	January-February		
Roads Committee Review	February	75% Plan Review	
Resolution Approving Plans and Specifications and Ordering Advertisement for Bids	Monday, March 2, 2026	City Council Meeting	
Bidding Publication	Tuesday, March 3, 2026	Publication must be made at least three weeks before last day to submit bids, at least once in official newspaper and once in trade paper or First Class city newspaper.	2
Bid Opening	Wednesday, March 25, 2026	By default bid remains subject to acceptance for 60 days after the Bid opening.	
Resolution Ordering Assessment Hearing	Monday, April 6, 2026	City Council Meeting	
Mailed Notice for Assessment Hearing	Tuesday, April 7, 2026	One notice at least two weeks prior to hearing	
Published Notice for Assessment Hearing	Saturday, April 11, 2026	Once in local newspaper at least two weeks prior to hearing.	
Assessment Hearing	Tuesday, April 28, 2026	5:30 p.m. Breezy Point City Hall	
Resolution Adopting Assessment Rolls	Monday, May 4, 2026	City Council Meeting	
End of Assessment Appeal Period	Wednesday, June 3, 2026	Appeals to district court must be made within 30 days after adoption of the assessment roll.	
Notice of Award	Monday, July 6, 2026	City Council Meeting. Contractor has 15 days to deliver signed agreement, bonds, and insurance certificates.	
Approve Engineering Construction Contract			
Pre-Construction Meeting	July, 2026		
Begin Construction	July-August, 2026		

NOTES

1. City Council Meetings held on 1st Monday of the month
2. Deadline for Wednesday publication in the Pine and Echo Journal is Friday by 11:00 a.m. for the Wednesday edition and Tuesday by 10:00 a.m. for the Saturday edition.
3. The project schedule assumes all Council actions are taken at a regular scheduled meetings. The schedule could be accelerated with special meetings.
4. City to mail or notify public of meeting time and location.
5. Improvement Hearing(s) can be held separately or together.
6. **All dates are subject to change, this is a living document. Dates may change based on coordination with other CIP projects.**

APPENDIX B

APPENDIX A

**ESTIMATED PROJECT COSTS AND ASSESSMENT CALCULATIONS
2026 STREET IMPROVEMENTS PROJECT
CITY OF BREEZY POINT
12/12/2025**

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	BLUEBIRD LANE		PINEY WAY		WREN DRIVE		PROJECT TOTAL	
					EST. QUANTITY	TOTAL COST	EST. QUANTITY	TOTAL COST	EST. QUANTITY	TOTAL COST	EST. QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	\$20,000.00	0.40	\$8,000.00	0.40	\$8,000.00	0.20	\$4,000.00	1	\$20,000.00
2	2101.502	CLEARING	ACRE	\$15,000.00	0.01	\$150.00	0.33	\$4,950.00	0	\$0.00	0.34	\$5,100.00
3	2101.502	GRUBBING	ACRE	\$15,000.00	0.01	\$150.00	0.33	\$4,950.00	0	\$0.00	0.34	\$5,100.00
4	2101.505	CLEARING	EACH	\$600.00	0	\$0.00	0	\$0.00	5	\$3,000.00	5	\$3,000.00
5	2101.505	GRUBBING	EACH	\$600.00	0	\$0.00	0	\$0.00	5	\$3,000.00	5	\$3,000.00
6	2104.502	REMOVE CASTING	EACH	\$500.00	5	\$2,500.00	8	\$4,000.00	3	\$1,500.00	16	\$8,000.00
7	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$6.00	0	\$0.00	0	\$0.00	84	\$504.00	84	\$504.00
8	2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	\$6.00	647	\$3,882.00	356	\$2,136.00	0	\$0.00	1003	\$6,018.00
9	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$12.00	257	\$3,084.00	50	\$600.00	0	\$0.00	307	\$3,684.00
10	2105.507	DITCH EXCAVATION	SQ YD	\$12.00	428	\$5,136.00	400	\$4,800.00	40	\$480.00	868	\$10,416.00
11	2105.607	COMMON EXCAVATION	CU YD	\$20.00	0	\$0.00	166	\$3,320.00				
11	2112.619	RECLAIMED AGGREGATE BASE PREPARATION	ROAD STA	\$400.00	11.4	\$4,560.00	11.0	\$4,400.00	0	\$0.00	22.4	\$8,960.00
12	2211.507	AGGREGATE BASE (CV) CLASS 5	CU YD	\$50.00	272	\$13,600.00	483	\$24,150.00	0	\$0.00	755	\$37,750.00
13	2215.504	FULL DEPTH RECLAMATION 8"	SQ YD	\$2.00	2566	\$5,132.00	2812	\$5,624.00	0	\$0.00	5378	\$10,756.00
14	2232.504	MILL BITUMINOUS SURFACE 1.5"	SQ YD	\$5.50	0	\$0.00	0	\$0.00	2650	\$14,575.00	2650	\$14,575.00
15	2302.604	BITUMINOUS DRIVEWAY REPLACEMENT	SQ YD	\$30.00	647	\$19,410.00	356	\$10,680.00	0	\$0.00	1003	\$30,090.00
16	2531.504	CONCRETE DRIVEWAY REPLACEMENT	SQ YD	\$75.00	257	\$19,275.00	50	\$3,750.00	0	\$0.00	307	\$23,025.00
17	2360.504	TYPE SP 9.5 WEARING COURSE MIX (3,C)	TON	\$100.00	244	\$24,400.00	292	\$29,200.00	252	\$25,200.00	788	\$78,800.00
18	2360.504	TYPE SP 12.5 WEARING COURSE MIX (3,B)	TON	\$100.00	325	\$32,500.00	389	\$38,900.00	11	\$1,100.00	725	\$72,500.00
19	2506.502	CASTING ASSEMBLY	EACH	\$1,000.00	5	\$5,000.00	8	\$8,000.00	3	\$3,000.00	16	\$16,000.00
20	2531.503	CONCRETE CURB & GUTTER DESIGN S518	LIN FT	\$60.00	220	\$13,200.00	0	\$0.00	0	\$0.00	220	\$13,200.00
21	2511.507	RIPRAP CLASS III	CU YD	\$200.00	12	\$2,400.00	0	\$0.00	0	\$0.00	12	\$2,400.00
22	2574.507	SCREENED TOPSOIL BORROW	CU YD	\$50.00	350	\$17,500.00	169	\$8,450.00	0	\$0.00	519	\$25,950.00
23	2575.501	TURF ESTABLISHMENT	LUMP SUM	\$20,000.00	0.5	\$10,000.00	0.45	\$9,000.00	0.05	\$1,000.00	1	\$20,000.00
24		BITUMINOUS PAVEMENT CORING	EACH	\$3,000.00	0	\$0.00	0	\$0.00	2	\$6,000.00	2	\$6,000.00
ESTIMATED CONSTRUCTION COST						\$189,879.00		\$174,910.00		\$63,359.00		\$424,828.00
CONTINGENCIES (15%)						\$28,481.85		\$26,236.50		\$9,503.85		
SUBTOTAL						\$218,360.85		\$201,146.50		\$72,862.85		
ENGINEERING, ADMINISTRATION AND LEGAL (20%)						\$43,672.17		\$40,229.30		\$14,572.57		
TOTAL ESTIMATED PROJECT COSTS						\$262,033.02		\$241,375.80		\$87,435.42		\$590,844.24
ASSESSABLE PROJECT COST (BLUEBIRD LANE* AND PINEY WAY 50%, WREN DRIVE 25%)						\$107,195.33		\$120,687.90		\$21,858.85		\$249,742.08
ASSESSABLE BUILDING SITES						22		25		26		
ESTIMATED COST PER ASSESSABLE BUILDING SITE						\$5,955.30		\$4,827.52		\$840.73		
ESTIMATED ASSESSMENT COST PER YEAR						\$887.34		\$719.30		\$125.27		
(BASED ON 1 ASSESSMENT, 10-YEAR TERM AND 8% INTEREST RATE)												
ESTIMATED CITY COSTS (BLUEBIRD LANE* AND PINEY WAY 50%, WREN DRIVE 75%)						\$154,837.69		\$120,687.90		\$65,576.57		\$341,102.16

THE ASSESSMENT POLICY INDICATES A 50% ASSESSMENT FOR FULL RECONSTRUCTION. THERE ARE PARCELS ON BLUEBIRD LANE THAT ARE DEDICATED FOR DRAINAGE. IT IS PROPOSED THAT THE CITY WOULD COVER THE COST OF FOUR OF THOSE PARCELS. THIS WOULD INCREASE THE ESTIMATED CITY COST TO 59 PERCENT OF THE ESTIMATED PROJECT COST, RATHER THAN 50 PERCENT INDICATED IN THE ASSESSMENT POLICY.