

Memorandum

To: Daniel Eick, Assistant City Administrator, Project Manager

From: Paul Sandy, PE
Senior Project Manager, WSB

Date: February 27, 2023

Re: WSB Project No. 022038-000 – Existing Information and Study Summary

The City of Breezy Point entered into a professional services agreement with WSB and Associates to provide Phase 1 preliminary engineering services for the segment of Buschmann Road from County Road 11 to approximately 1,300 feet west of the Ranchette Drive intersection and Ranchette Drive from Buschmann Road to approximately 2,600 feet south of Buschmann Road. The purpose of this memorandum is to summarize existing data and reports, along with previous correspondence about the project to better understand the corridor and what reports/studies have been done in the past. This information gathering stage is important at this beginning stage to better understand needs and priorities of the community based on previous public input and engineering that was completed.

WSB held a preliminary information and data gathering meeting with City staff on January 11, 2023. Information pertinent to the project was discussed and collected between the time of this kickoff meeting to the date on this memo. The information received includes:

- 2011 CSAH 11 Corridor Study Report
- 2022 Cooperative Community Enhancement Project Corridor Study Report
- Buschmann Road Correspondence File (2005 – 2009)
- Various maps and concept drawings

Since the early 2000's, Buschmann Road and Ranchette Drive have been thoroughly examined and studied, and thus the impetus for the city to continue project development to proceed through preliminary and final design.

Project History

A brief history of the Buschmann Road and Ranchette Drive Corridors and project discussions is found below:

1. Prior to 1978 – Buschmann Road is an unimproved roadway.
2. 1978 – City purchases a road grader and begins regular maintenance of the roadway.
3. 1991 – City Engineer (MFRA) prepares road study.
4. 1996 – Buschmann Road is paved.
5. 2003 – City Engineer (Landecker and Associates) prepares road study.
6. 2004 – 2005 – City initiates design of westerly portion of Buschmann Road (1,000 feet east of Ranchette Drive to west City limit). Identified issues: wetland impacts, lack of

right of way, utility line impacts and costs, site distances and safety concerns). Estimated construction costs (2005) - \$500,000.

7. 2007 – 2009 – City initiates design effort for Buschmann and part of Ranchette Drive (Nov. 2007)
 - Buschmann Road and Ranchette Drive pulled from 2008 road improvement project to continue design and delay construction on independent time track (approved Dec. 2007).
 - Traffic Counts on Buschmann taken from April 2008 – June 2008.
 - Two informational meetings with property owners held (April 21, 2008, and September 22, 2008).
 - County/City hold meeting to discuss Buschmann, Nelson, Wild Acres Corridor improvement project concept.
 - Private property owner meetings (impacted by right of way acquisition) held week of June 23, 2008
 - City adopts approach to design to a County standard in November 2008. Additional traffic counts taken in November 2008.

Improvement Options Considered at that time:

- Do nothing
- Improve Buschmann Road/Ranchette Drive to 9-ton City collector road standard meeting 40 mph geometric design speed.
 - Estimated total construction cost (10% construction contingency, utility relocation, and land acquisition cost): \$1,793,000.
 - 22-foot paved travel surface with 2-foot aggregate shoulders
 - Clearing limits to be decided by the city.
 - 40 mph design speed.
- Improve Buschmann Road/Ranchette Drive to 10-ton County standard for anticipated 2028 traffic volumes meeting 50 mph geometric design speed.
 - Estimated total construction cost (10% construction contingency, utility relocation, and land acquisition cost): \$2,182,000.
 - 24-foot paved travel surface with 6-foot aggregate shoulders (2-foot paved and 4-foot aggregate).
 - Clearing limits 42-feet from centerline of the roadway.
 - 50 mph design speed.
- Improve entire corridor (Buschmann, Ranchette, Nelson, Wild Acres to 10-ton County standard).
 - Buschmann/Ranchette - Estimated total construction cost (10% construction contingency, utility relocation, and land acquisition cost): \$2,182,000.
 - Nelson Road - Estimated total construction cost (10% construction contingency, utility relocation, and land acquisition cost): \$546,000 (\$273,000 Breezy Point and \$273,000 Pequot Lakes)
 - Wild Acres - Estimated total construction cost (10% construction contingency, utility relocation, and land acquisition cost): 573,000 (\$184,000 Ideal, \$223,500 Pequot Lakes, \$39,500 Jenkins Township, \$126,000 Jenkins
 - Total Project Cost - \$3,300,000
- Overall Project Issues:
 - Wetland Permitting and Mitigation – Impacts to approximately 1-acre of wetland. Time necessary for all permits and approvals 120 – 180 days.
 - Easement Acquisition – City has prescribed easement for areas in which are maintained. Easements needed for roadway purposes beyond this prescriptive easement.

- Public Input received:
 - The improvement to Buschmann Road is necessary.
 - Concerns about safety.
 - Road is used as a cut-across by more than just local traffic.
 - Road improvements need to be considered for the future as well.
 - Pedestrian amenities along Buschmann Road were not a good idea.
 - Commercial traffic usage.
 - Property owners wanted road re-aligned to section line, while acknowledging that right of way would be needed.
 - Relocation of power lines.
 - Stormwater management concerns.

- 8. August 2009 - City issues RFP for professional engineering services to provide a corridor study addressing; the reconstruction of Buschmann Road; the establishment of a possible new corridor connecting Crow Wing County 11 and Crow Wing County 16; the impact which the bypass of TH 371 will have on said corridor. It is the City's understanding that, at the time proposals were received, the corridor study project did not move forward.

- 9. In 2011, Crow Wing County contracted with Bolton and Menk to study the CSAH 11 corridor that traverses from Breezy Point to TH 371. The study was performed to evaluate 6 subareas related to the CSAH 11 alignment including
 - a. Trail connection between Pequot Lakes and Breezy Point.
 - b. Pequot Lakes (between existing TH 371 and proposed TH 371 (new alignment)).
 - c. Eagle View Elementary School.
 - d. Ranchette Drive.
 - e. Whitebirch Drive.
 - f. Ackerson/Buschmann Road corridor.

The portion of this study that is of most interest as it pertains to this current scope of work is within the Ranchette Drive and Ackerson/Buschmann Road corridor discussions within the report. The final recommendations from the report are found below:

- Ranchette Drive/CSAH 11 turn lanes/access management
 - Add left and right turn lanes at the intersection.
 - Capacity improvements on Ranchette (add right turn lane).
 - Ranchette intersection warrants closure of existing access to Breezy Point Ice Arena. Concept shows relocation of access to west side of arena.
 - When future development occurs, access to CSAH 11 will be severed and redirected to the north to Ski Chalet Drive.
 - When property develops just west of Breezy Point Ice Arena, the access to CSAH 11 should be directed to Ski Chalet Drive.
 - Estimated project costs of about \$150,000 if combined with 2012 project.
- Ackerson/Buschmann Road corridor improvements – Upgrade to a County Roadway
 - Road designed to carry 50 mph + design speed
 - Roadway widened to meet current standards
 - 10-ton pavement design
 - Proper clear zone distances
 - Acquire 100' ROW through corridor

- Intersection realignment/improvements at Nelson Road, Ranchette Drive, and CSAH 11.
- Existing traffic volumes 8000 veh/day. Future traffic volumes 1,500 veh/day.
- No crashes on corridor from 2005 – 2010.
- Estimated cost \$8,100,000.

The final report also includes a full technical memorandum found in Appendix D for the Ackerson/Buschmann Road subarea study performed.

10. In 2021, the City of Breezy Point initiated a corridor study labeled the Cooperative Community Enhancement Project. This study was a culmination of work between the City of Pequot Lakes, the City of Breezy Point, Ideal Township, and Jenkins Township. The report outlined potential corridor alignments and improvements for upgrades to Buschmann Road, Ranchette Drive, Ackerson Road, and Nelson/Wild Acres Road. The purpose of the study was to outline feasible options and costs for upgrading a corridor and addressing operational and safety issues between the City of Breezy Point and Pequot Lakes parallel and northerly of CSAH 11. The final study looked at numerous alignment options, traffic counts, crash history, and other corridor related information to inform the most feasible alignment for the multi-jurisdictional project, identified a preferred local and county standard typical section, and assigned high level cost estimates to each alternative to help inform the study participants of costs involved with the construction of the roadways to each standard. The alignments were balanced for right of way needs, safety considerations, and environmental impacts during the study process. Also completed as a part of the study were some preliminary geotechnical evaluations, survey utilizing unmanned aerial vehicle (UAV), and a full wetland delineation and report. The project management team for the study identified 3 goals and objectives in the report:

- Understand Feasible Alternatives
 - Improve the safety of the corridor and intersections
 - Improve regional connectivity
- Identify Costs and Impacts
 - Minimize construction, right of way, environmental and financial impacts
 - Identify ongoing maintenance costs accompanying design alternatives
- Enhance Ability to Fund the Project
 - Produce a fundable recommendation

Upon completion of this report and the recommendations from the report, the City of Breezy Point has elected to move forward in pursuing the outcomes from the report and constructing the portion of Buschmann Road and Ranchette Drive within the Breezy Point City Limits to a local standard. This came upon an unwillingness for other entities involved with the study to complete their sections in conjunction with the City of Breezy Point.

11. Summary and Conclusion

As stated above, the gathering of existing data and studies is meant provide the project team with a general understanding of existing project information and studies that were completed prior to preliminary design. These previous public engagement activities and studies help to inform the design to avoid and mitigate project risk as we move forward. This existing collection will also help City staff in the future to reference a singular document that can express the overall project history and studies that have been previously performed.