

# Brooklyn Boulevard (County Road 152) Reconstruction Project – Phase 2

## Online Open House



May 13, 2021

# Agenda

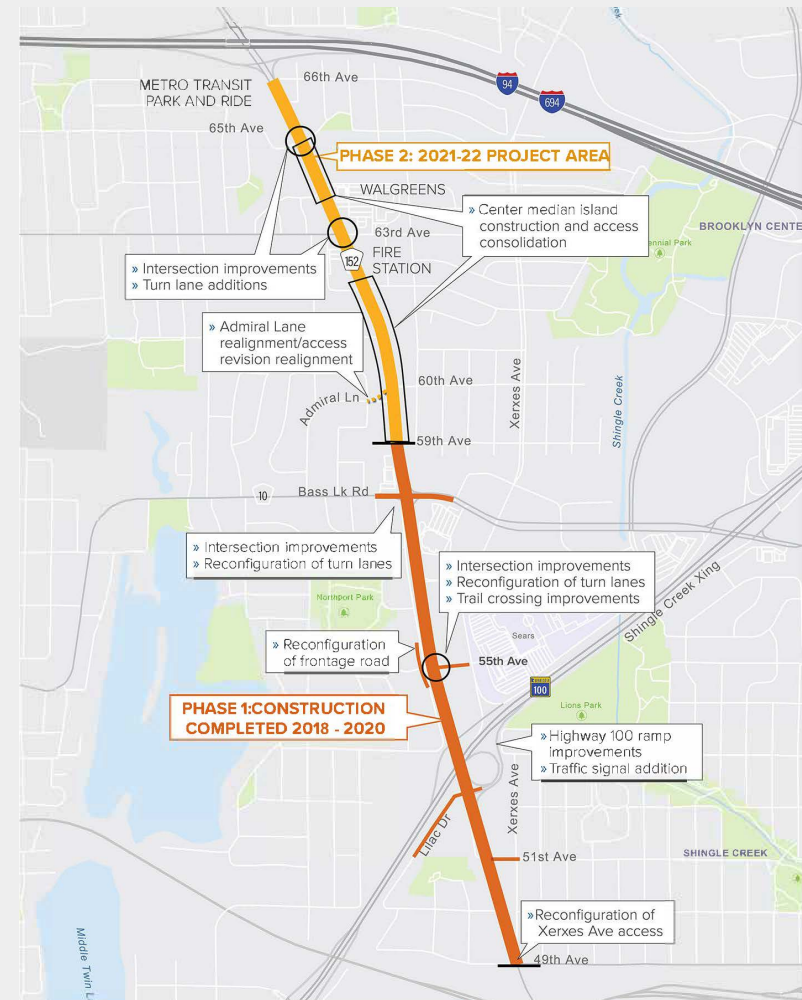
- Project Overview
- Project Staging and Schedule
- What to expect during construction
- Project contacts and communications





# Background: 2013 Brooklyn Boulevard Corridor Study

- The City of Brooklyn Center, in partnership with Hennepin County, completed the Brooklyn Boulevard Corridor Study in 2013 to guide the reconstruction and redevelopment of Brooklyn Boulevard from Interstate 94/694 to the southerly City limits (49th Avenue).
- The goals of the 2013 Study was to set a long-term vision for the Brooklyn Boulevard Corridor including:
  - roadway improvements (traffic and safety),
  - bike and pedestrian facilities,
  - transit improvements and streetscaping.
- Using implementation plan from study, the City of Brooklyn Center split the corridor into two segments for construction (two phases)
- Phase 1: Completed 2018-2020, Reconstruction on Brooklyn Boulevard between 49th Avenue and Bass Lake Road
- Phase 2: 2021-2022, Reconstruction on Brooklyn Boulevard between Bass Lake Road and I-94/694



# Project Overview: Brooklyn Boulevard (County Road 152) Phase 2

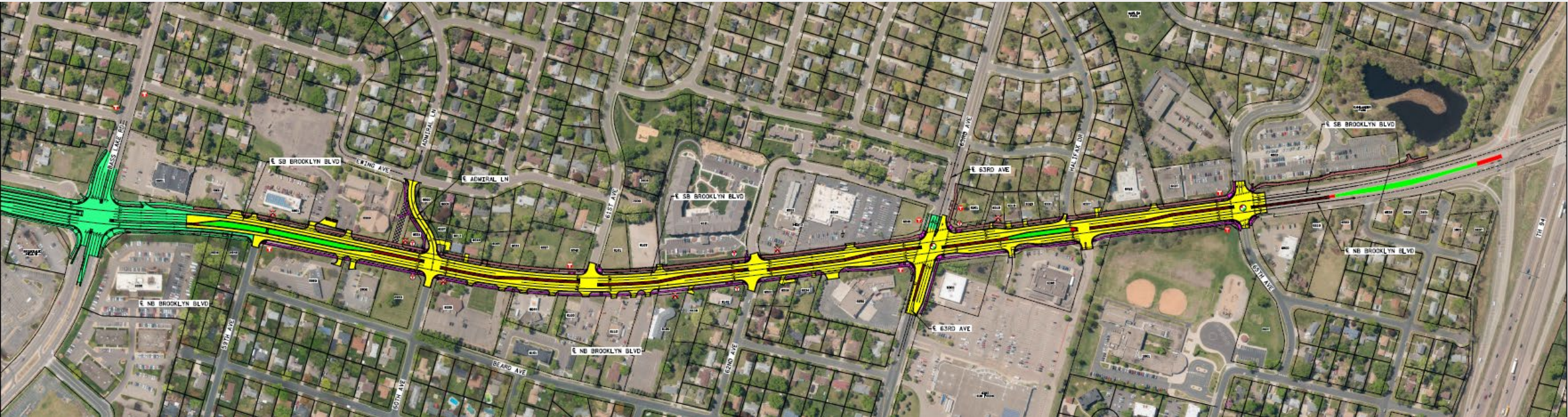
The City of Brooklyn Center, in partnership with Hennepin County, is reconstructing Brooklyn Boulevard between Bass Lake Road and I-94 in 2021 and 2022. The project is designed to:

- Enhance traffic operations
- Improve roadway safety with reduced access points
- Provide enhanced pedestrian and bicycle facilities





# Brooklyn Boulevard Corridor Project Phase 2 (Bass Lake Road to Interstate 94)



Reconstruction

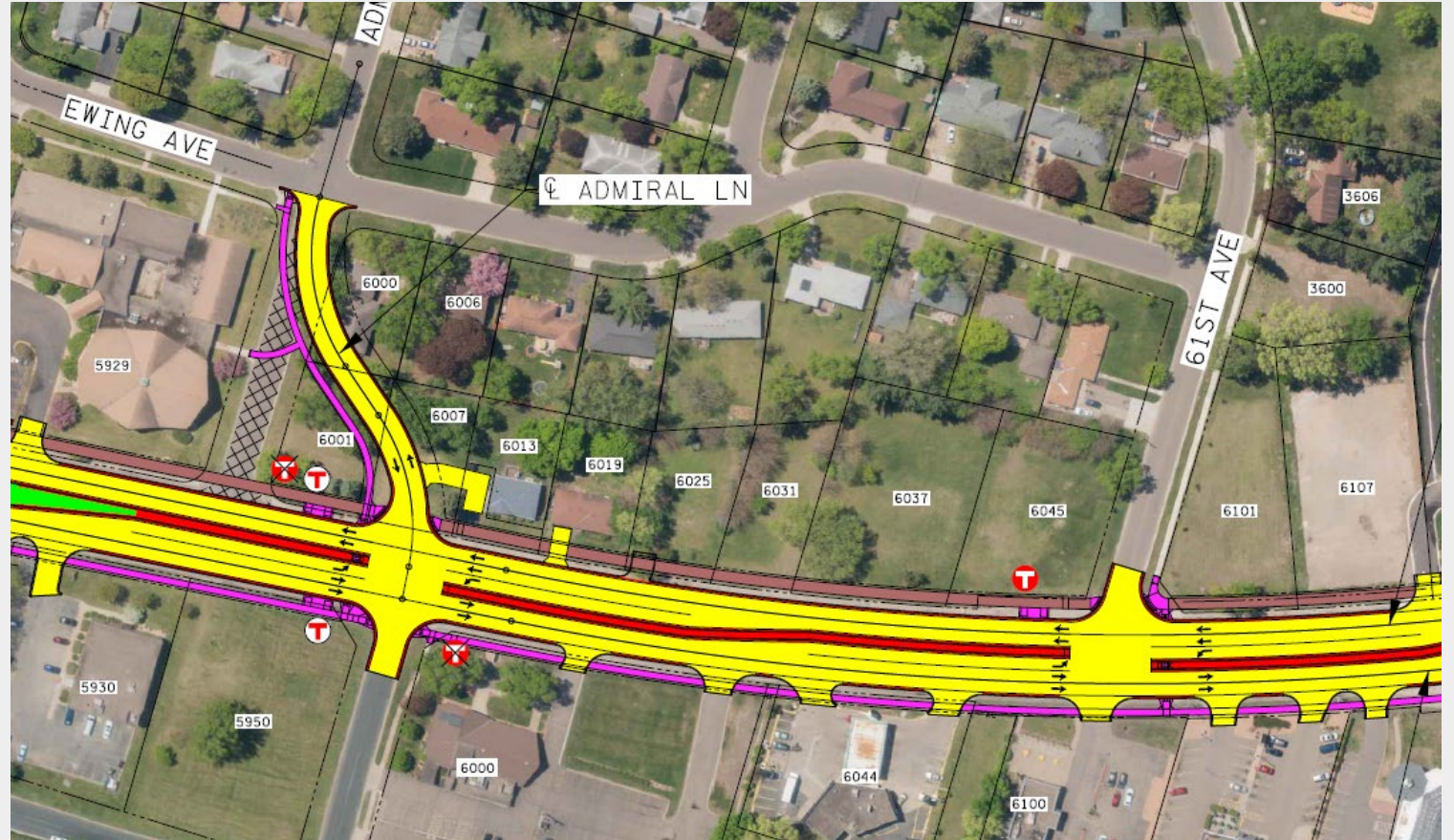
Trail  
Improvements



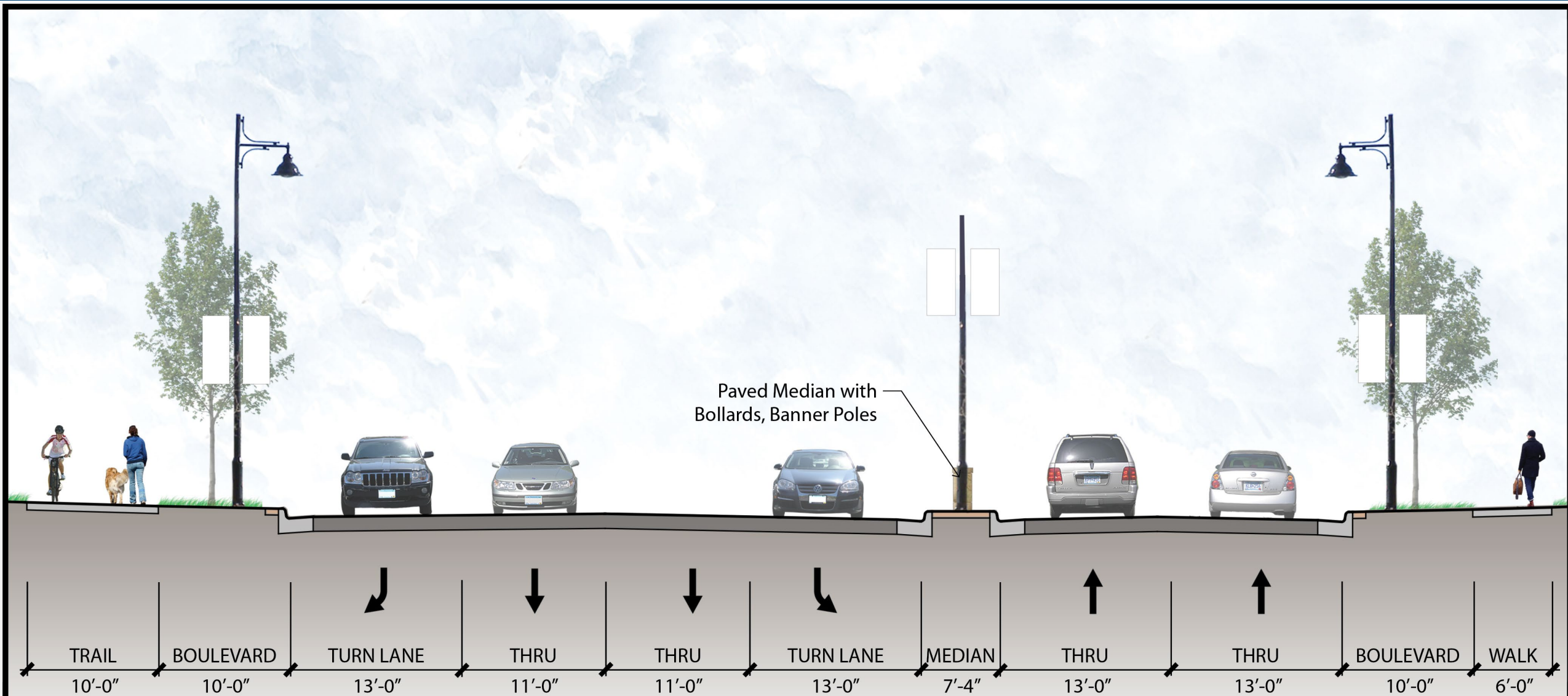


# Roadway Improvements

- Reconstruction of Brooklyn Boulevard from Bass Lake Road to 65th Avenue
  - Access control throughout the corridor with Center Medians
- Re-alignment of Admiral Lane with 60th Avenue
- Traffic signal replacement at 63rd Avenue and 65th Avenue with turn lane additions



# Typical Roadway Improvements





# Bike and Pedestrian Improvements

- Paved 10' trail with boulevard on the west side of Brooklyn Boulevard (Bass Lake Road to 65th Ave)
- Replace 5' sidewalk at Metro Transit Park and Ride with a 10' trail on the west side of Brooklyn Boulevard (65th Ave to I94)
- Concrete 6' sidewalk with boulevard on the east side of Brooklyn Boulevard
- Pedestrian crosswalk at 63rd Avenue and 65th Avenue and center median refuge at 59th Avenue and 60th Avenue





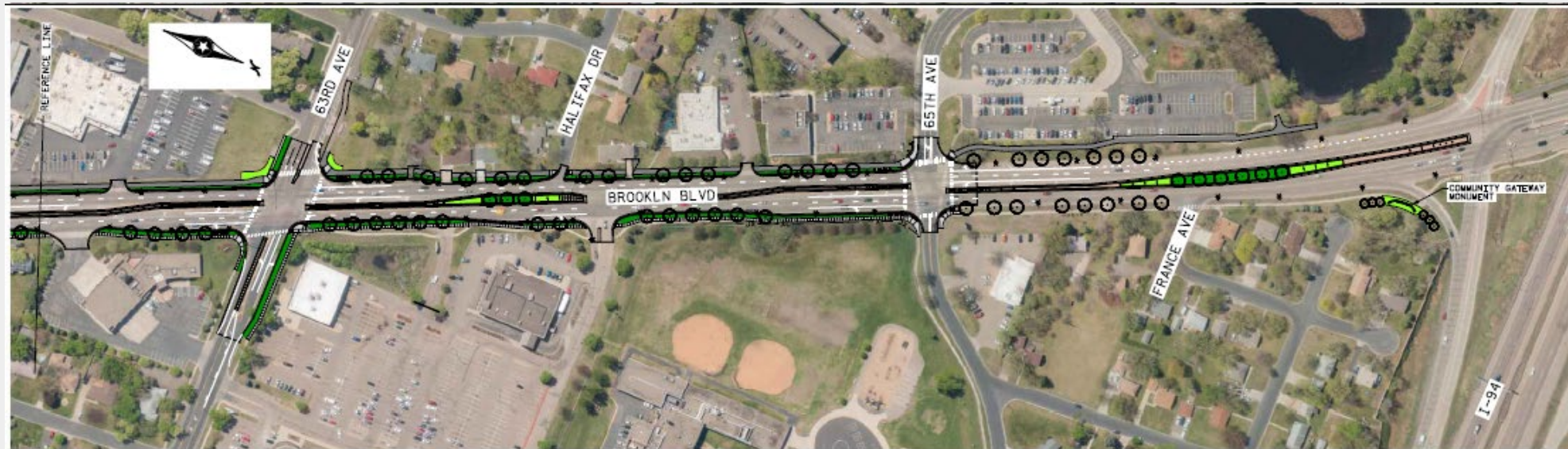
# Streetscaping & Transit Improvements

- Gateway monuments at Interstate 94
- Boulevard trees
- Streetlights, banner poles and bollards
- Medians with trees, turf and landscaping near 59th Ave and I-94
- Upgraded bus stop amenities: benches, trash receptacles, plantings, etc.





# Streetscaping & Transit Improvements





# Overall Project Schedule

- Begin Construction – May 2021
- Complete Construction – September 2022
  - 2021: Construction of north-bound Brooklyn Boulevard
  - 2022: Construction of south-bound Brooklyn Boulevard



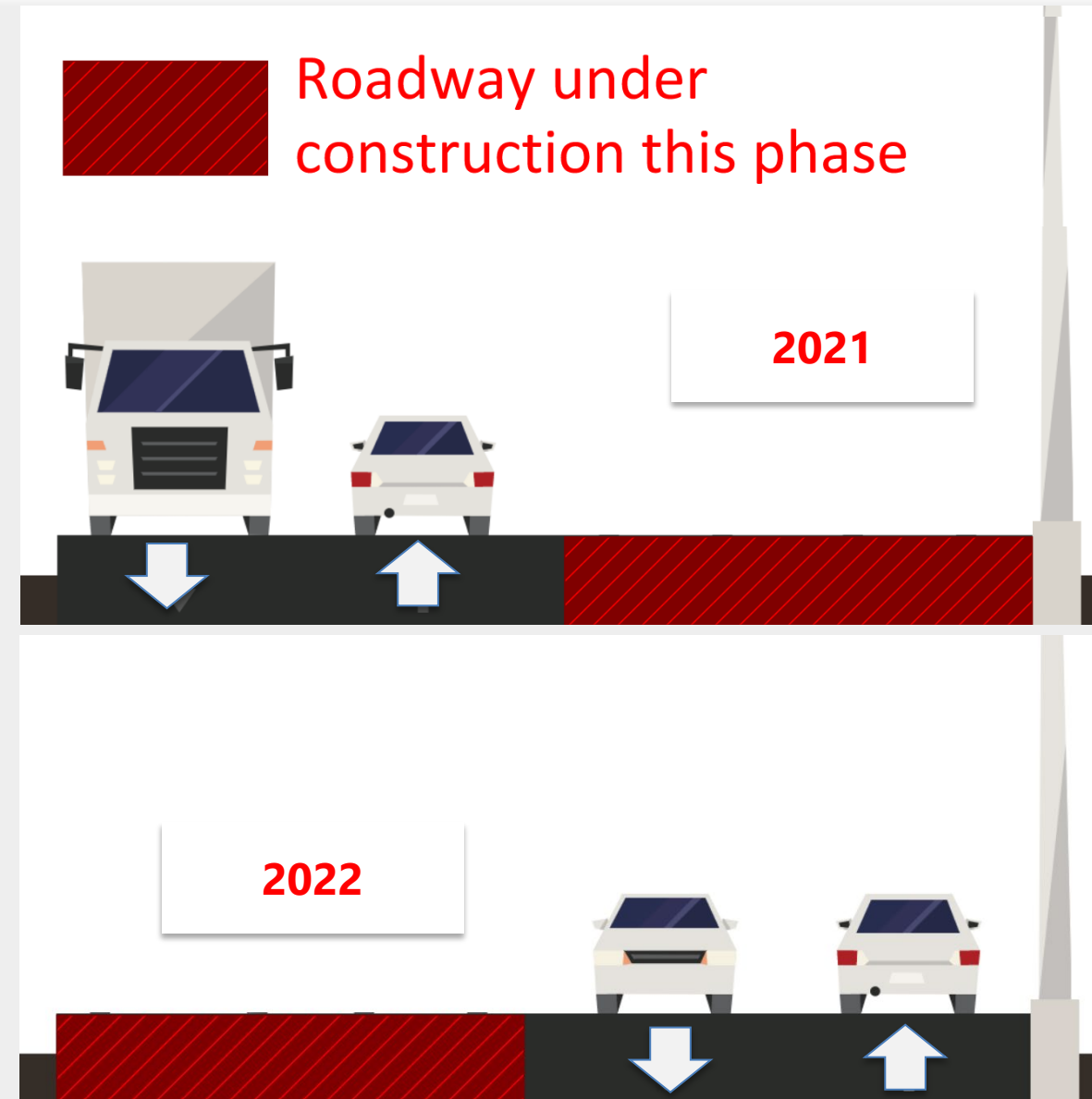
# Access During Construction

## Vehicles

- Brooklyn Boulevard reduced to one lane of traffic in each direction.
- A few weekend closures of Brooklyn Blvd will be required to complete utility work.
- Short term road closures and detours on Brooklyn Boulevard and intersecting side streets.
- Road closure signage will be posted prior to the road closures and detour route signs will be installed.
- Local access will be provided to residents within the road closure areas.

## Pedestrians

- One sidewalk will remain accessible throughout the corridor.
- Sidewalk detours and temporary facilities will be constructed.





# Access During Construction

## Residents

- Access provided to driveways
- No access to driveways during concrete apron work (on-street parking will be necessary)
- No access to driveways during utility replacements that cross driveways.

## Businesses

- Access always provided to driveways
- Access will be coordinated during utility replacements that cross the driveways
- Construction of driveways will be in halves





# Typical Sequence of Events

**1**

### Pavement removal


The contractor will start by removing the existing pavement. The pavement will be either milled or removed with an excavator. The millings or fragments of pavement will be removed from the site in order for the contractor to begin excavation activities.



**2**

### Water main replacement

The contractor will then excavate approximately 7 to 8 feet below the grade of the roadway to uncover the existing water main line. The contractor will place the new water main line and remove the old line. The contractor will reconnect water services as the new water main is placed. Some residents may be on temporary water service while the contractor works to place the new water main, and there may be period of water main shutdowns. Any water main shutdowns will require the contractor to alert impacted residents.



**3**

### Storm sewer replacement


The contractor will excavate to remove the existing storm sewer and place new storm sewer. The depth of excavation will depend upon the depth of the storm sewer, which may range from 4 feet to 10 feet below the existing grade.



**4**

### Subgrade correction


The next step will require the contractor to remove the existing subgrade and place sand and gravel to provide stability for the roadway before paving and concrete curb placement occurs.



**5**

### Curb and gutter


When the subgrade is prepared, the contractor will begin placing the concrete curb and gutter. The curb and gutter will be placed on the outer edges of the roadway and within the medians and roundabouts. This will also include placement of the concrete driveway aprons. Concrete takes a few days to achieve the appropriate strength before vehicles can drive on it. This will mean residents will be contacted to temporarily park at another location to avoid driving on the fresh concrete.



**6**

### Asphalt placement

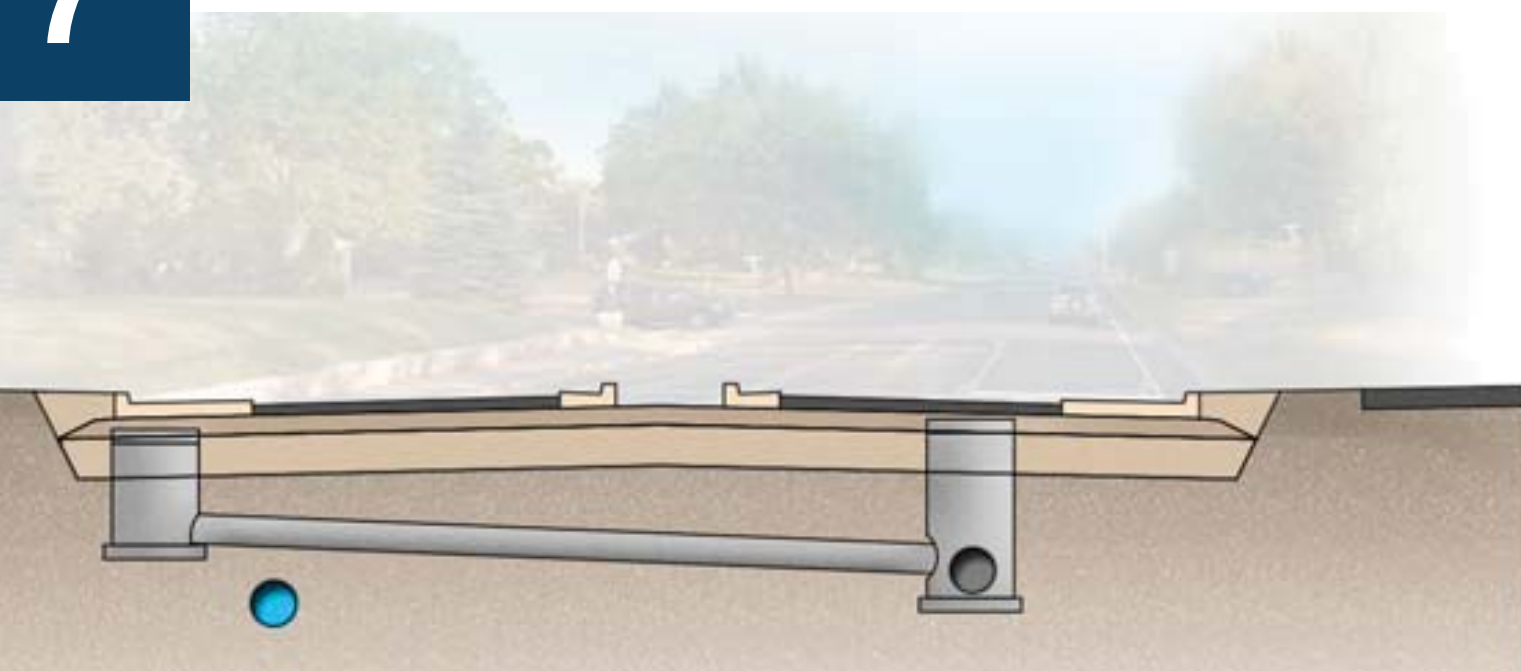
Once the concrete has gained the appropriate strength, the contractor will begin placing pavement. The contractor will place the pavement in multiple lifts (levels) in order to get the required compaction of each lift. Often the final lift will not be placed until the sidewalk/trail, landscaping, and turf has been placed. This is to prevent construction equipment from creating marks in the top layer of pavement.



**7**

### Sidewalk/trail placement

This project includes an asphalt trail and a concrete sidewalk. The contractor will prepare the area with an aggregate layer below the sidewalk and trail sections and begin the paving operation.



**8**

### Landscape placement


The contractor will be restoring the impacted areas with sod in most cases. This will require the placement of topsoil and sod. The contractor will be required to water the new sod, but it is important the residents also take appropriate care of the new sod.



**9**

### Final placement of asphalt pavement and striping

The last step to complete the project is placement of the last lift of pavement and striping. The last lift of pavement will be accomplished after all the previous operations are complete. The contractor will then place the final striping and fully open to traffic.






# Construction Project Information

- Information available on the Project Website
  - Visit [www.cityofbrooklyncenter.org](http://www.cityofbrooklyncenter.org) (search keywords Brooklyn Boulevard)
  - Weekly Construction Updates
  - Monthly Newsletters
  - Contact staff at 763-569-3340
- Special coordination with property owners along the corridor
  - Attention flyers for driveway and utility impacts
- Direct meetings with Project Inspector as needed



# Project Contacts

- City of Brooklyn Center
  - Mike Albers, City Engineer
    - email: [malbers@ci.brooklyn-center.mn.us](mailto:malbers@ci.brooklyn-center.mn.us)
    - phone: 763.569.3340
- Hennepin County
  - Stan Lim Construction Engineer
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    - Phone: 612.282.3609
- SRF Consulting
  - Jeff Kurth, Project Engineer
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