
Brooklyn Boulevard Implementation Plan

Draft

City of Brooklyn Center

Prepared by:



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Purpose

The purpose of this Implementation Plan is to identify a realistic fiscal approach for the reconstruction of Brooklyn Boulevard from 49th Avenue to I-694 in the City of Brooklyn Center. This Implementation Plan identifies several smaller projects within the corridor which provide independent utility, can be implemented over time, bring benefit to the public and are consistent with the recommended conceptual layout included with the Brooklyn Boulevard Corridor Study.

This plan allows the City of Brooklyn Center and their project partners, including Hennepin County, MnDOT, Three Rivers Park District, Metropolitan Transit and others, to match smaller projects with realistic funding amounts that are available through various sources including:

- Surface Transportation Funding (STP) Federal funding program
- Transportation Alternatives Funding (TA) Federal funding program
- Hennepin County Cost Participation Policy, including Roadside Enhancement Partnership Program (REPP)
- State funding through MnDOT
- State Aid funding
- Metropolitan Transit funding
- City of Brooklyn Center, Storm Drainage Utility funds
- Developer agreements
- Shingle Creek Watershed grants
- Other

The intent of the Implementation Plan is to create a vision and identify roadway projects along the Brooklyn Boulevard corridor that ultimately fit together and complete the comprehensive improvements to the corridor. Planning-level cost estimates are also included to understand the financial needs for the various projects.

A discussion of priorities is also included to provide guidance and recommendations for future project delivery. Priorities such as safety, access, mobility, transit opportunities, development opportunities, operational improvements, and others are identified, in addition to an outline of which projects address these priorities.

Funding Opportunities

The overall improvements identified in the concept layout (attached) are estimated to cost in excess of \$30 million to implement along Brooklyn Boulevard between 49th Ave. and 65th Ave. Improvements include the reconstruction of 2.4 miles of a four-lane urban facility with turn lanes and restricted access at cross streets and business driveways. From 49th Ave to Bass Lake Road, the reconstruction of Brooklyn Boulevard can be limited to replacing the pavement only because the existing roadway provides adequate roadway width and pedestrian space behind the curb to the sidewalks. North of Bass Lake Road to 65th Ave, the reconstruction of Brooklyn Boulevard will be more extensive due to revised roadway geometrics and the need to improve the existing pedestrian space and facilities behind the curb. The cost estimates included in Appendix B provide details of assumptions regarding the extent of reconstruction.

Cost estimates included in Appendix B include engineering and construction. Cost for land acquisition (total take parcels) or easement costs are not included and would be an additional cost.

Understanding the scarcity of available funding and the reality that project funding will need to be acquired over time in small increments, various sources have been identified to plan for potential funding. Below is a brief description of current available funding sources.

Federal Funding Opportunities

MAP-21 (Moving Ahead for Progress in the 21st Century) is a federal transportation act signed into law in July 2012 and funds surface transportation programs throughout the country with over \$100 billion for fiscal years 2013 and 2014. The intent of MAP-21 is to provide a more streamlined and performance based program which builds on previous programs related to transit, pedestrian movement and other relevant programs started over 20 years ago.

MAP-21 does make pursuing funding for bicycling and walking programs more challenging by the restructuring of the Transportation Enhancements program into something called Transportation Alternatives (TA) which ultimately has to fund more types of projects with less money. Furthermore, population will have a greater impact on where funds go via a new requirement that half the TA money be distributed to Transportation Management Areas (TMA's) which are based on population. This new formula will make it difficult for cities such as Brooklyn Center to compete against other, larger cities such as Minneapolis and St. Paul. However, it will remain an open competitive process for these funds.

While Map-21 restructures core *highway* formula programs, no significant changes to minor arterials such as Brooklyn Boulevard are anticipated. The core of the funding programs will continue to include the Surface Transportation Program (STP) under MAP-21 which remains the critical program to funding Brooklyn Boulevard improvements as shown later in this report.

Federal funding flows to local agencies via the Metropolitan Council which is responsible for regional transportation planning including "A" Minor Arterials such as Brooklyn Boulevard. The Council is the designated Metropolitan Planning Organization (MPO) for the Twin Cities metropolitan area, which means it is required by the federal government to provide a continuing, coordinated, comprehensive transportation planning process. On a biennial basis, applications for the available funding to the Metropolitan Council are accepted in various categories, including STP, Transportation Alternatives (TA) and Safe Routes to School (SRTS).

Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides a source of flexible federal funds to local governments to build highways, bridges, and pedestrian/bicycle facilities, improve transit systems and construct intermodal projects. The STP also includes 10 percent set-asides for safety construction projects and Transportation Alternatives projects including enhancement type projects.

There is a cap of \$7M in STP funds per request along with a 20% non-federal match amount required. Costs beyond \$7M amount will need to come from other funding sources which can include other federal funds if available. The match amount and source is required to be shown on the STP application and therefore is required to be identified early in the project development stage.

Essentially all construction activity is eligible for STP funding. However, right of way acquisition is not eligible for funding unless a project has transit related components such as park-and-ride lots, transit hubs and bicycle and walkway projects.

The Transportation Advisory Board (TAB) is responsible for the selection of projects that are to be financed in part with STP funds made available to the seven-county region. To implement this responsibility, the TAB has developed policies to define eligibility and prioritize eligible projects. The region solicits for projects in six different STP categories: "A" Minor Arterial Relievers, Expanders, Augmenters and Connectors, Non-Freeway Principal Arterials, and Bikeway/Walkway.

Brooklyn Boulevard (Hennepin County CSAH 152) is classified as an "A" Minor Reliever and thus eligible for this funding solicitation. Reliever projects must fall within one of the following types of projects: transportation system management, complete construction, reconstruction or rehabilitation of a segment of roadway along the entire project length; including transit, bikeway or walkway components in the corridor.

One essential component of the solicitation evaluation is the support of multi-jurisdictions agencies with a stake in the project. The City of Brooklyn Center, along with project partners Hennepin County, Three Rivers Park District and Metropolitan Transit have met several times over the past year to develop a conceptual layout showing recommended improvements meeting the requirements of each agency. Areas such as safety, mobility, traffic operations, access management, transit modes, pedestrian facilities, regional trails, and others were reviewed by the various agencies. The recommended corridor improvements shown in Appendix A are a result of collaboration with the various agencies to incorporate the various areas of consideration mentioned above.

Hennepin County submitted a federal funding STP application for the Brooklyn Boulevard improvements between 65th Avenue and TH 100 during the 2011 solicitation process. Based on the "A" Minor Arterial Reliever scores, the Brooklyn Boulevard Reconstruction Project ranked four out of seven projects submitted in 2011. The top three projects were selected to receive federal funding. Therefore, it is recommended that this project be resubmitted, with some modifications, for the next solicitation scheduled for the summer of 2013.

When applying for STP funding again in 2013, the City and County should consider providing the implementation plan layout as an attachment showing how various projects make up the overall improvements along the corridor from 49th Ave to I-694. A phasing plan, as illustrated on the layout, will demonstrate planning efforts for other improvements to complement the project being submitted and ensure a holistic approach to the corridor improvements is being taken.

Based on a high-level review of the 2011 application and resultant scoring, it is recommended that the City and County consider re-applying first on the ultimate segment from Bass Lake Road to 65th Ave. This segment contains the majority of the benefits which are critical to the scoring. Eliminating from the application the segment from TH 100 to Bass Lake Road cuts approximately \$5M from the project cost. This approach would provide for a higher ‘benefit to cost’ ratio and would present the project in the most positive light when being considered by the TAB.

Obtaining project funds through the STP solicitation provides the greatest opportunity for both the City and County to secure funding in the amounts necessary to construct significant portions of the overall project.

Transportation Alternatives (TA)

Under MAP-21, a funding category called Transportation Alternatives is a general funding program that includes previously independent funding programs such as Transportation Enhancements (TE) as well as Safe Routes to Schools (SRTS). Now, these projects will be competing with a broader range of similar projects for a limited amount of funding. The TA program provides for the implementation of non-traditional transportation projects.

TA funds are directed toward projects that preserve important resources to facilitate bicycle and pedestrian opportunities. Parks and open space preserve natural resources and provide a wide variety of recreational opportunities. Trail corridors are intended to provide for recreational travel along linear pathways throughout the metropolitan area. With an off-street trail along the west side and a sidewalk along the east side of Brooklyn Boulevard, TA funding is a potential source.

For projects that involve the construction of facilities such as trails and walks, TA funds may be used for right of way and land acquisition, as well as project construction and materials. Typically, TA funding is capped at \$1 million with a 20 percent local match required.

Safe Routes to Schools

Safe Routes to School (SRTS) program is another opportunity for local agencies to acquire funding for projects that provide a direct benefit to those commuting to school. With Garden City Elementary School on the east side and significant residential neighborhoods to the west, Brooklyn Boulevard is a barrier for many students walking or bicycling to and from school along 65th Ave. Also, Northport Elementary School is located on the west side of Brooklyn Boulevard at 55th Ave.

MnDOT recently distributed a news release seeking applicants for \$4 million in SRTS grants. Minnesota has \$3.2 million available for infrastructure grants and \$800,000 available for non-infrastructure and planning grants for 2013-2014. SRTS grants are available to increase the number of children walking and biking to school. These grants use federal funds and no local match is required. Minnesota elementary and middle schools and their partners can submit an application by February 15, 2013 for grants in the following three categories:

- Infrastructure implementation grants – These grants are available for infrastructure improvements to provide safer access for children walking and biking to school.
- Non-infrastructure implementation grants – These small grants are available to implement education, encouragement, enforcement or evaluation activities to encourage students to walk and bike to school.

- Planning assistance – MnDOT will provide expert assistance to complete a Safe Routes to School plan, which includes an existing conditions analysis, public input process and infrastructure and non-infrastructure solutions.

The City and Elementary schools within the corridor should discuss future transportation needs to help more children safely walk and bike to school, and the opportunity to apply for one of the three SRTS grants.

SRTS is currently funding a planning grant for a study of multiple schools in Brooklyn Center including Garden City and Northport along the corridor. This study is expected to be completed in May, 2013. The plan and outcome will identify infrastructure improvements that would include the school and speed zones, cross-walk deficiencies and other infrastructure needs that would set the groundwork for future SRTS infrastructure grant applications.

Hennepin County

Hennepin County has jurisdiction and ownership over Brooklyn Boulevard. In July 1980, MnDOT transferred jurisdiction and ownership to Hennepin County, at which time it became known as CSAH 152. CSAH routes are eligible for State Aid funding assistance per state statute. As such, reconstruction projects along Brooklyn Boulevard may be funded by, or in conjunction with, Hennepin County.

The document Policies for Cost Participation between Hennepin County and Other Agencies for Cooperative Highway Projects, as revised February 2012, prescribes the cost participation policies to be followed between Hennepin County and Brooklyn Center for roadway improvement projects.

If federal aid highway funds are utilized on Brooklyn Boulevard, the cost participation policy will be applied on the federal participating items and will be shared proportionally with the City. This means that costs of the eligible items not covered by the federal aid amount will be shared with the City per the cost sharing policy.

Highlights of the cost participation policy which may be relevant to Brooklyn Boulevard include:

- Right of way is eligible at 50 percent. Also, other items such as retaining walls to minimize or avoid right of way impacts would also be eligible at 50 percent.
- Grading and surfacing is eligible at 100 percent.
- Storm sewer participation is based on the State Aid formula as defined in the State Aid Manual.
- Concrete sidewalk is eligible at 25 percent.
- Traffic signal system is dependent on the jurisdiction of the intersecting roads.
- Bikeways and multiple use trails are eligible at 100 percent for on roadway and 50 percent and 100 percent for off roadway new and off roadway replacement; respectively.
- Landscaping is eligible to the extent of allowable State Aid participation.
- Relocating overhead utilities to underground costs will be shared equally.
- Multimodal item costs, including transit shelters, benches, hard paved surfaces, bicycle racks, etc. will be shared equally.

The Hennepin County Capital Improvement Program (CIP) has specific funding programs to support bikeway and sidewalk project. In November of 2011, Hennepin County advised all municipalities within the County of available funding for ‘active living’ and ‘complete streets’ types of projects along County

State Aid Highways (CSAH) such as Brooklyn Boulevard. The funding would begin to be available in 2012. Following is a breakdown of funding available for application:

- Bikeway development (trail segments), increased from \$100,000 to \$300,000 annually
- Bikeway gap closures, increased from \$100,000 to \$300,000 annually
- Roadside enhancement partnership program, increased from \$600,000 to \$1,000,000 annually
- Sidewalk participation, introduced at \$200,000 annually

Cities are encouraged to contact County staff to pursue funding for these types of projects. Since a major component of the Brooklyn Boulevard improvements involve sidewalks and trails along the corridor, these particular programs offer an opportunity for the City.

Transit Oriented Development

The Hennepin County Board of Commissioners established the Transit Oriented Development (TOD) program in 2003 to support both redevelopment and new construction that enhances transit usage. Since the program began, Hennepin County has awarded over \$17 million in general obligation bonding to both urban and suburban TOD projects.

One objective of the Brooklyn Boulevard Study was to identify opportunities to improve transit ridership and experience along the corridor. Improvements such as increased space near bus stops, enhanced shelters at frequently used stops, and well defined locations for bus stops to not adversely affect traffic operations were incorporated where feasible.

Projects such as Brooklyn Boulevard, which are seeking TOD funding must:

- Be located within a redevelopment area or housing district
- Enhance transit usage
- Increase density along transit corridors

The TOD program criteria support projects and developments that:

- Reinforce both the community and the transit system
- Exhibit a compact and efficient use of available space, rather than auto-oriented sprawl
- Contain a diversity and mix of uses with daily conveniences and transit at the center
- Support pedestrian-friendly physical design that encourages walking, bicycling and access for people with physical disabilities
- Are a maximum comfortable walking distance to transit (roughly one-fourth mile for existing transit stops or one-half mile for rail based)

Tax Increment Financing

Tax Increment Financing (TIF) is a method of funding (or subsidizing) redevelopment within a community. Basically, TIF is a method which uses future tax gains to subsidize current infrastructure improvements. At least some of the proposed improvements included in the recommended concepts could qualify for local City Tax Increment Financing (TIF). The City currently has Shingle Creek Crossing TIF District No. 5 (SCC) that could be considered for funding. The SCC TIF District would have a budget available starting in 2021 and continue accumulating until 2028 for a total amount of

approximately \$3.8 million, portions of which could be used for Brooklyn Boulevard improvements. There are other means that this TIF budget could be advanced via bonding if necessary.

MnDOT State Funding

With I-694 and Trunk Highway (TH) 100 both interacting with Brooklyn Boulevard via interchanges, MnDOT has a vested interest in how the corridor operates.

MnDOT has programmed the rehabilitation of the bridge deck over TH 100 in the year 2013 with likely construction in 2014. Currently, MnDOT intends to reconstruct the existing bridge deck to match the existing roadway section and trails across the four in-place bridge structures. The City, Hennepin County and MnDOT need to coordinate these improvements to ensure the final configuration of the bridge matches the long term vision for Brooklyn Boulevard.

Project Descriptions and Costs

The total improvements identified along Brooklyn Boulevard from 49th Ave to I-94 are estimated to cost in excess of \$30M. Given the significant cost and limited amount of available funding, a strategic plan to breakdown the overall improvements into a series of smaller, more reasonable and manageable sized projects was developed.

Projects were identified which can show ‘Independent Utility’ – meaning that the project can be implemented and function on its own without construction of other segments of the corridor. Projects typically have a rational endpoint, such as an intersection to allow geometric improvements to transition back into the existing portion of the corridor.

The size of projects were somewhat driven by cost considerations and were identified from anywhere between less than \$1M to approximately \$7M which is also the maximum amount of STP funds available for a single project.

Each of the identified projects is described below. Graphics of each project can be found in Appendix A. Planning level cost estimates for each project can be found in Appendix B.

Major components of each project are described, in addition to the total estimated construction cost. The construction cost estimates are based on average 2011 bid prices.

Project #1 – 49th Ave to 51st Ave

Project Type: Pavement Rehabilitation and Walk/Trail/Streetscape

Project Description

Located between 49th Avenue and 51st Avenue, Project #1 revises the existing four lane section to a three lane section with shoulders and a center left turn lane which provides operation benefits due to the multiple driveways with direct access to Brooklyn Boulevard. The shoulders on the outside provide an

area for bicycles to travel on the road rather than on the off-street trail along the west side. Although no parking is permitted on Brooklyn Boulevard, the shoulder does provide an area of refuge for delivery vehicles, garbage trucks, etc. The single lane in each direction may help decrease speeds above the posted speed limit of 35 mph. This project abuts the City of Minneapolis and provides the gateway into the city via Brooklyn Boulevard. The City of Minneapolis is currently studying a three lane section along Osseo Road which will include on street bike lanes. Conversion of Brooklyn Boulevard to a three lane section with shoulders would provide continuity along Brooklyn Boulevard and Osseo Road.

Project Includes:

- Reconstruction Of Roadway To Include A Three-Lane Section With 8' Shoulders
- 10' bituminous Trail on the west side & 6' concrete Walk on the east side
- Streetscaping to include items such as plantings in blvd., area including trees, minor gateway entrance features, and bus stop amenities such as shelters.
- Relocation of utilities from overhead to underground
- Easement acquisition (needed along both sides for trail / sidewalk expansion)

Estimated Project Cost: \$598,000

Potential funding sources: Federal STP and Transportation Alternatives funding and partnering with Hennepin County and pursuing bikeway gap funding based on how this section will link with the section of roadway going into Minneapolis with dedicated bike lanes. See cost estimates for detailed cost breakdown for all potential and qualifying funding sources.

Project #1A – 49th to 51st Ave

Project Type: Walk/Trail/Streetscape

Project Description

Located between 49th Avenue and 51st Avenue, this project would construct all the elements of Project #1 except for the roadway portion. Because the geometry does not change, it is feasible to implement the improvements behind the curb before the roadway improvements are constructed.

Project Includes:

- 10' bituminous Trail on the west side & 6' concrete Walk on the east side
- Streetscaping to include items such as ornamental street-lighting, plantings in blvd., area including trees, minor gateway entrance features, and bus stop amenities such as shelters.
- Intersection lighting
- Easement acquisition (needed along both sides for trail / sidewalk expansion)

Estimated Project Cost: \$367,000

Potential funding sources: Federal Transportation Alternatives funding and partnering with Hennepin County and pursuing bikeway gap funding based on how this section will link with the section of roadway going into Minneapolis with dedicated bike lanes.

Project #2 – 51st Ave to TH 100

Project Type: Roadway Reconstruction and Intersection Improvements

Project Description

Located between the TH 100 and 51st Avenue, this project would reconstruct the existing roadway, add trails and walks, modify the west frontage road access (currently directly across from 51st^t Avenue) and add a center median island.

This project area was the subject and findings of an earlier study which recommended the consideration of roundabouts at both the 51st Ave intersection and the south ramp intersection. An Intersection Control Evaluation (ICE) report is needed at these intersections to determine the feasibility of various intersection control approaches, such as signalized, roundabout, side street stop, all way stop, etc. An initial review of the traffic volumes along Brooklyn Boulevard in this area suggests a roundabout may be feasible. Traffic modeling to determine the operational performance of the various intersection control approaches will be done during the design phase to determine the preferred intersection configuration. Standard signalized intersections are shown on the layout.

Project Includes:

- Reconstruction of the Roadway including expansion of the existing median area to channelize turning traffic.
- Evaluation of roundabouts for traffic control at both 51st Ave. and the south TH 100 Ramps.
- 51st Avenue Intersection Modifications; addition of a southbound left turn lane
- Relocation of the (southerly) west frontage road intersection to become a 'right in / right out' access only
- Construction of a fourth leg at opposite the loop from TH 100 to connect Lilac Dr . This new leg would provide full access for Brookdale Covenant Church as well as Malmberg's Nursery via a signalized intersection.
- New signal at the South Ramp/Loop intersection
- Removal of the large radius free right from the TH 100 ramp. This move would now be controlled by the signal.
- Trails & Walks; 10' bituminous Trail on the west side & 6' concrete Walk on the east side
- Streetscaping to include items such as plantings in blvd. and median areas, and bus stop amenities such as shelters.

Estimated Roadway Project Cost: \$3,152,000

Potential funding sources: Federal STP funding along with partnering with Hennepin County and pursuing bikeway gap funding based on the link this section of roadway has with the three-lane section to the south.

Project #3 – TH 100 Bridge

Project Type: Bridge Rehabilitation

Project Description

Located at the TH 100 and Brooklyn Boulevard intersection, this project would be part of the MnDOT led TH 100 bridge re-decking scheduled for 2013. The approaches to the bridge will be reconstructed at the same time to match the bridge typical. MnDOT has indicated the bridge rehabilitation project will simply reconstruct the bridge deck as is, eliminating the opportunity to expand the adjacent bridge structures supporting the trails on both the east and west side of Brooklyn Blvd.

Project Includes:

- Bridge Re-Decking (Re-Use Existing Piers And Abutments)
- Bridge Approach Reconstruction
- Ornamental bridge lighting
- Ornamental rail on bridge

Estimated Project Cost: \$1,569,000 Aesthetic treatment portion only.

Potential funding sources: MnDOT will fund the bridge re-decking portion of the project. City will fund (with local funds) the cost of aesthetic treatment above the nominal amount of treatment MnDOT would put on this bridge.

Project #4 – 55th St. Frontage Road

Project Type: Street Realignment

Project Description

Located on the west frontage road between TH 100 and Bass Lake Road, Project #4 realigns the frontage road and increases the intersection spacing to the west frontage road intersection at 55th Ave which will minimize stacked traffic backed out onto Brooklyn Boulevard by vehicles waiting to turn. The project increases the available space for a safe refuge for the regional trail crossing located at 55th Ave.

Project Includes:

- Frontage Road Realignment (Improved Intersection Spacing). This realignment would move the intersection approximately 100' westerly allowing additional storage for turning vehicles from Brooklyn Blvd.
- Opportunity to improve refuge area for regional trail crossing

Estimated Project Cost: \$753,000

Potential funding sources: Safe Routes to School due to the proximity of Northport Elementary School and local funding since the roadway is under the City's jurisdiction. Funds may also come from a TRPD grant since the regional trail crossing is at 55th Ave.

Project #5 –TH 100 to Bass Lake Road

Project Type: Pavement Rehabilitation and Intersection Improvements

Project Description

Located between TH 100 and Bass Lake Road, this project would rehabilitate the existing roadway pavement while preserving the existing curb and gutter. This project would also reconstruct intersections at 55th Ave. and 56th Ave. to eliminate existing free right turn movements – this will better control traffic movement to/from Brooklyn Boulevard. Operation and safety are both improved by reducing speeds of vehicles entering and exiting the corridor while encountering pedestrian crosswalks. Signal modifications at 55th Avenue would be necessary due to revised intersection geometry. This pavement rehabilitation portion of the project would be optional as the existing section is consistent with proposed corridor improvements. The project would be constructed following the bridge project to the south (project #3 of this report).

Project Includes:

- Rehabilitation Of Roadway
- Elimination Of Free Right Turns At 55th And 56th Avenues.
- Addition of turn lane to control the turning traffic through the signal
- Signal Modifications At 55th Avenue (Due To Revised Roadway Geometry)

Estimated Project Cost: \$1,217,000

Potential funding sources: Federal STP and Transportation Alternatives funding and Hennepin County Cooperative funding.

Project #6 –TH 100 to Bass Lake Road

Project Type: Walk/Trail/Streetscaping

Project Description

Located between TH 100 and Bass Lake Road, this project would add trails, walks and streetscaping. This project can be constructed independently or concurrently with project #5 (roadway improvements). The project could be constructed following the bridge project to the south (project #3 of this report).

Project Includes:

- Trails & Walks
- Streetscaping to include items such as plantings in blvd. and median areas, and bus stop amenities such as shelters. (Assumes Streetscaping Existing Medians And Boulevards)
- Aesthetic treatment of visible surfaces to match visual character of the corridor (TH 100) as well as the primary node entering into Brooklyn Center.

Estimated Project Cost: \$1,343,000

Potential funding sources: Hennepin County Cooperative funding.

Project #7 – Bass Lake Road

Project Type: Intersection Improvements and Walk/Trail/Streetscaping

Project Description

Located at the intersection of Bass Lake Road and Brooklyn Boulevard, this project would revise the existing intersection geometry by eliminating the large radius free right movements for enhanced pedestrian access/safety. Those right turn moves and provide for dual left-turn lanes from southbound Brooklyn Boulevard to eastbound Bass Lake Road. The existing right-in access to CVS is removed, with direct access opposite 59th Ave along Brooklyn Blvd. and continued direct access from Bass Lake Road. This project would also include the reconstruction of the Frontage Road cul-de-sac south of Bass Lake Road.

A new signal system, trails and walks would be constructed as part of the project as well. The project could be constructed following projects to the south (Projects #5 or #6 of this report).

Project Includes:

- Intersection Modification (Add Turn Lanes, Eliminate Free Rights)
- Trails & Walks
- Streetscaping to include items such as architectural gateway, plantings in blvd. and median areas, and bus stop amenities such as shelters.
- Signal System
- Frontage Road cul-de-sac reconstruction

Estimated Project Cost: \$2,302,000

Potential funding sources: Federal STP and Transportation Alternatives funding, Safe Routes to School Hennepin County Cooperative funding.

Project #8 –Bass Lake Road to 65th Ave

Project Type: Roadway Reconstruction and Walk/Trail/Streetscaping

Project Description

Located between Bass Lake Road and 65th Avenue, this project would be the proposed ultimate condition for the corridor by reconstructing the existing roadway, adding center median islands for improved access control, signal system at 63rd Avenue, entrance modifications, trails and walks and streetscaping. Miscellaneous right of way acquisitions will be necessary for construction of the full width roadway and trail section. The project could be constructed following projects to the south (Projects #7 of this report).

Project Includes:

- Roadway Reconstruction With Center Medians (Ultimate Alternative)

- Signal System At 63rd Avenue
- Relocation of utilities from overhead to underground
- Trails & Walks
- Streetscaping to include items such as plantings in blvd. and median areas, and bus stop amenities such as shelters.

Estimated Project Cost: \$7,647,000

Potential funding sources: Federal STP and Transportation Alternatives funding, Safe Routes to School and Hennepin County Cooperative funding.

Project #8A – Bass Lake Road to 65th Ave

Project Type: Roadway Reconstruction and Walk/Trail/Streetscaping

Project Description

Located between Bass Lake Road and 65th Avenue, this project would be the proposed interim condition for the corridor by reconstructing the existing roadway, signal system at 63rd Avenue, entrance modifications, trails and walks and streetscaping. This alternative omits the majority of the center median islands shown in project #8 but provides the necessary width for center median islands in the future. Miscellaneous right of way acquisitions will be necessary for construction of the full width roadway and trail section. The project could be constructed following projects to the south (Projects #7 of this report).

Project Includes:

- Roadway Reconstruction Without Center Medians (Interim Alternative)
- Signal System At 63rd Avenue
- Relocation of utilities from overhead to underground
- Trails & Walks
- Streetscaping to include items such as plantings in blvd., and bus stop amenities such as shelters.

Estimated Project Cost: \$7,582,000

Potential funding sources: Federal STP and Transportation Alternatives funding, Safe Routes to School and Hennepin County Cooperative funding.

Project #9 – 60th Avenue

Project Type: Street Realignment

Project Description

Located on 60th Avenue between Beard Avenue and Brooklyn Boulevard, this project would realign 60th Avenue (through the currently empty lot) to create an intersection with Admiral Lane to the west. Property acquisition of the empty lot adjacent to 60th Avenue would be necessary for the project. This

project is independent of other projects in the corridor but could be completed in conjunction with Projects #8 or #8A.

Project Includes:

- 60th Avenue Realigned To Match Up With Admiral Lane
- Streetscaping to include street trees.

Estimated Project Cost: \$389,000

Potential funding sources: Local funding since the roadway is under the City's jurisdiction.

Project #10 – 61st Avenue Access Revision

Project Type: Street Realignment

Project Description

Located east of 61st Avenue, this project would construct a cul-de-sac / shared business access point for properties in the area. Property acquisitions of existing businesses in the area would be necessary for this project. This project is independent of other projects in the corridor but could be completed in conjunction with Projects #8 or #8A.

Project Includes:

- 61st Avenue Cul-De-Sac Construction
- Streetscaping to include street trees

Estimated Project Cost: \$199,000

Potential funding sources: Local funding since the roadway is under the City's jurisdiction.

Project #11 –63rd Avenue

Project Type: Roadway Reconstruction and Pavement Rehabilitation

Project Description

Located on 63rd Avenue from France Avenue to Beard Avenue, this project would rehabilitate the existing roadway and adding turn lanes at Brooklyn Boulevard. The current four- lane configuration would be changed to a three-lane configuration with shoulders. This project is independent of other projects in the corridor but could be completed in conjunction with Projects #8 or #8A.

Project Includes:

- 63rd Ave Reconstruction To Add Turn Lanes And Shoulders
- Streetscaping to include street trees

Estimated Project Cost: \$325,000

Potential funding sources: Federal STP and Transportation Alternatives funding.

Project #12 – EB I-94 Off-Ramp

Project Type: Intersection Improvements

Project Description

Located on the eastbound TH 94 off-ramp to Brooklyn Boulevard, this project would revise the current intersection to eliminate the free right-turn onto Brooklyn Boulevard. Eliminating the free right-turn would help drivers transition from a freeway setting to the Brooklyn Boulevard corridor. Signal modifications would be necessary as part of the intersection geometry revisions. The project is independent of other projects in the corridor and could be completed as time and funding permits.

Project Includes:

- Ramp Revisions Eliminate Free Right Onto Brooklyn Boulevard
- Signal Modification Due To Revised Roadway Geometry
- Streetscaping items such as an architectural gateway and street trees

Estimated Project Cost: \$552,000

Potential funding sources: MnDOT State Funding

Project #13 – WB I-94 Off-Ramp

Project Type: Intersection Improvements

Project Description

Located on the TH 94 westbound off-ramp to Brooklyn Boulevard, this project would revise the current intersection geometry to reduce the intersection skew with Brooklyn Boulevard. The improved geometry would improve sight lines for drivers making the right turn to northbound Brooklyn Boulevard. Signal modifications would be necessary as part of the intersection geometry revisions. The project is independent of other projects in the corridor and could be completed as time and funding permits.

Project Includes:

- Ramp Revisions Realign Ramp / Brooklyn Boulevard Intersection For Improved Sightlines
- Signal Modification Due To Revised Roadway Geometry
- Streetscaping to include street trees

Estimated Project Cost: \$923,000

Potential funding sources: MnDOT State Funding

Project Priorities

Background

The overall corridor was broken down into 13 potentially separate projects based on functionality, geographic location, independent utility, reasonable cost and type of project improvements. Some of the 13 projects could be broken-down further; in fact, a few are shown with interim and ultimate scenarios that allow for further flexibility from an implementation standpoint. The Implementation Plan Layout illustrates the 13 various projects identified with a brief description of each. The Implementation Plan Layout is attached and is a comprehensive illustration of the various projects and their locations and limits. Included at the end of this plan is a series of figures showing each individual proposed project for ease of reference.

Prioritization

For the task of prioritizing the various projects along the Brooklyn Boulevard corridor, a scale of 1 through 5 is utilized, with 1 being of highest priority and 5 being the least priority. Below is a summary of how each priority level is defined:

Priority 1 projects:

- Implemented over the next 1 year
- Currently programmed for funding or rehabilitation
- This includes Project #3 which is the TH 100 Bridge rehabilitation project, currently programmed by MnDOT for 2013.

Currently, the TH 100 Bridge rehabilitation project (Project #3) is scheduled for fall of 2013 in MnDOT's maintenance program. This project presents an opportunity for the City to coordinate with MnDOT and add aesthetic treatments to supplement the project. Because of the near term planned implementation of this project, this project is a priority 1. Also, 63rd Ave. rehabilitation to the west of Brooklyn Boulevard is in the City's CIP for year 2014. Project #11 includes improvements to 63rd on both the east and west side of Brooklyn Boulevard and should be considered a priority 1 project to match the current city CIP.

Priority 2 projects:

- Implemented over the next 2 to 4 years
- Score favorably on near term federal funding solicitation (such as federal STP or TA applications).
- Immediate known safety concerns

Priority 2 projects include projects which stand to score favorably on upcoming federal funding solicitation opportunities. Solicitations for STP projects are expected to come out in 2013. The section of Brooklyn Boulevard, from 65th to Bass Lake Road is expected to score very well on an STP solicitation based on previous application by Hennepin County. This segment of the corridor would benefit from the access management component of a center median and would show an increase in safety. Project #7,

Bass Lake Road Improvements and Project #8, Brooklyn Boulevard reconstruction from Bass Lake Road to 63rd Ave are the two projects in this area of the corridor that should be considered for an STP application in 2013 with implementation of a project in the 2 to 4 year timeline.

Project #2, 51st Ave to TH 100 would address current safety issues related to the southbound left turn lane at 51st. This area was the subject of a past study in 2010 which identified a higher than normal crash rate at this intersection. Project #2 incorporates the recommendations of this study into the proposed layout. An intersection control evaluation (ICE) report would be done during final design to determine the actual configuration of the intersections at 51st Ave and the south ramp/frontage road intersection.

Project #6 would provide Streetscaping elements including ornamental lighting, median banner poles, median landscaping and irrigation, and tree plantings along with bus shelter amenities to complement the recent investment to the former Brookdale site. This project would score

Priority 3 projects:

- Implemented in 4 to 6 years
- Accommodate land use changes through redevelopment
- Provide safety and operational improvements in isolated areas

Priority 3 are those projects which accommodate future land use changes as parcels are acquired by the City and/or developers over the next few years. Development opportunities will arise as parcels become aggregated and access changes are required. Transition areas located at 60th Ave/ Admiral Lane and 61st Ave on the east side of Brooklyn Boulevard, are examples of revised access projects to accommodate future land use changes. These are shown as Projects #9 and #10.

These are also projects that may provide isolated safety and operational improvements in isolated areas such as at driveways or pedestrian crossings. Project #1 and #1A involve rehabilitation of the existing pavement between 49th and 51st Ave on the south end of the corridor. While the existing four lane section is adequate, conversion to a three lane section with a continuous left turn lane to accommodate the multiple driveways will improve the safety and provide a shoulder for delivery trucks and other service vehicles which need to make stops along this stretch of roadway.

Project #4 realigns the frontage road adjacent to Brooklyn Boulevard to provide an operation/safety benefit to traffic turning off of Brooklyn Boulevard. This project will also provide additional refuge for bike/pedestrian traffic waiting to cross the corridor at 55th Ave.

Priority 4 projects:

- Implemented in 6 to 10 years
- Pavement replacement/rehabilitation
- Enhancement type projects that involve improvements behind the curb only

The Priority 4 project is pavement rehabilitation from TH 100 to Bass Lake Road. This existing section of Brooklyn Boulevard has sufficient roadway width and is not proposed to change. Therefore, this project rehabilitates the existing pavement with a mill and overlay along with geometric changes at the intersection of 55th and 56th Ave. The priority for this segment of Brooklyn Boulevard depends on Hennepin County's future maintenance plan for pavement rehabilitation in this area.

Trails and sidewalks improvements along with Streetscaping upgrades are included in Project #6 and are separate from this project.

Priority 5 projects:

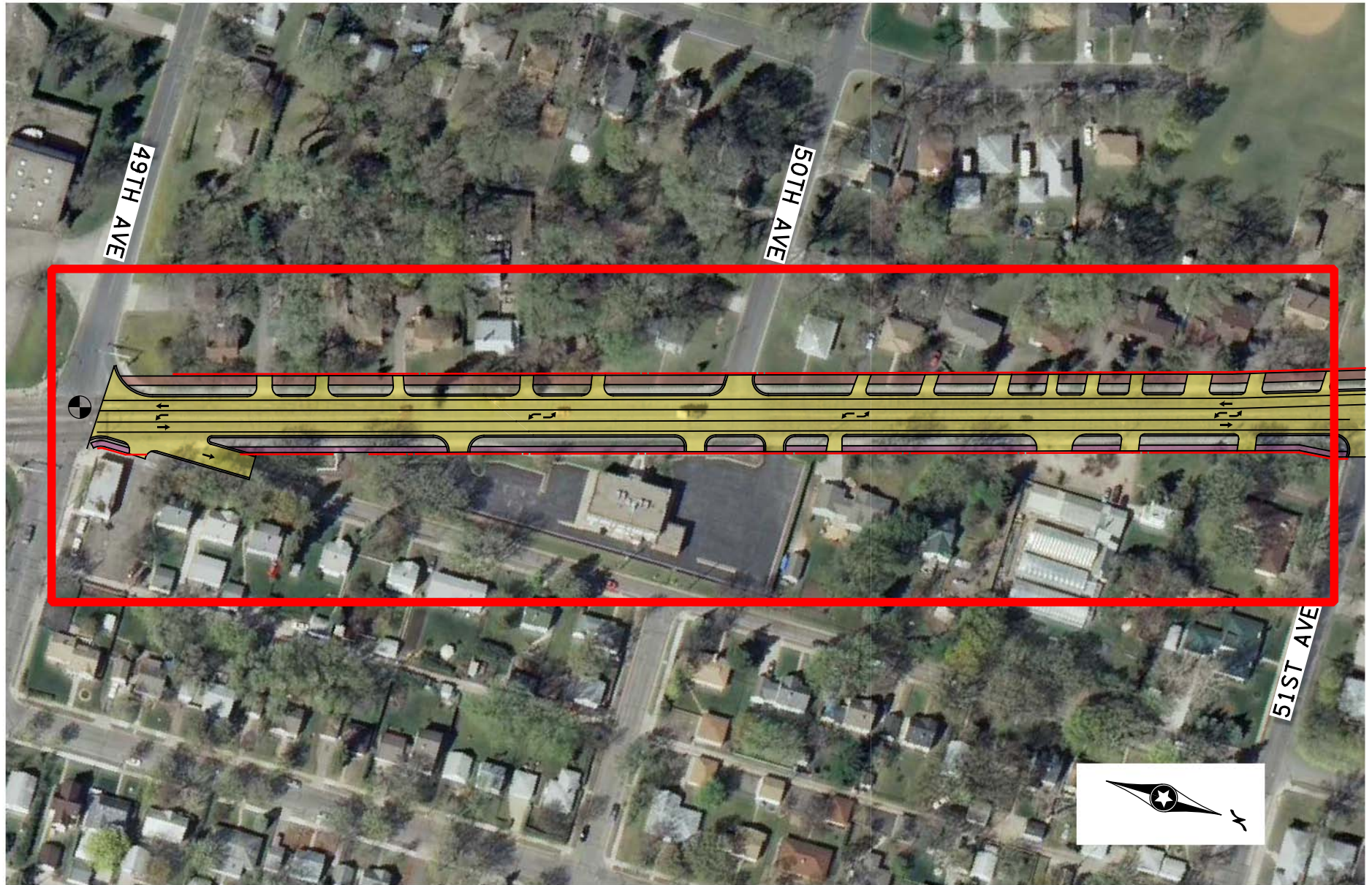
- Implemented in 10 plus years
- This includes Project #12 (removal of the free right from the east bound I-694 off ramp) and Project #13 (realignment of the west bound I-694 off ramp). Both projects would be implemented as part of a MnDOT project (likely a freeway maintenance type project).

Priority 5 projects include the two projects tied to MnDOT's I-694 facility. Both Projects #12 and Project #13 are tied to MnDOT's exit ramps which connect to Brooklyn Boulevard. These projects would be recommended to MnDOT for implementation when a freeway maintenance (mill & overlay or other rehabilitation) project is initiated. The existing configuration is adequate; however, the improvements as shown in Projects #12 and #13 would provide some benefit to the corridor. Priorities and timeline for these projects are dependent upon MnDOT maintenance plans.

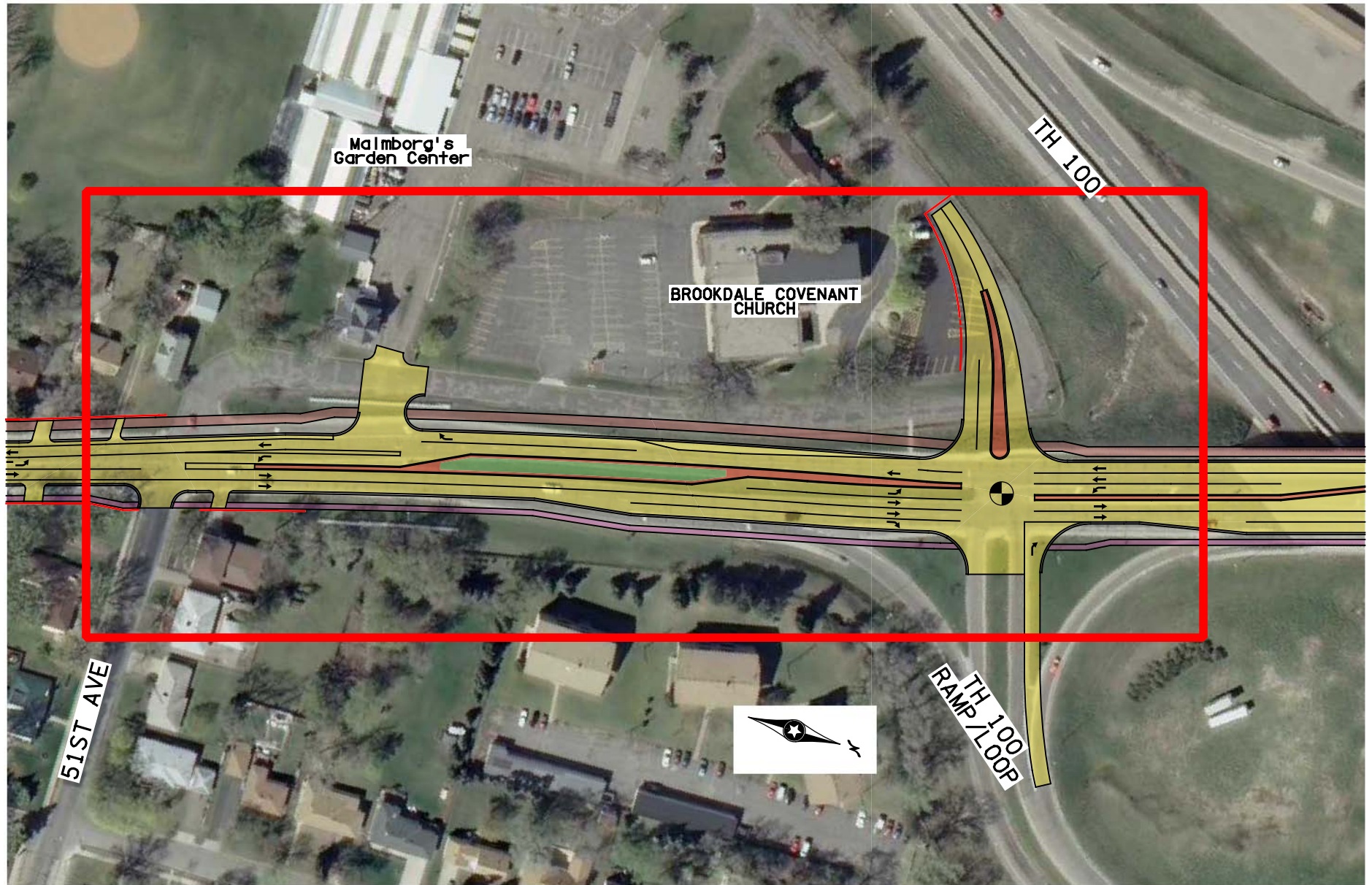
Graphics of each project are attached in Appendix A. The naming convention for each graphic corresponds with the project name, i.e., Figure 1 corresponds to Project #1. Planning level cost estimates are included in Appendix B.

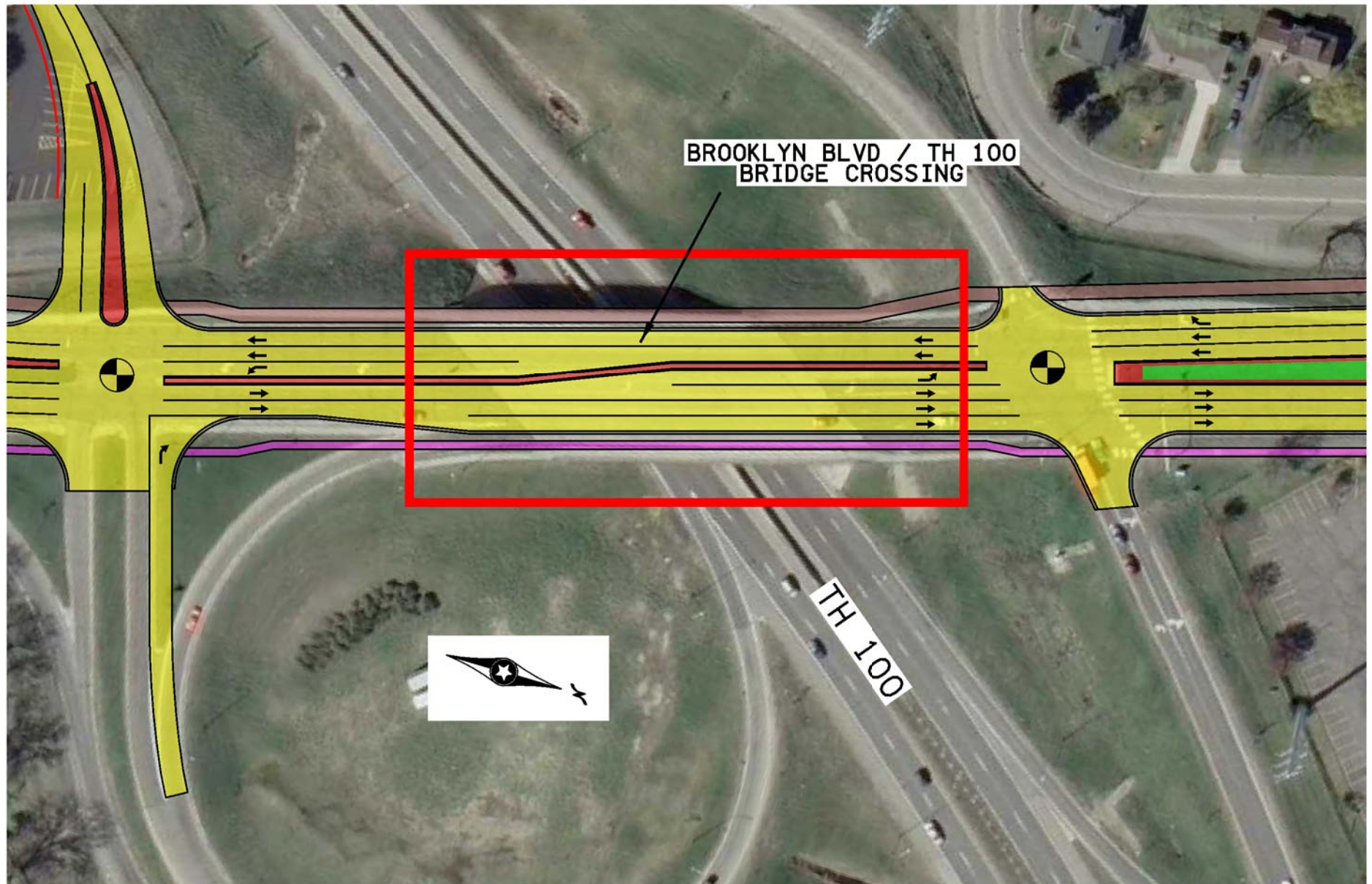
Following is a summary table with each project described along with separate estimated costs for both roadway improvements and associated streetscaping costs. The recommended priority of each project is shown along with notes on funding strategy depending in the type of improvements.

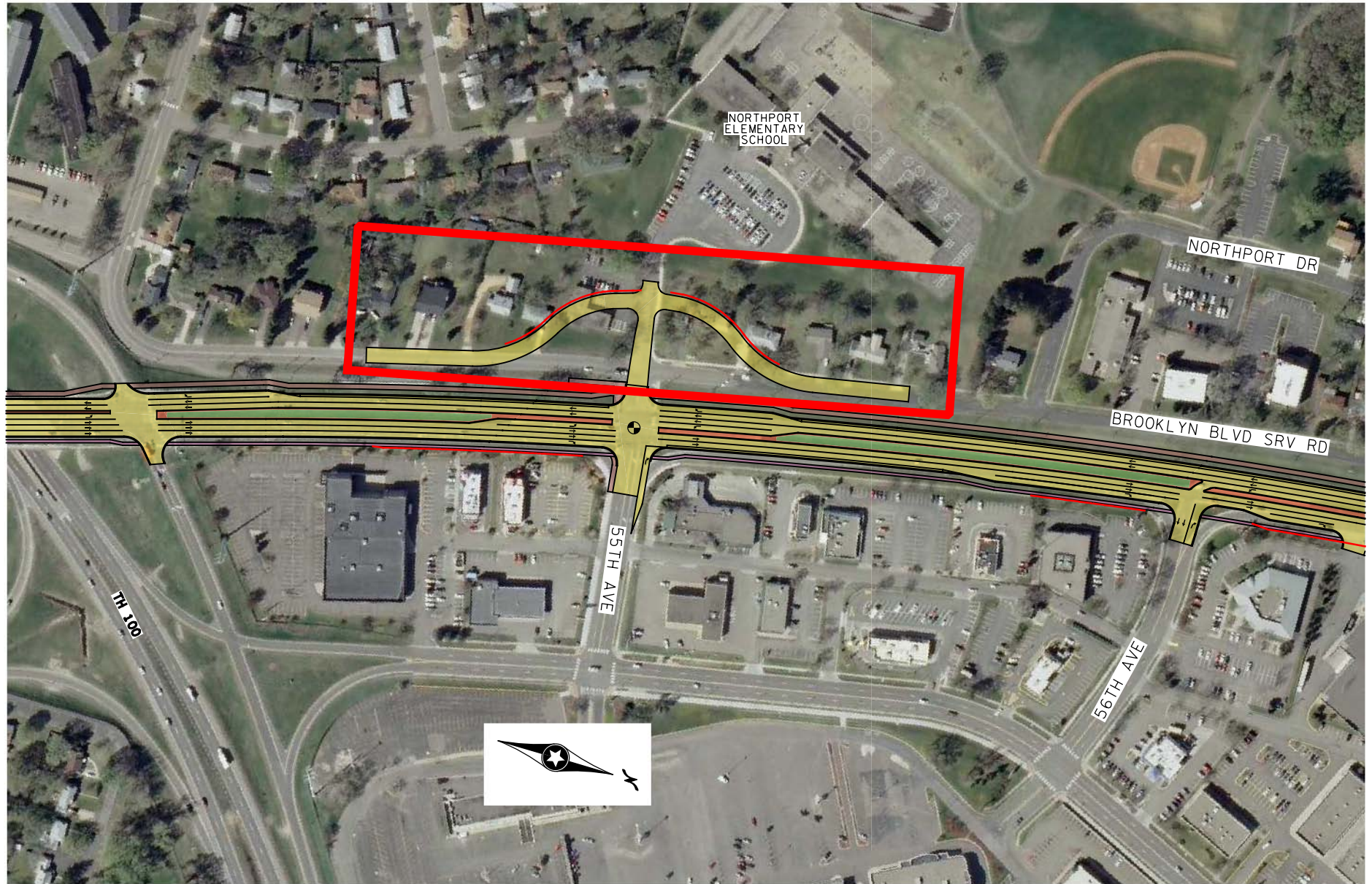
Appendix A – Figures 1 through 13

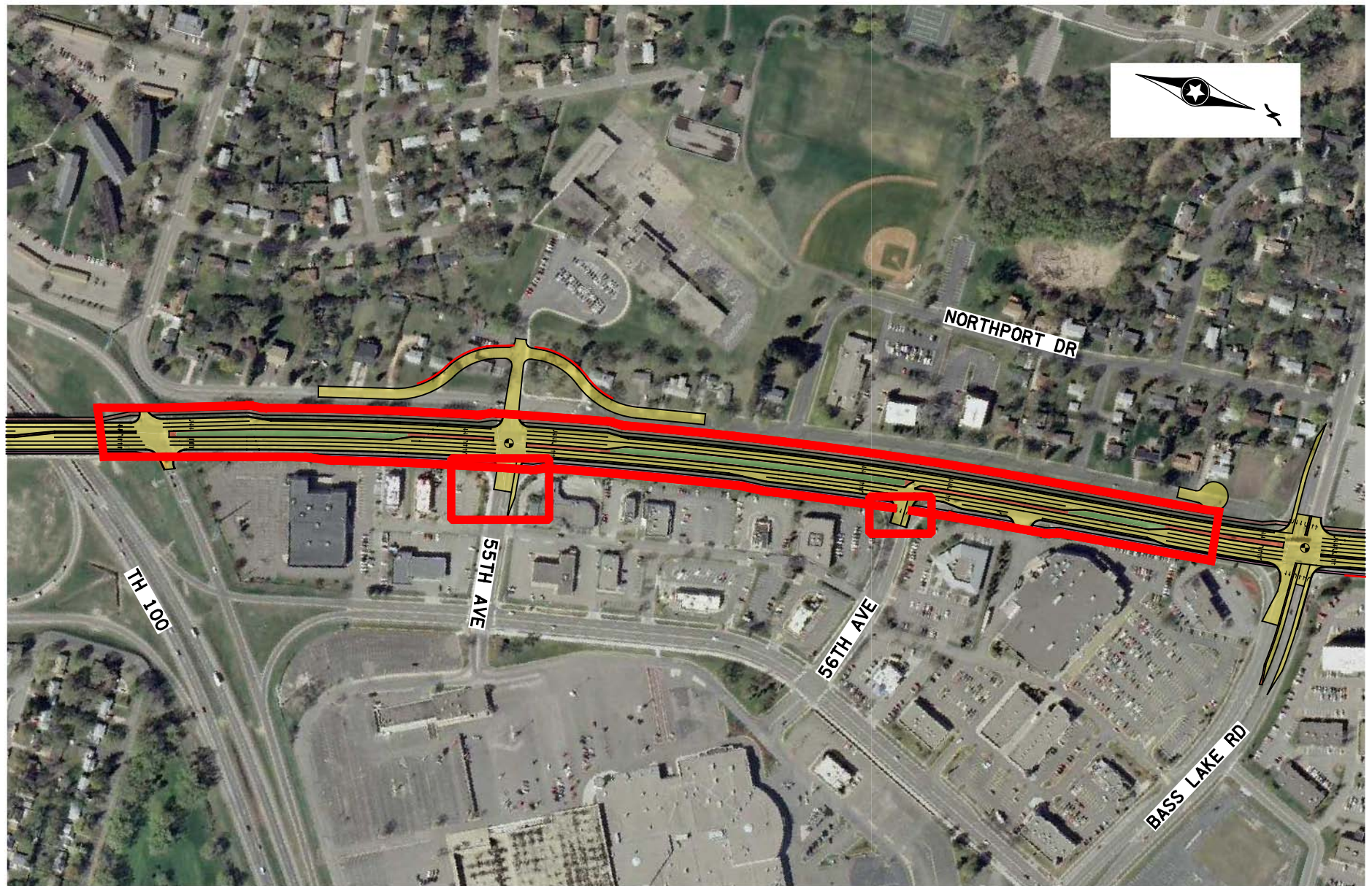


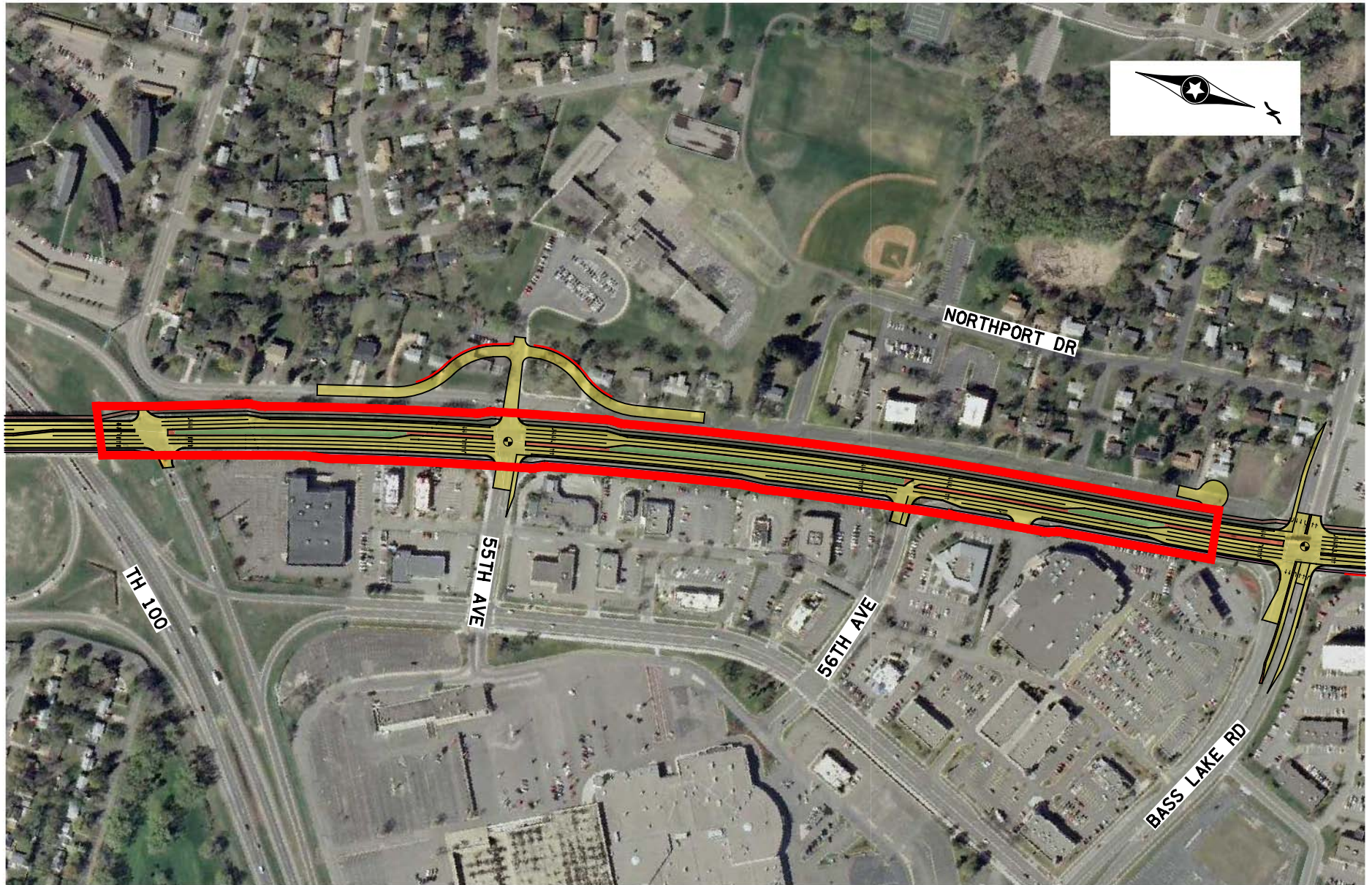


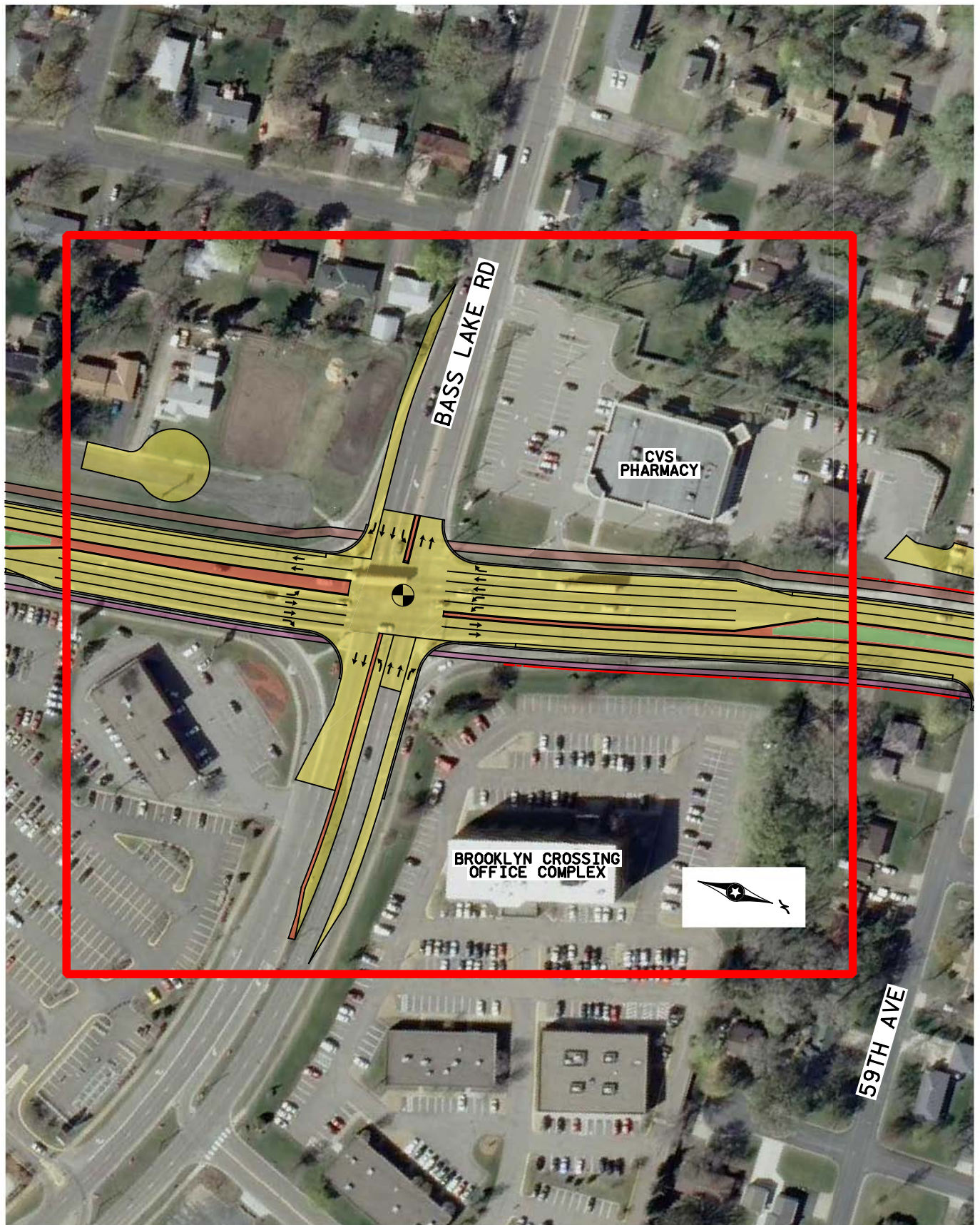






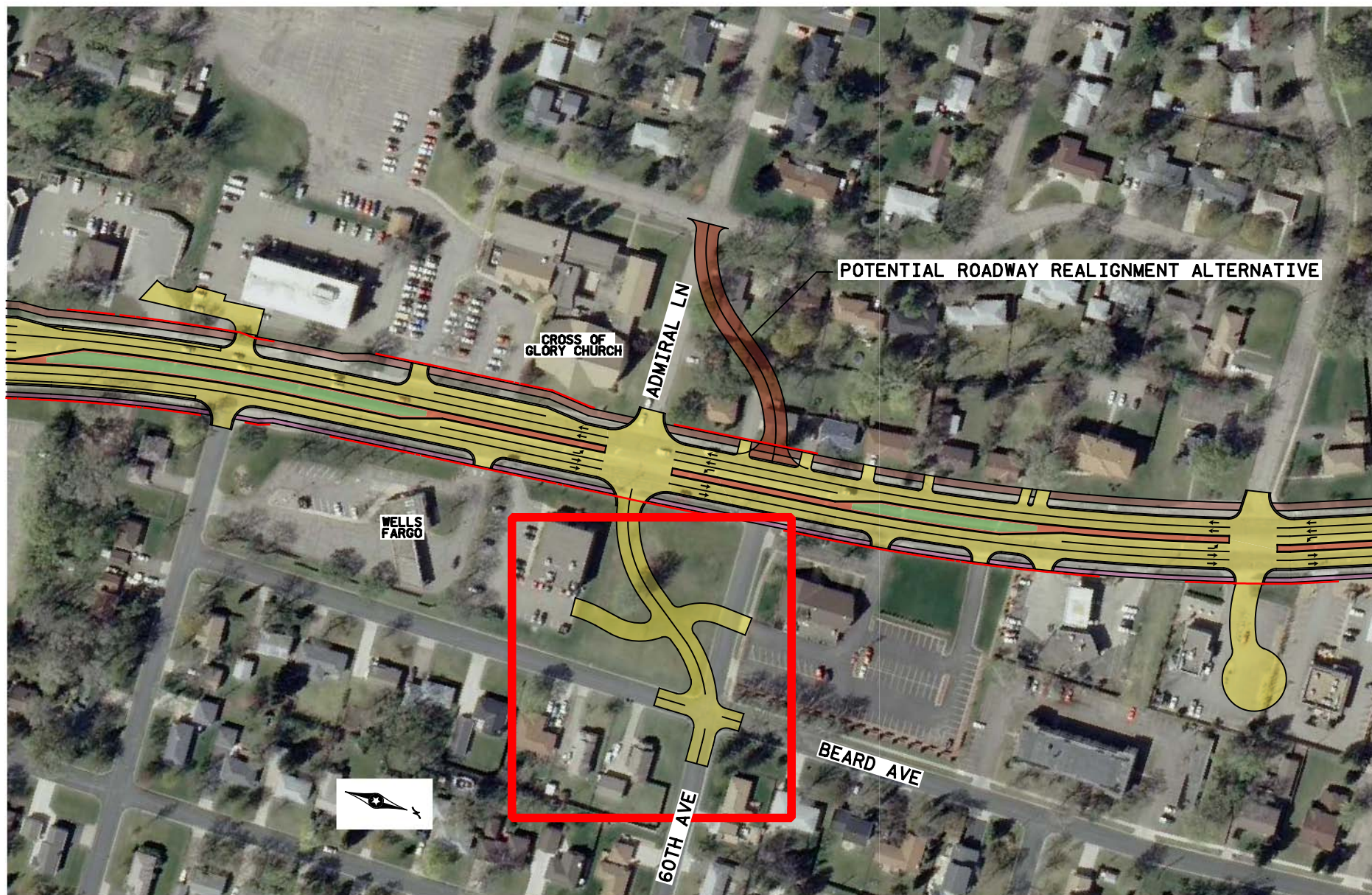


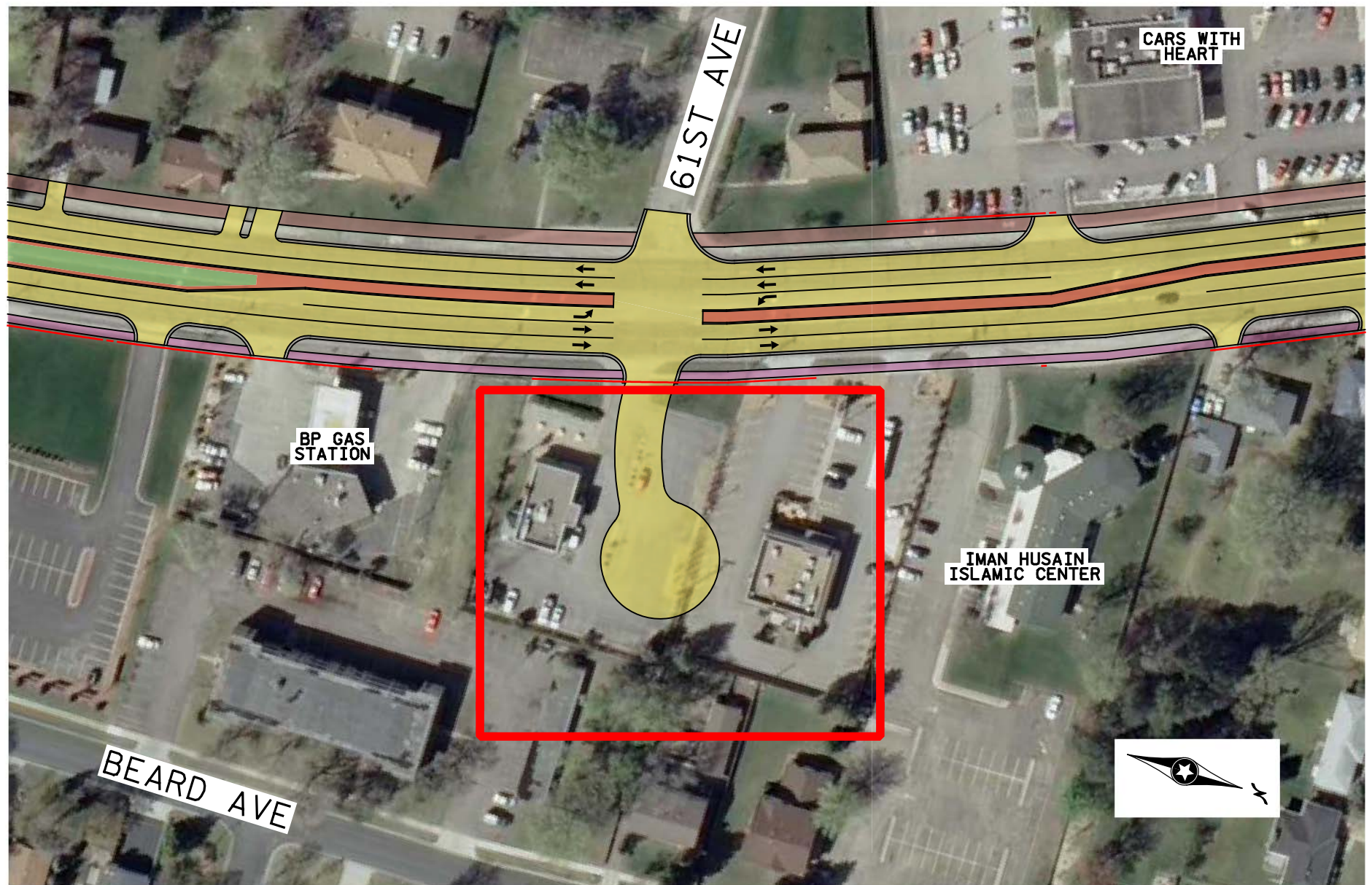


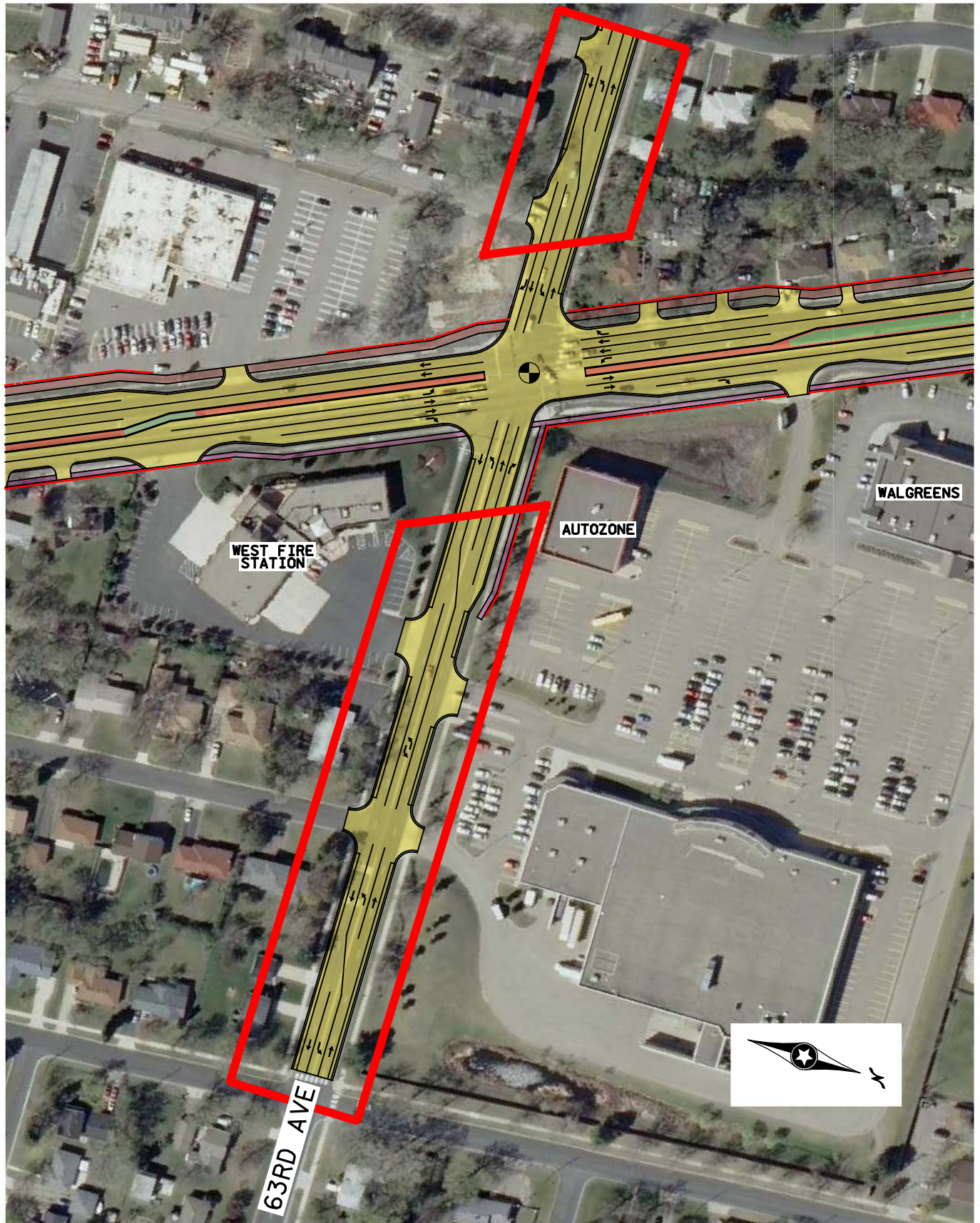


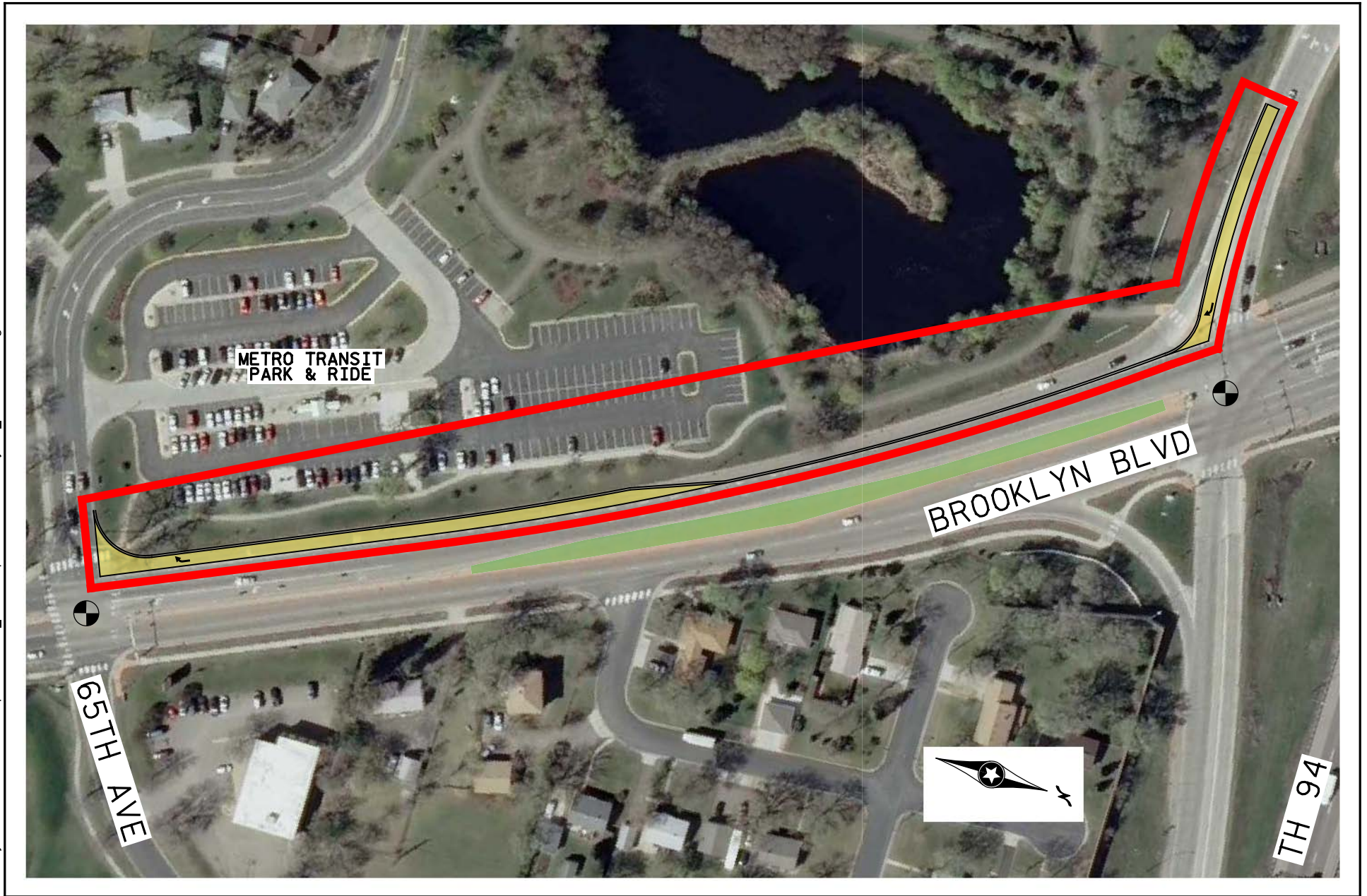


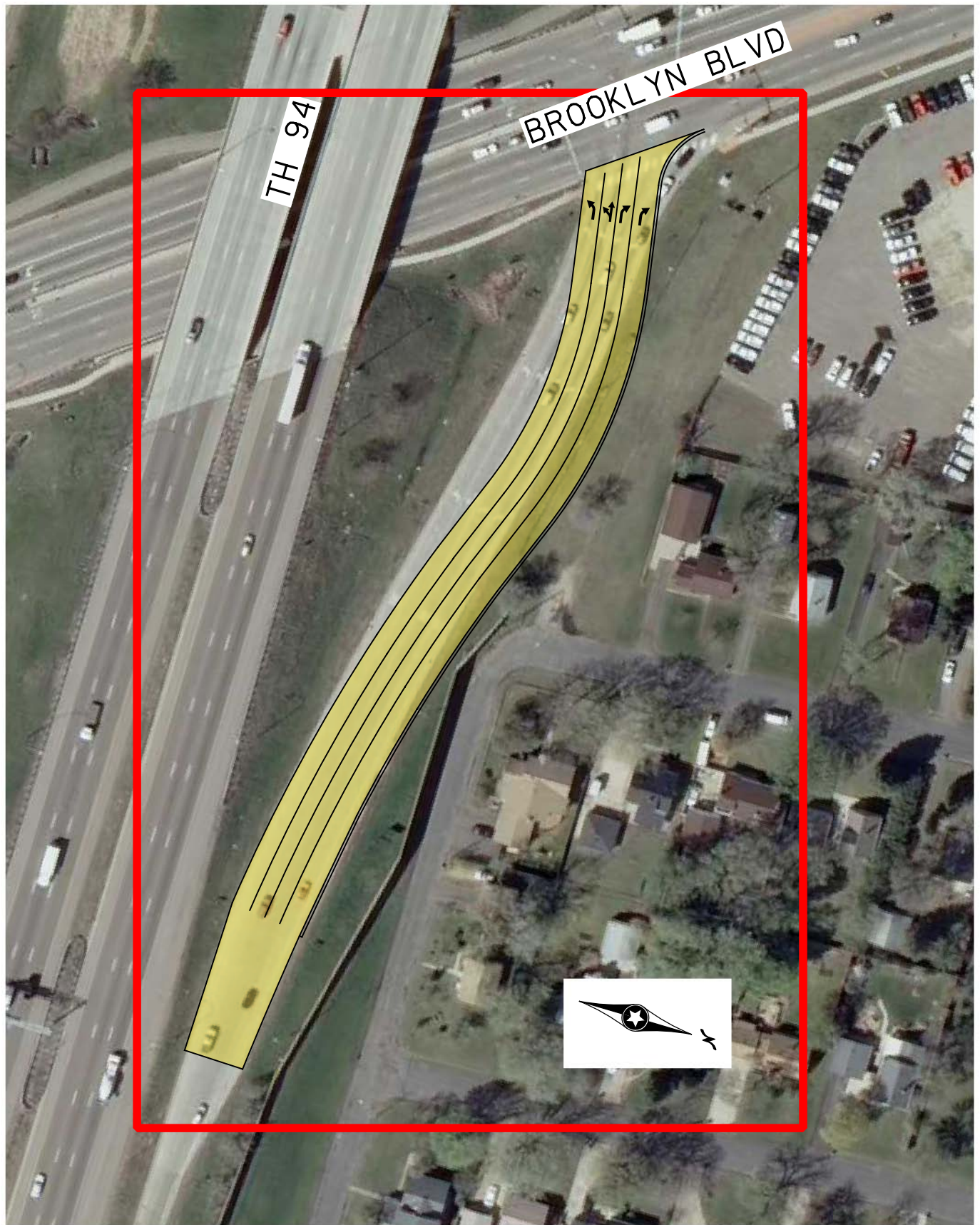












Appendix B – Cost Estimates 1 through 13



BROOKLYN BLVD CONCEPT - 49TH TO 51ST - PROJECT #1 (1)
Concept Cost Estimate (based upon 2011 bid price information)
 Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION	UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT	
PAVING AND GRADING COSTS					
1 Mainline Pavement - Mill and Overlay	sq. yd.	\$11.00	7,950	\$87,450	
2 Concrete Walk / Trail / Median	(2) sq. yd.	\$35.00	1,300	\$45,500	
3 Bituminous Walk / Trail	(2) sq. yd.	\$15.00	1,200	\$18,000	
SUBTOTAL PAVING AND GRADING COSTS:					\$150,950
DRAINAGE, UTILITIES AND EROSION CONTROL					
1 Turf Establishment & Erosion Control	10%				\$15,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$15,000
SIGNAL AND LIGHTING COSTS					
1 At Grade Intersection Lighting (permanent - non signalized)	each	\$25,000	3	\$75,000	
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$75,000
SIGNING & STRIPING COSTS					
1 Mainline Signing (C&D)	mile	\$35,000	0.30	\$10,500	
2 Mainline Striping	mile	\$5,000	0.30	\$1,500	
SUBTOTAL SIGNING & STRIPING COSTS:					\$12,000
SUBTOTAL CONSTRUCTION COSTS:					\$252,950
MISCELLANEOUS COSTS					
1 Mobilization	5%				\$13,000
2 Non Quantified Minor Items	15%				\$38,000
3 Traffic Control	3%				\$8,000
4 Overhead Utility Relocation	lin. Ft.	\$50	800	\$40,000	
SUBTOTAL MISCELLANEOUS COSTS:					\$99,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$351,950
1 Contingency or "risk"	15%		1	53000	
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$404,950
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY:				(3)	\$115,000
DESIGN ENG. & CONSTRUCTION ADMIN.				Lump Sum	15%
					\$78,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$597,950

NOTE (1) Project Includes: Mill & Overlay, trails, walks, and streetscaping.
 (2) Includes aggregate base class 5.
 (3) Includes half intersection treatment at 49th Ave, street trees and pedestrian facilities.
 (4) Additional easements will be required for trail and walk construction - adding to total project cost.

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)	a	\$478,360
TRANSPORTATION ALTERNATIVES (TA)		\$50,400
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COST PARTICIPATION - ROADWAY	b	\$261,950
HENNEPIN COUNTY COST PARTICIPATION - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)	c	\$96,650
HENNEPIN COUNTY BIKEWAY GAP FUNDING		\$31,500
TRPD Grant		N/A
Local City Funding		N/A
Developers Agreement		N/A

NOTE (a) STP assumes 80% participation.
 (b) 50% participation for new off-road bikeways
 (c) 50% participation for lighting, 33% participation for utility relocations and streetscaping.



BROOKLYN BLVD CONCEPT - 49TH TO 51ST - PROJECT #1A(1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION	UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT	
PAVING AND GRADING COSTS					
1 Concrete Walk / Trail / Median	(2)	sq. vd.	\$35.00	1,300	\$45,500
2 Bituminous Walk / Trail	(2)	sq. vd.	\$15.00	1,200	\$18,000
SUBTOTAL PAVING AND GRADING COSTS:					\$63,500
DRAINAGE, UTILITIES AND EROSION CONTROL					
1 Turf Establishment & Erosion Control		10%			\$6,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$6,000
SIGNAL AND LIGHTING COSTS					
1 At Grade Intersection Lighting (permanent - non signalized)		each	\$25,000	3	\$75,000
SUBTOTAL CONSTRUCTION COSTS:					\$144,500
MISCELLANEOUS COSTS					
1 Mobilization		5%			\$7,000
2 Non Quantified Minor Items		10%			\$14,000
3 Traffic Control		3%			\$4,000
SUBTOTAL MISCELLANEOUS COSTS:					\$25,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$169,500
1 Contingency or "risk"		20%			\$34,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$203,500
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY:				(3)	\$115,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$48,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$366,500

NOTE (1) Project Includes: Trails and walks.
 (2) Includes aggregate base class 5.
 (3) Includes half intersection treatment at 49th Ave, street trees and pedestrian facilities.
 (4) Additional easements will be required for trail and walk construction

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP) (80% eligible, 20% non-federal match required)	a	N/A
TRANSPORTATION ALTERNATIVES (TA)		\$50,400
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COST PARTICIPATION - ROADWAY	b	\$148,000
HENNEPIN COUNTY COST PARTICIPATION - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)	c	\$75,450
HENNEPIN COUNTY BIKEWAY GAP FUNDING		\$31,500
TRPD Grant		N/A
Local City Funding		N/A
Developers Agreement		N/A

NOTE (a) STP assumes 80% participation.
 (b) 50% participation for new off-road bikeways
 (c) 50% participation for street lighting and 33% participation for streetscaping.



BROOKLYN BLVD CONCEPT - 51ST TO TH 100 - PROJECT #2 (1)

Concept Cost Estimate (based upon 2011 bid price information)

Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION	UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT	
PAVING AND GRADING COSTS					
1 Excavation - common & subgrade	cu. vd.	\$6.00	17,500	\$105,000	
2 Granular Subgrade (CV)	cu. vd.	\$14.00	14,000	\$196,000	
3 Mainline Pavement	(2) sq. vd.	\$35.00	10,500	\$367,500	
4 Concrete Walk / Trail / Median	(3) sq. vd.	\$35.00	1,950	\$68,250	
5 Bituminous Walk / Trail	(3) sq. vd.	\$15.00	1,200	\$18,000	
6 Concrete Curb and Gutter	lin. ft.	\$15.00	4,750	\$71,250	
7 Pavement Edge Drains	lin. ft.	\$10.00	2,000	\$20,000	
8 Removals - Pavement	sq. vd.	\$3.00	5,000	\$15,000	
SUBTOTAL PAVING AND GRADING COSTS:					\$861,000
DRAINAGE, UTILITIES AND EROSION CONTROL					
1 Drainage - urban	15%				\$129,000
2 Turf Establishment & Erosion Control	10%				\$86,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$215,000
SIGNAL AND LIGHTING COSTS					
1 Signals (permanent)	(4) each	\$200,000	1	\$200,000	
2 At Grade Intersection Lighting (permanent - non signalized)	each	\$25,000	1	\$25,000	
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$225,000
SIGNING & STRIPING COSTS					
1 Mainline Signing (C&D)	mile	\$35,000	0.2	\$7,000	
2 Mainline Striping	mile	\$5,000	0.2	\$1,000	
SUBTOTAL SIGNING & STRIPING COSTS:					\$8,000
SUBTOTAL CONSTRUCTION COSTS:					\$1,309,000
MISCELLANEOUS COSTS					
1 Mobilization	5%				\$65,000
2 Non Quantified Minor Items	20%				\$262,000
3 Temporary Pavement & Drainage	5%				\$65,000
4 Traffic Control	3%				\$39,000
SUBTOTAL MISCELLANEOUS COSTS:					\$431,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$1,740,000
1 Contingency or "risk"	20%				\$348,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$2,088,000
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY (5)					\$245,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$819,200
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$3,152,200

- NOTE (1) Project Includes: Roadway reconstruction, trails, walks, and signal
 (2) Includes adequate base class 5 and PASB or OGAB, as appropriate.
 (3) Includes adequate base class 5.
 (4) Signal system at south TH 100 Intersection.
 (5) Includes intersection treatment at TH 100, street trees and pedestrian facilities
 (6) Additional easements will be required for trail and walk construction - adding to total project cost

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)	a	\$2,521,760
TRANSPORTATION ALTERNATIVES (TA)		N/A
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COST PARTICIPATION - ROADWAY	b	\$2,002,875
HENNEPIN COUNTY COST PARTICIPATION - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)	c	\$93,350
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		N/A
Developers Agreement		N/A

- NOTE (a) STP assumes 80% participation.
 (d) 50% participation for new off-road bikeways, drainage and curb & gutter and 25% participation for signal system
 (e) 50% participation for lighting, 33% participation for streetscaping



BROOKLYN BLVD CONCEPT-TH 100 BRIDGE - PROJECT #3 (1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION		UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS					
1	Excavation - common & subgrade	cu. vd.	\$6.00	500	\$3,000
2	Granular Subgrade (CV)	cu. vd.	\$14.00	400	\$5,600
3	Mainline Pavement	(2) sq. vd.	\$35.00	300	\$10,500
4	Concrete Walk / Trail / Median	(3) sq. vd.	\$35.00	200	\$7,000
5	Bituminous Walk / Trail	(3) sq. vd.	\$15.00	250	\$3,750
6	Concrete Curb and Gutter	lin. ft.	\$15.00	1,200	\$18,000
7	Pavement Edge Drains	lin. ft.	\$10.00	600	\$6,000
8	Removals - Pavement	sq. vd.	\$3.00	300	\$900
SUBTOTAL PAVING AND GRADING COSTS:					\$54,750
DRAINAGE, UTILITIES AND EROSION CONTROL					
1	Drainage - urban	10%			\$5,000
2	Turf Establishment & Erosion Contro	10%			\$5,000
3	Landscaping	2%			\$1,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$11,000
BRIDGE COSTS					
Br 1	TH 100 Bridge Re-decking	sq. ft.	\$50	23,800	\$1,190,000
SUBTOTAL BRIDGE COSTS:					\$1,190,000
SIGNING & STRIPING COSTS					
1	Mainline Signing (C&D)	mile	\$35,000	0.15	\$5,250
2	Mainline Striping	mile	\$5,000	0.15	\$750
SUBTOTAL SIGNING & STRIPING COSTS:					\$6,000
SUBTOTAL CONSTRUCTION COSTS:					\$1,261,750
MISCELLANEOUS COSTS					
1	Mobilization	5%			\$63,000
2	Non Quantified Minor Items	5%			\$63,000
3	Temporary Pavement & Drainage				
4	Traffic Control	3%			\$38,000
SUBTOTAL MISCELLANEOUS COSTS:					\$164,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$1,425,750
1	Aesthetic Treatment Upgrades	10%			\$143,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$1,568,750
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum			
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$1,568,750

NOTE (1) Project Includes: TH 100 Bridge Re-decking, roadway approaches, trails, walk and basic landscaping
 (2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
 (3) Includes aggregate base class 5.

PROJECT COST BREAKOUT		
FUNDING SOURCES		COST ELIBILITY
SURFACE TRANSPORTATION PROGRAM (STP)		N/A
TRANSPORTATION ALTERNATIVES (TA)		N/A
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COST PARTICIPATION - ROADWAY	a	\$210,425
HENNEPIN COUNTY COST PARTICIPATION - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)		N/A
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		
MnDOT State Funding	b	\$1,358,325

NOTE (a) 50% participation for new off-road bikeways, drainage and curb & gutter
 (b) Assumes MnDOT to fund bridge re-decking portion of the project



BROOKLYN BLVD CONCEPT - 55th Ave Frontage Road - PROJECT #4 (1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION		UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS					
1	Excavation - common & subgrade	cu. vd.	\$6.00	8,000	\$48,000
2	Granular Subgrade (CV)	cu. vd.	\$14.00	6,400	\$89,600
3	Mainline Pavement	(2) sq. vd.	\$35.00	4,800	\$168,000
4	Concrete Curb and Gutter	lin. ft.	\$15.00	2,800	\$42,000
5	Pavement Edge Drains	lin. ft.	\$10.00	1,400	\$14,000
6	Removals - Pavement	sq. vd.	\$3.00	2,100	\$6,300
SUBTOTAL PAVING AND GRADING COSTS:					\$367,900
DRAINAGE, UTILITIES AND EROSION CONTROL					
1	Drainage - urban	10%			\$37,000
2	Turf Establishment & Erosion Control	5%			\$18,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$55,000
SIGNAL AND LIGHTING COSTS					
1	At Grade Intersection Lighting (permanent - non signalized)	each	\$25,000	1	\$25,000
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$25,000
SIGNING & STRIPING COSTS					
1	Mainline Signing (C&D)	mile	\$35,000	0.15	\$5,250
2	Mainline Striping	mile	\$5,000	0.15	\$750
SUBTOTAL SIGNING & STRIPING COSTS:					\$6,000
SUBTOTAL CONSTRUCTION COSTS:					\$453,900
MISCELLANEOUS COSTS					
1	Mobilization	5%			\$23,000
2	Non Quantified Minor Items (10% to 30%)	15%			\$68,000
3	Temporary Pavement & Drainage	5%			\$23,000
4	Traffic Control	3%			\$14,000
SUBTOTAL MISCELLANEOUS COSTS:					\$128,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$581,900
1	Contingency or "risk"	10%			\$58,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$639,900
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY (3)					\$15,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$98,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$752,900

NOTE (1) Project Includes: Frontage Road realignment at 55th Ave.
 (2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
 (3) Street trees along roadway.
 (4) Additional easements will be required for trail and walk construction - adding to total project cost

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)		N/A
TRANSPORTATION ALTERNATIVES (TA)		N/A
SAFE ROUTES TO SCHOOL		\$250,000
HENNEPIN COUNTY COST PARTICIPATION - ROADWAY		N/A
HENNEPIN COUNTY COST PARTICIPATION - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)		N/A
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		\$150,000
Local City Funding		\$353,000
Developers Agreement		N/A



BROOKLYN BLVD CONCEPT - TH 100 to Bass Lake Rd - Project #5 (1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION		UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS					
1	Excavation - common & subgrade	cu. yd.	\$6.00	2,100	\$12,600
2	Granular Subgrade (CV)	cu. yd.	\$14.00	1,700	\$23,800
3	Mill and Overlay	sq. yd.	\$11.00	24,300	\$267,300
4	Mainline Pavement	(2) sq. yd.	\$35.00	1,250	\$43,750
5	Concrete Walk / Trail / Median	(3) sq. yd.	\$35.00	2,600	\$91,000
6	Concrete Curb and Gutter	lin. ft.	\$15.00	550	\$8,250
7	Pavement Edge Drains	lin. ft.	\$10.00	225	\$2,250
SUBTOTAL PAVING AND GRADING COSTS:					\$466,950
DRAINAGE, UTILITIES AND EROSION CONTROL					
1	Drainage - urban	5%			\$23,000
2	Turf Establishment & Erosion Control	10%			\$47,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$70,000
SIGNAL AND LIGHTING COSTS					
1	Signal Revision	(4) each	\$80,000	1	\$80,000
1	At Grade Intersection Lighting (permanent - non signalized)	each	\$25,000	2	\$50,000
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$130,000
SIGNING & STRIPING COSTS					
1	Mainline Signing (C&D)	mile	\$35,000	0.60	\$21,000
2	Mainline Striping	mile	\$5,000	0.60	\$3,000
SUBTOTAL SIGNING & STRIPING COSTS:					\$24,000
SUBTOTAL CONSTRUCTION COSTS:					\$690,950
MISCELLANEOUS COSTS					
1	Mobilization	5%			\$35,000
2	Non Quantified Minor Items (10% to 30%)	20%			\$138,000
3	Temporary Pavement & Drainage	5%			\$35,000
4	Traffic Control	3%			\$21,000
SUBTOTAL MISCELLANEOUS COSTS:					\$229,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$919,950
1	Contingency or "risk"	15%			\$138,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$1,057,950
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$159,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$1,216,950

NOTE (1) Project Includes: Roadway mill and overlay from TH 100 to Bass Lake Road and Intersection Revisions at 55th and 56th Ave - does not include landscaping, trails or w
 (2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
 (3) Includes aggregate base class 5.
 (4) Signal revision at 55th Avenue (mast arm conflict with revised geometry)

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)	a	\$973,560
TRANSPORTATION ALTERNATIVES (TA)		\$200,365
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COST PARTICIPATION - ROADWAY	b	\$796,325
HENNEPIN COUNTY COST PARTICIPATION - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)		N/A
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		N/A
Developers Agreement		N/A

NOTE (a) STP assumes 100% participation.
 (b) 50% participation for curb & gutter, drainage and signal revision



BROOKLYN BLVD CONCEPT - TH 100 to Bass Lake Rd - Project #6 (1)
Concept Cost Estimate (based upon 2011 bid price information)
 Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION	UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT	
PAVING AND GRADING COSTS					
1 Concrete Walk / Trail / Median	(2)	sq. yd.	3,400	\$119,000	
2 Bituminous Walk / Trail	(2)	sq. yd.	3,600	\$54,000	
SUBTOTAL PAVING AND GRADING COSTS:					\$173,000
DRAINAGE, UTILITIES AND EROSION CONTROL					
1 Drainage - urban		5%		\$9,000	
2 Turf Establishment & Erosion Control		5%		\$9,000	
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$18,000
SUBTOTAL CONSTRUCTION COSTS:					\$191,000
MISCELLANEOUS COSTS					
1 Mobilization		5%		\$10,000	
2 Non Quantified Minor Items		10%		\$19,000	
3 Temporary Pavement & Drainage		5%		\$10,000	
4 Traffic Control		3%		\$6,000	
5 Overhead Utility Relocation		lin. Ft.	700	\$35,000	
SUBTOTAL MISCELLANEOUS COSTS:					\$80,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$271,000
1 Contingency or "risk"		10%		\$27,000	
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$298,000
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY:				(3)	\$870,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$175,200
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$1,343,200

NOTE (1) Project Includes: Trails, walks, and streetscaping.

(2) Includes aggregate base class 5.

(3) Includes intersection treatment at TH 100, landscaping between Brooklyn Boulevard and Frontage Road, rain gardens and street trees.

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)		N/A
TRANSPORTATION ALTERNATIVES (TA)		\$100,000
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADWAY		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)	a	\$298,650
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		N/A
Developers Agreement		N/A

NOTE (a) 33% participation for utility relocation and streetscaping.



BROOKLYN BLVD CONCEPT - Bass Lake Rd - Project #7 (1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION		UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS					
1	Excavation - common & subgrade	cu. yd.	\$6.00	16,300	\$97,800
2	Granular Subgrade (CV)	cu. yd.	\$14.00	13,100	\$183,400
3	Mainline Pavement	(2) sq. yd.	\$35.00	9,800	\$343,000
4	Concrete Walk / Trail / Median	(3) sq. yd.	\$35.00	1,000	\$35,000
5	Bituminous Walk / Trail	(3) sq. yd.	\$15.00	750	\$11,250
6	Concrete Curb and Gutter	lin. ft.	\$15.00	3,000	\$45,000
7	Pavement Edge Drains	lin. ft.	\$10.00	1,500	\$15,000
8	Removals - Pavement	sq. yd.	\$3.00	6,000	\$18,000
SUBTOTAL PAVING AND GRADING COSTS:					\$748,450
DRAINAGE, UTILITIES AND EROSION CONTROL					
1	Drainage - urban	15%			\$112,000
2	Turf Establishment & Erosion Control	5%			\$37,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$149,000
SIGNAL AND LIGHTING COSTS					
1	Signals (permanent)	(4) each	\$200,000	1	\$200,000
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$200,000
SIGNING & STRIPING COSTS					
1	Mainline Signing (C&D)	mile	\$35,000	0.10	\$3,500
2	Mainline Striping	mile	\$5,000	0.10	\$500
SUBTOTAL SIGNING & STRIPING COSTS:					\$4,000
SUBTOTAL CONSTRUCTION COSTS:					\$1,101,450
MISCELLANEOUS COSTS					
1	Mobilization	5%			\$55,000
2	Non Quantified Minor Items (10% to 30%)	10%			\$110,000
3	Temporary Pavement & Drainage	5%			\$55,000
4	Traffic Control	3%			\$33,000
SUBTOTAL MISCELLANEOUS COSTS:					\$253,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$1,354,450
1	Contingency or "risk"	15%			\$203,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$1,557,450
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY:				(5)	\$445,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$300,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$2,302,450

NOTE (1) Project Includes: Intersection reconstruction, signal system, trails, walks, and cul-de-sac on Frontage Road .

(2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.

(3) Includes aggregate base class 5.

(4) Signal replacement at Bass Lake Road for revised geometry.

(5) Includes primary intersection treatment and architectural gateway feature.

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)	a	\$2,302,450
TRANSPORTATION ALTERNATIVES (TA)		N/A
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADWAY	b	\$1,373,325
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)	c	\$146,850
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		N/A
Developers Agreement		N/A

NOTE (a) STP assumes 80% participation.

(d) 50% participation for drainage, new trail and signal system.

(e) 33% participation for streetscaping.



BROOKLYN BLVD CONCEPT - BASS LAKE RD TO 65TH AVE -PROJECT #8(1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION	UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT	
PAVING AND GRADING COSTS					
1 Excavation - common & subgrade	cu. yd.	\$6.00	56,000	\$336,000	
2 Granular Subgrade (CV)	cu. yd.	\$14.00	44,800	\$627,200	
3 Mainline Pavement	(2) sq. yd.	\$35.00	33,600	\$1,176,000	
4 Concrete Walk / Trail / Median	(3) sq. yd.	\$35.00	7,700	\$269,500	
5 Bituminous Walk / Trail	(3) sq. yd.	\$15.00	4,200	\$63,000	
6 Concrete Curb and Gutter	lin. ft.	\$15.00	16,600	\$249,000	
7 Pavement Edge Drains	lin. ft.	\$10.00	8,300	\$83,000	
8 Removals - Pavement	sq. yd.	\$3.00	27,700	\$83,100	
SUBTOTAL PAVING AND GRADING COSTS:					\$2,886,800
DRAINAGE, UTILITIES AND EROSION CONTROL					
1 Drainage - urban	15%			\$433,000	
2 Turf Establishment & Erosion Control	10%			\$289,000	
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$722,000
SIGNAL AND LIGHTING COSTS					
1 Signals (permanent)	(4) each	\$200,000	1	\$200,000	
2 At Grade Intersection Lighting (permanent - non signalized)	each	\$25,000	6	\$150,000	
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$350,000
SIGNING & STRIPING COSTS					
1 Mainline Signing (C&D)	mile	\$35,000	0.80	\$28,000	
2 Mainline Striping	mile	\$5,000	0.80	\$4,000	
SUBTOTAL SIGNING & STRIPING COSTS:					\$32,000
SUBTOTAL CONSTRUCTION COSTS:					\$3,990,800
MISCELLANEOUS COSTS					
1 Mobilization	5%			\$200,000	
2 Non Quantified Minor Items (10% to 30%)	15%			\$599,000	
3 Temporary Pavement & Drainage	5%			\$200,000	
4 Traffic Control	3%			\$120,000	
5 Overhead Utility Relocation	lin. Ft.	\$50	3,200	\$160,000	
SUBTOTAL MISCELLANEOUS COSTS:					\$1,279,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$5,269,800
1 Contingency or "risk" (10% to 30%)	15%			\$790,000	
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$6,059,800
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY:				(5)	\$590,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$997,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$7,646,800

NOTE (1) Project Includes: Roadway reconstruction (including center islands), signal system, trails and walks.
 (2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
 (3) Includes aggregate base class 5.
 (4) Signal at 63rd Ave
 (5) Includes primary intersection treatment at TH 94, median plantings and street trees.

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)	a	\$6,117,440
TRANSPORTATION ALTERNATIVES (TA)		\$264,000
SAFE ROUTES TO SCHOOL		\$600,000
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADWAY	b	\$4,437,300
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)	c	\$322,500
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		N/A
Developers Agreement		N/A

NOTE (a) STP assumes 80% participation.
 (d) 50% participation for drainage, curb & gutter, new trail and 25% participation for signal system.
 (e) 50% participation for street lighting 33% participation for utility relocations and streetscaping.



ENGINEERS
PLANNERS
DESIGNERS

BROOKLYN BLVD CONCEPT -BASS LAKE RD TO 65TH AVE - PROJECT #8A(1)
Concept Cost Estimate (based upon 2011 bid price information)
 Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION	UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT	
PAVING AND GRADING COSTS					
1 Excavation - common & subgrade	cu. yd.	\$6.00	60,000	\$360,000	
2 Granular Subgrade (CV)	cu. yd.	\$14.00	48,000	\$672,000	
3 Mainline Pavement	(2) sq. yd.	\$35.00	36,000	\$1,260,000	
4 Concrete Walk / Trail / Median	(3) sq. yd.	\$35.00	6,300	\$220,500	
5 Bituminous Walk / Trail	(3) sq. yd.	\$15.00	4,200	\$63,000	
6 Concrete Curb and Gutter	lin. ft.	\$15.00	12,600	\$189,000	
7 Pavement Edge Drains	lin. ft.	\$10.00	6,300	\$63,000	
8 Removals - Pavement	sq. yd.	\$3.00	27,700	\$83,100	
SUBTOTAL PAVING AND GRADING COSTS:					\$2,910,600
DRAINAGE, UTILITIES AND EROSION CONTROL					
1 Drainage - urban	15%			\$437,000	
2 Turf Establishment & Erosion Control	10%			\$291,000	
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$728,000
SIGNAL AND LIGHTING COSTS					
1 Signals (permanent)	(4) each	\$200,000	1	\$200,000	
2 At Grade Intersection Lighting (permanent - non signalized)	each	\$25,000	6	\$150,000	
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$350,000
SIGNING & STRIPING COSTS					
1 Mainline Signing (C&D)	mile	\$35,000	0.80	\$28,000	
2 Mainline Striping	mile	\$5,000	0.80	\$4,000	
SUBTOTAL SIGNING & STRIPING COSTS:					\$32,000
SUBTOTAL CONSTRUCTION COSTS:					\$4,020,600
MISCELLANEOUS COSTS					
1 Mobilization	5%			\$201,000	
2 Non Quantified Minor Items (10% to 30%)	15%			\$603,000	
3 Temporary Pavement & Drainage	5%			\$201,000	
4 Traffic Control	3%			\$121,000	
5 Overhead Utility Relocation	lin. Ft.	\$50	3,200	\$160,000	
SUBTOTAL MISCELLANEOUS COSTS:					\$1,286,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$5,306,600
1 Contingency or "risk" (10% to 30%)	15%			\$796,000	
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$6,102,600
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY:				(5)	\$490,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$989,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$7,581,600

NOTE (1) Project Includes: Roadway reconstruction, signal system, trails and walks. Does not include center median.

(2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.

(3) Includes aggregate base class 5.

(4) Signal at 63rd Ave

(5) Includes primary intersection treatment at TH 94 and street trees.

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)	a	\$6,065,280
TRANSPORTATION ALTERNATIVES (TA)		\$264,000
SAFE ROUTES TO SCHOOL		\$600,000
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADWAY	b	\$4,502,100
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)	c	\$289,500
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		N/A
Developers Agreement		N/A

NOTE (a) STP assumes 80% participation.

(d) 50% participation for drainage, curb & gutter, new trail and 25% participation for signal system.

(e) 50% participation for street lighting 33% participation for utility relocations and streetscaping.



BROOKLYN BLVD CONCEPT - 60TH AVE - PROJECT #9 (1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION		UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS					
1	Excavation - common & subgrade	cu. vd.	\$6.00	3,700	\$22,200
2	Granular Subgrade (CV)	cu. vd.	\$14.00	2,900	\$40,600
3	Mainline Pavement	sq. vd.	\$35.00	2,200	\$77,000
4	Concrete Curb and Gutter	lin. ft.	\$15.00	800	\$12,000
5	Pavement Edge Drains	lin. ft.	\$10.00	800	\$8,000
6	Removals - Pavement	sq. vd.	\$3.00	700	\$2,100
SUBTOTAL PAVING AND GRADING COSTS:					\$161,900
DRAINAGE, UTILITIES AND EROSION CONTROL					
1	Drainage - urban	10%			\$16,000
2	Turf Establishment & Erosion Control	10%			\$16,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$32,000
SIGNAL AND LIGHTING COSTS					
1	At Grade Intersection Lighting (permanent - non signalized)	each	\$25,000	1	\$25,000
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$25,000
SIGNING & STRIPING COSTS					
1	Mainline Signing (C&D)	mile	\$35,000	0.10	\$3,500
2	Mainline Striping	mile	\$5,000	0.10	\$500
SUBTOTAL SIGNING & STRIPING COSTS:					\$4,000
SUBTOTAL CONSTRUCTION COSTS:					\$222,900
MISCELLANEOUS COSTS					
1	Mobilization	5%			\$11,000
2	Non Quantified Minor Items (10% to 30%)	15%			\$33,000
3	Temporary Pavement & Drainage	5%			\$11,000
4	Traffic Control	3%			\$7,000
SUBTOTAL MISCELLANEOUS COSTS:					\$62,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$284,900
1	Contingency or "risk"	15%			\$43,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$327,900
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY (3)					\$10,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$51,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$388,900

NOTE (1) Project Includes: 60th Ave realignment.
 (2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
 (3) Includes street trees.
 (4) Additional easements will be required for construction - adding to total project cost

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)		N/A
TRANSPORTATION ALTERNATIVES (TA)		N/A
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADWAY		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)		N/A
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		\$389,000
Developers Agreement		\$100,000



BROOKLYN BLVD CONCEPT - 61st AVE ACCESS REVISION - PROJECT #10 (1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION		UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS					
1	Excavation - common & subgrade	cu. yd.	\$6.00	1,700	\$10,200
2	Granular Subgrade (CV)	cu. yd.	\$14.00	1,300	\$18,200
3	Mainline Pavement	(2) sq. yd.	\$35.00	1,000	\$35,000
4	Concrete Curb and Gutter	lin. ft.	\$15.00	450	\$6,750
5	Pavement Edge Drains	lin. ft.	\$10.00	450	\$4,500
SUBTOTAL PAVING AND GRADING COSTS:					\$74,650
DRAINAGE, UTILITIES AND EROSION CONTROL					
1	Drainage - urban	10%			\$7,000
2	Turf Establishment & Erosion Control	10%			\$7,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$15,000
SIGNAL AND LIGHTING COSTS					
1	At Grade Intersection Lighting (permanent - non signalized)	each	\$25,000	1	\$25,000
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$25,000
SIGNING & STRIPING COSTS					
1	Mainline Signing (C&D)	mile	\$35,000	0.10	\$3,500
2	Mainline Striping	mile	\$5,000	0.10	\$500
SUBTOTAL SIGNING & STRIPING COSTS:					\$4,000
SUBTOTAL CONSTRUCTION COSTS:					\$118,650
MISCELLANEOUS COSTS					
1	Mobilization	5%			\$6,000
2	Non Quantified Minor Items (10% to 30%)	15%			\$18,000
3	Temporary Pavement & Drainage	5%			\$6,000
4	Traffic Control	3%			\$4,000
SUBTOTAL MISCELLANEOUS COSTS:					\$34,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$152,650
1	Contingency or "risk"	10%			\$15,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$167,650
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY (3)					\$5,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$26,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$198,650

NOTE (1) Project Includes: Business access revision near 61st Ave.
(2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
(3) Includes street trees.
(4) Additional easements will be required for construction - adding to total project cost

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)		N/A
TRANSPORTATION ALTERNATIVES (TA)		N/A
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADWAY		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)		N/A
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		\$199,000
Developers Agreement		\$100,000



BROOKLYN BLVD CONCEPT - 63RD AVE - PROJECT #11 (1)
Concept Cost Estimate (based upon 2011 bid price information)
 Prepared By: SRF Consulting Group, Inc., Date 1-2-13

			TOTAL	
ITEM DESCRIPTION	UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS				
1 Excavation - common & subgrade	cu. yd.	\$6.00	1,300	\$7,800
2 Granular Subgrade (CV)	cu. yd.	\$14.00	1,100	\$15,400
3 Mill & Overlay	sq. yd.	\$11.00	5,400	\$59,400
4 Mainline Pavement	(2) sq. yd.	\$35.00	400	\$14,000
5 Concrete Curb and Gutter	lin. ft.	\$15.00	300	\$4,500
6 Pavement Edge Drains	lin. ft.	\$10.00	300	\$3,000
7 Removals - Pavement	sq. yd.	\$3.00	200	\$600
SUBTOTAL PAVING AND GRADING COSTS:				\$104,700
DRAINAGE, UTILITIES AND EROSION CONTROL				
1 Drainage - urban	10%			\$10,000
2 Turf Establishment & Erosion Control	10%			\$10,000
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL				\$20,000
SIGNAL AND LIGHTING COSTS				
1 At Grade Intersection Lighting (permanent - non signalized)	each	\$25,000	2	\$50,000
SUBTOTAL SIGNAL AND LIGHTING COSTS:				\$50,000
SIGNING & STRIPING COSTS				
1 Mainline Signing (C&D)	mile	\$35,000	0.25	\$8,750
2 Mainline Striping	mile	\$5,000	0.25	\$1,250
SUBTOTAL SIGNING & STRIPING COSTS:				\$10,000
SUBTOTAL CONSTRUCTION COSTS:				\$184,700
MISCELLANEOUS COSTS				
1 Mobilization	5%			\$9,000
2 Non Quantified Minor Items (10% to 30%)	15%			\$28,000
3 Temporary Pavement & Drainage	5%			\$9,000
4 Traffic Control	3%			\$6,000
SUBTOTAL MISCELLANEOUS COSTS:				\$52,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:				\$236,700
1 Contingency or "risk"	15%			\$36,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:				\$272,700
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY:			(3)	\$10,000
DESIGN ENG. & CONSTRUCTION ADMIN.			Lump Sum	15%
				\$42,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)				\$324,700

NOTE (1) Project Includes: Roadway mill and overlay and widening on 63rd Ave from Beard Ave to France Ave.

(2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.

(3) Includes street trees.

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)		\$259,760
TRANSPORTATION ALTERNATIVES (TA)		N/A
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADWAY		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)		N/A
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		N/A
Developers Agreement		N/A



BROOKLYN BLVD CONCEPT - EB 94 OFF RAMP - PROJECT #12 (1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION	UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT	
PAVING AND GRADING COSTS					
1 Excavation - common & subgrade	cu. vd.	\$6.00	2,000	\$12,000	
2 Granular Subgrade (CV)	cu. vd.	\$14.00	1,600	\$22,400	
3 Mainline Pavement	sq. vd.	\$35.00	1,200	\$42,000	
4 Concrete Curb and Gutter	lin. ft.	\$15.00	1,400	\$21,000	
5 Pavement Edge Drains	lin. ft.	\$10.00	1,400	\$14,000	
6 Removals - Pavement	sq. vd.	\$3.00	3,000	\$9,000	
SUBTOTAL PAVING AND GRADING COSTS:					\$120,400
DRAINAGE, UTILITIES AND EROSION CONTROL					
1 Drainage - urban	15%			\$18,000	
2 Turf Establishment & Erosion Control	10%			\$12,000	
3 Landscaping	2%			\$2,000	
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$32,000
SIGNAL AND LIGHTING COSTS					
1 Signal Revision	(3) each	\$80,000	1	\$80,000	
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$80,000
SIGNING & STRIPING COSTS					
1 Mainline Signing (C&D)	mile	\$35,000	0.10	\$3,500	
2 Mainline Striping	mile	\$5,000	0.10	\$500	
SUBTOTAL SIGNING & STRIPING COSTS:					\$4,000
SUBTOTAL CONSTRUCTION COSTS:					\$236,400
MISCELLANEOUS COSTS					
1 Mobilization	5%			\$12,000	
2 Non Quantified Minor Items (10% to 30%)	15%			\$35,000	
3 Temporary Pavement & Drainage	5%			\$12,000	
4 Traffic Control	3%			\$7,000	
SUBTOTAL MISCELLANEOUS COSTS:					\$66,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$302,400
1 Contingency or "risk"	15%			\$45,000	
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$347,400
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY:				(4)	\$133,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$72,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$552,400

NOTE (1) Project Includes: EB T.H. 94 off ramp revisions.
 (2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
 (3) Signal revision due to revised geometry (mast arm conflict)
 (4) Includes architectural gateway feature

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)		N/A
TRANSPORTATION ALTERNATIVES (TA)		N/A
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADWAY		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)		N/A
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		N/A
MnDOT Funding		\$552,400



BROOKLYN BLVD CONCEPT -WB 94 OFF RAMP - PROJECT #13 (1)
Concept Cost Estimate (based upon 2011 bid price information)
Prepared By: SRF Consulting Group, Inc., Date 1-2-13

				TOTAL	
ITEM DESCRIPTION	UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT	
PAVING AND GRADING COSTS					
1 Excavation - common & subgrade	cu. vd.	\$6.00	7,700	\$46,200	
2 Granular Subgrade (CV)	cu. vd.	\$14.00	6,100	\$85,400	
3 Mainline Pavement	sq. vd.	\$35.00	4,600	\$161,000	
4 Concrete Curb and Gutter	lin. ft.	\$15.00	1,550	\$23,250	
5 Pavement Edge Drains	lin. ft.	\$10.00	1,550	\$15,500	
6 Removals - Pavement	sq. vd.	\$3.00	4,600	\$13,800	
SUBTOTAL PAVING AND GRADING COSTS:					\$345,150
DRAINAGE, UTILITIES AND EROSION CONTROL					
1 Drainage - urban	15%				\$52,000
2 Turf Establishment & Erosion Control	10%				\$35,000
3 Landscaping					
SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					\$87,000
SIGNAL AND LIGHTING COSTS					
1 Signal Revision	(3) each	\$80,000	1	\$80,000	
2 Mainline Lighting (permanent)	mile	\$300,000	0.10	\$30,000	
SUBTOTAL SIGNAL AND LIGHTING COSTS:					\$110,000
SIGNING & STRIPING COSTS					
1 Mainline Signing (C&D)	mile	\$35,000	0.10	\$3,500	
2 Mainline Striping	mile	\$5,000	0.10	\$500	
SUBTOTAL SIGNING & STRIPING COSTS:					\$4,000
SUBTOTAL CONSTRUCTION COSTS:					\$546,150
MISCELLANEOUS COSTS					
1 Mobilization	5%				\$27,000
2 Non Quantified Minor Items (10% to 30%)	15%				\$82,000
3 Temporary Pavement & Drainage	5%				\$27,000
4 Traffic Control	3%				\$16,000
SUBTOTAL MISCELLANEOUS COSTS:					\$152,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:					\$698,150
1 Contingency or "risk"	15%				\$105,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:					\$803,150
ESTIMATED STREETSCAPING COSTS PLUS CONTINGENCY				(4)	\$5,000
DESIGN ENG. & CONSTRUCTION ADMIN.		Lump Sum	15%		\$121,000
TOTAL PROJECT COST (OPENING YEAR DOLLARS)					\$923,150

NOTE (1) Project Includes: WB T.H. 94 off ramp revisions.
 (2) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
 (3) Signal revision due to revised geometry (mast arm conflict)
 (4) Includes street trees.

PROJECT COST BREAKOUT		
FUNDING SOURCES	COST ELIBILITY	
SURFACE TRANSPORTATION PROGRAM (STP)		N/A
TRANSPORTATION ALTERNATIVES (TA)		N/A
SAFE ROUTES TO SCHOOL		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADWAY		N/A
HENNEPIN COUNTY COOPERATIVE AGREEMENTS - ROADSIDE ENHANCEMENT PARTNERSHIP PROGRAM (REPP)		N/A
HENNEPIN COUNTY BIKEWAY GAP FUNDING		N/A
TRPD Grant		N/A
Local City Funding		N/A
MnDOT Funding		\$923,000