

City of Brooklyn Center
2026 CAPITAL IMPROVEMENT PROGRAM

PROFILE

The 2026-2035 Capital Improvement Plan (CIP) is a ten-year planning document outlining scheduled capital projects to meet the City's infrastructure goals. It includes a long-term financing plan to allocate funds based on project priorities, allowing annual evaluation and adjustment of project timing, scope, and cost as new information arises. The plan's estimates are based on current knowledge and expected conditions, with adjustments made routinely to reflect changing priorities, infrastructure conditions, and inflation rates.

A capital improvement is defined as a major non-recurring expenditure related to the City's streets, parks, public utilities, and municipal structures. The 2026-2035 CIP distinguishes between major maintenance projects contained in the City's operating budgets and capital improvement projects financed through the City's capital funds and proprietary funds.

The CIP builds on City Council goals and policies from the Comprehensive Plan, focusing on development, redevelopment, and maintenance. It aims to identify projects that align with these goals, maximize funding opportunities, and coordinate with other improvements.

CIP Project Types

The CIP proposes capital expenditures totaling approximately \$235.8 million over the next 10 years for improvements to the City's streets, parks, public utilities and municipal buildings. A brief description of the four functional areas is provided below.

Public Utilities

The City operates four utility systems, all of which have projects included in the CIP - water, sanitary sewer, storm drainage and street lighting. A vast majority of the public utility improvements are constructed in conjunction with street reconstruction projects. The remaining portion of public utilities projects include improvements to water supply wells, water towers, lift stations, force mains and storm water treatment system.

Street Improvements

Street improvements include reconstruction or resurfacing of neighborhood (local), collector and arterial streets. Proposed improvements include the installation or reconstruction of curb and gutter along public roadways. As noted earlier, street improvements are often accompanied by replacement of public utilities.

Park Improvements

Park improvements include the construction of trails, shelters, playground equipment, athletic field lighting and other facilities that enhance general park appearance and increase park usage by providing recreational facilities that meet community needs.

Facility Capital Improvement Program

Facility improvements are based on the 2024 Facility Condition Assessments, addressing short- and long-term issues identified within 27 city-owned facilities. Projects are prioritized based on the current condition of facilities, age, and the criticality of assets to overall operations. This fund ensures the maintenance and enhancement of essential services, promoting healthy and reliable city operations.

CIP Funding Sources

Capital expenditures by funding source for the ten-year period are shown in Table 1 and Figure 1. Major funding sources are described below.

Public Utility Funds

Customers are billed for services provided by the City's water, sanitary sewer, storm sewer and street lighting public utilities. Fees charged to customers are based on operating requirements and capital needs to ensure that equipment and facilities are replaced to maintain basic utility services. Annually the City Council evaluates the needs of each public utility system and establishes rates for each system to meet those needs.

Special Assessments

Properties benefiting from street improvements are assessed a portion of the project costs in accordance with the City's Special Assessment Policy. Every year the City Council establishes special assessment rates for projects occurring the following year. Rates are typically adjusted annually to maintain the relative proportion of special assessments to other funding sources.

Street Reconstruction Fund

The Street Reconstruction Fund provides for the cost of local street improvements along roadways that are not designated as Municipal State Aid (MSA) routes. The revenue for this fund is generated from franchise fees charged for the use of public right-of-way by natural gas and electric utility companies. The City uses debt issuances to fund large street projects.

MSA Fund

State-shared gas taxes provide funding for street improvements and related costs for those roadways identified as MSA streets. The City has 21 miles of roadway identified as MSA streets and is therefore eligible to receive funding based on this designation. The annual amount available in 2026 is estimated to be \$1,564,038 and provides for maintenance and construction activities within the City's MSA street system.

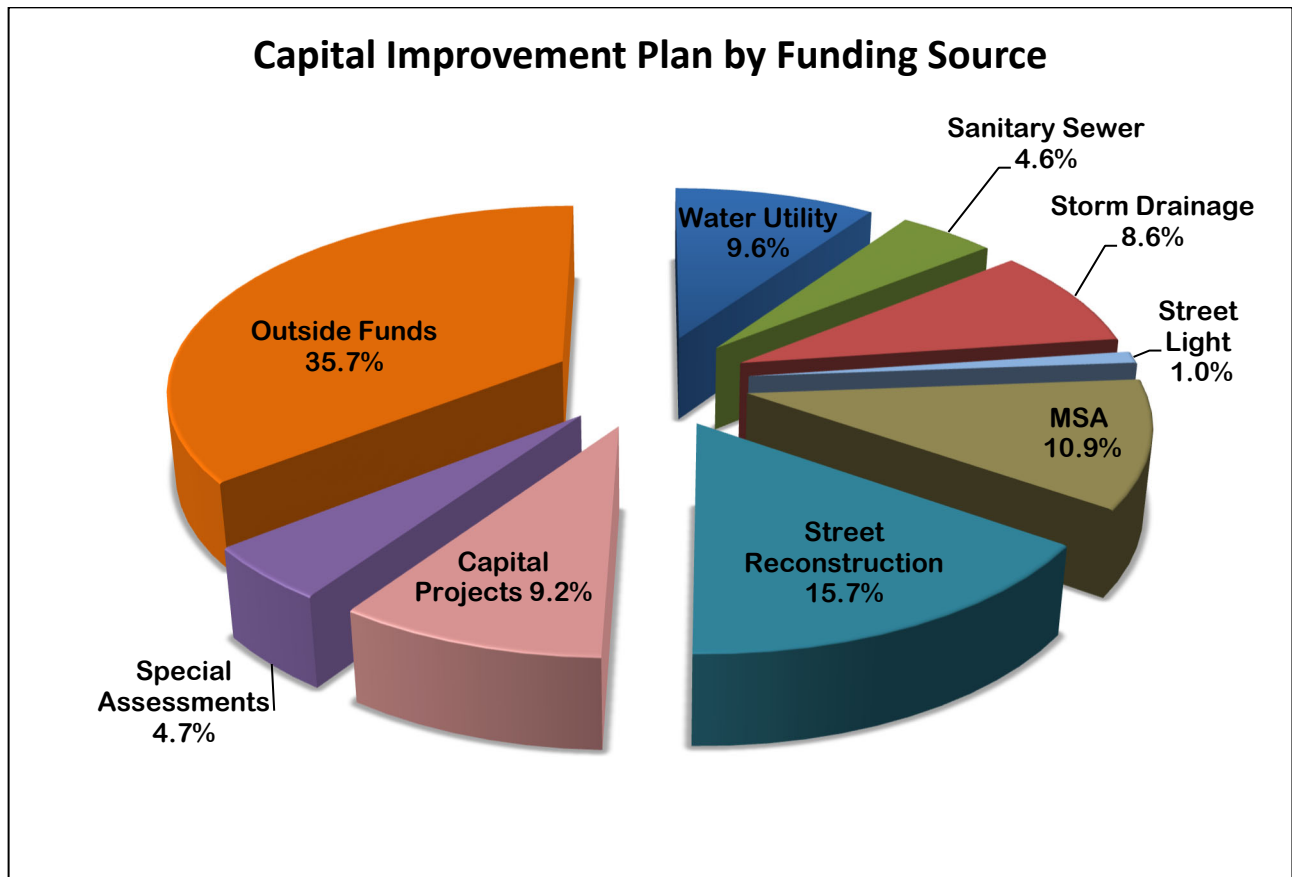
Capital Projects Funds

The City Council adopted a Capital Project Funding Policy in January 2014 (amended July 8, 2019) to provide recurring funding for Capital Projects Funds. The Policy identifies three main sources: year-end General Fund balance above 52% of the next year's General Fund budget, Liquor Fund cash balance exceeding two months of the next year's budget and one year of capital equipment needs, and Local Governmental Aid (LGA) of \$650,000 or half the amount received, whichever is greater. Additional sources include grants, park district, watershed, federal, state, and county funding, typically directed towards municipal facilities such as parks, trails, and public buildings.

TABLE 1. 2026-2035 Capital Improvement Plan - Summary by Funding Source

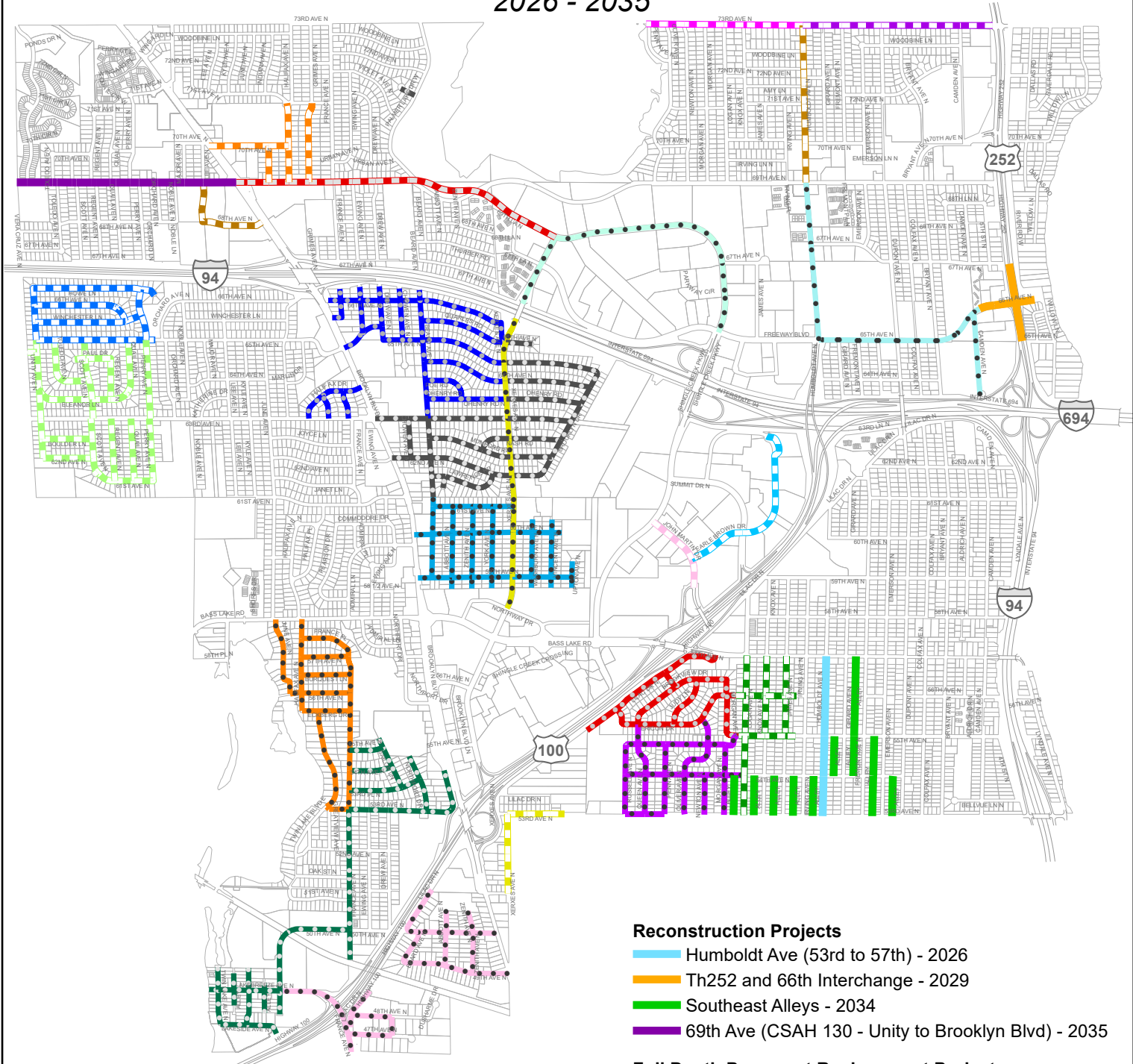
	Total Funding Need 10-yr	Average Annual Funding Need	Percent of Total Need
Water Utility	\$22,602,000	\$2,260,200	9.6%
Sanitary Sewer Utility	\$10,926,500	\$1,092,650	4.6%
Storm Drainage Utility	\$20,209,000	\$2,020,900	8.6%
Street Lighting Utility	\$2,366,000	\$236,600	1.0%
Municipal State Aid	\$25,642,000	\$2,564,200	10.9%
Street Reconstruction Fund	\$36,970,065	\$3,697,007	15.7%
Capital Projects Fund	\$21,703,138	\$2,170,314	9.2%
Special Assessment Collections	\$11,120,000	\$1,112,000	4.7%
Outside Funds	\$84,237,000	\$8,423,700	35.7%
TOTAL	\$235,755,703	\$23,575,571	100%

FIGURE 1. 2026-2035 Capital Improvement Plan – Overview of Project and Funding Sources



CIP PROJECT AREAS

2026 - 2035



Mill and Overlay Projects

- Humboldt & 65th Area - 2027
- Garden City North - 2030
- Garden City Central - 2030
- Garden City South - 2031
- Shingle Creek Pkwy & Xerxes Ave - 2032
- Xerxes Ave (Northway to 694) - 2032
- Southwest Area - 2033
- Happy Hollow Area - 2033
- Centerbrook Area - 2034
- Northport Area - 2035
- Lions Park South - 2035

Reconstruction Projects

- Humboldt Ave (53rd to 57th) - 2026
- Th252 and 66th Interchange - 2029
- Southeast Alleys - 2034
- 69th Ave (CSAH 130 - Unity to Brooklyn Blvd) - 2035

Full Depth Pavement Replacement Projects

- John Martin Drive - 2026
- Orchard Lane North Area - 2027
- 53rd & Xerxes Area - 2027
- Orchard Lane South Area - 2028
- Humboldt Ave (69th to 73rd) - 2028
- Meadowlark Gardens - 2029
- 68th & Lee - 2029
- St Alphonse - 2030
- 73rd Ave (Humboldt to TH252) - 2031
- 73rd Ave (Penn to Humboldt) - 2031
- 69th & Shingle Creek Pkwy - 2031
- Earle Brown Drive - 2032



November 2025

Table 2
Capital Improvement Program (2026 - 2035)
November 14, 2025

Project	Special Assessments	Street Reconst. Fund	MSA Fund	Storm Drainage Utility	Sanitary Sewer Utility	Water Utility	Street Light Utility	Capital Projects Funds	Outside Funds	Total Project Cost
2026										
John Martin Drive Improvements	\$310,000		\$530,000	\$30,000	\$10,000	\$230,000				\$1,110,000
Humboldt Avenue (CR 57) Reconstruction (53rd to 57th)	\$310,000	\$418,000		\$280,000	\$241,500	\$315,000	\$7,000		\$2,912,000 (A)	\$4,483,500
Stormwater Structure Sediment Management Project				\$150,000						\$150,000
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
2026 Storm Water Ponds Rehabilitation				\$207,000						\$207,000
Lift Station Nos. 3 Rehabilitation and Parking Lot Mill and Overlay					\$384,000					\$384,000
Well No.10 and Water Treatment Plant HSP No. 3 Rehabilitation						\$282,000				\$282,000
Heritage Center/Opportunity Area Street Light Replacement (Shingle Creek Pkwy, Summit Dr, John Martin Dr, and west portion of Earl Brown Dr)							\$250,000			\$250,000
Well Parking Lot Mill and Overlay Project (3,4,5,6,8, 9 and 10)						\$105,000				\$105,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$200,000		\$200,000
Generator Upgrade at Public Works Garage					\$280,000					\$280,000
Facility Capital Improvement Program								\$798,000		\$798,000
2026 Subtotal	\$620,000	\$418,000	\$530,000	\$667,000	\$915,500	\$932,000	\$307,000	\$1,148,000	\$2,912,000	\$8,449,500

NOTES: (A) Hennepin County funding estimated at 75% for street and storm costs and 25% City funding - Humboldt is a county road (CR 57)

2027										
Orchard Lane North Area Improvements	\$800,000	\$1,690,000		\$850,000	\$130,000	\$500,000				\$3,970,000
53rd and Xerxes Avenue Improvements	\$80,000	\$230,000		\$90,000	\$30,000	\$20,000			\$400,000	\$850,000
Humboldt Avenue and 65th Avenue Area Improvements	\$210,000	\$310,000	\$7,400,000	\$200,000	\$300,000	\$1,820,000	\$10,000		\$2,000,000 (A)	\$12,250,000
East and West Palmer Park Flood Mitigation				\$130,000					\$870,000 (B)	\$1,000,000
Traffic Sig Sys Rehabilitation (66th Ave/Camden Ave)		\$355,000	\$355,000							\$710,000
Traffic Calming Program		\$100,000								\$100,000
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
Lift Station Nos. 7 and 10 Rehabilitation, and No.7 Concrete Pad Replacement					\$1,257,000					\$1,257,000
Well No. 5 and Water Treatment Plant HSP No. 1 Rehabilitation						\$150,000				\$150,000
Lift Station and Well Façade Replacement. Wells 3, 4, 6, 8, 9 and 10, and Lift Station 1						\$110,000				\$110,000
Water Treatment Plant Redundant Water Main Connection						\$1,497,000				\$1,497,000
Community Center Deferred Maintenance Project								\$200,000	\$5,100,000	\$5,300,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$428,957		\$428,957
City Public Art								\$50,000		\$50,000
Facility Capital Improvement Program								\$761,043		\$761,043
2027 Subtotal	\$1,090,000	\$2,685,000	\$7,755,000	\$1,270,000	\$1,717,000	\$4,097,000	\$60,000	\$1,590,000	\$8,370,000	\$28,634,000

NOTES: (A) This project, originally programmed for 2028, was combined and advanced to 2027 after the City successfully secured a pedestrian safety grant.

(B) This project is dependent on multiple grants from the Minnesota DNR, Shingle Creek Watershed District, and other smaller grants. The project team will shift this project around until the funds are secured.

2028										
Orchard Lane South Area Improvements	\$1,370,000	\$3,210,000		\$1,550,000	\$340,000	\$860,000				\$7,330,000
Humboldt Avenue Improvements (69th to 73rd)	\$140,000	\$590,000		\$330,000	\$500,000	\$260,000				\$1,820,000
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
Water Treatment Plant HSP No. 4 Rehabilitation						\$50,000				\$50,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$200,000		\$200,000
Emergency Responder Radio Replacement (Police/Fire)								\$500,000		\$500,000
Facility Capital Improvement Program								\$296,201		\$296,201
2028 Subtotal	\$1,510,000	\$3,800,000		\$1,880,000	\$840,000	\$1,170,000	\$50,000	\$1,146,201		\$10,396,201

2029										
Highway 252/I-94 MnDOT Project	\$100,000	\$780,000	\$310,000	\$140,000	\$20,000	\$170,000	\$20,000		\$29,500,000 (A)	\$31,040,000
Meadowlark Gardens Area Improvements	\$590,000	\$1,630,000		\$710,000	\$140,000	\$480,000	\$30,000			\$3,580,000
68th Avenue and Lee Avenue Improvements	\$330,000	\$150,000		\$140,000	\$210,000	\$170,000	\$10,000			\$1,010,000
Traffic Calming Program		\$100,000								\$100,000
Retaining Wall Replacement (miscellaneous locations)								\$132,000		\$132,000
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
2029 Storm Water Ponds Rehabilitation				\$125,000						\$125,000
Well Nos. 4 and 9, and Water Treatment Plant HSP No. 2 Rehabilitation						\$417,000				\$417,000
Freeway and Highway Utility Crossing Replacement					\$633,000	\$602,000				\$1,235,000
Shingle Creek Multi-Signal System Rehabilitation		\$609,000	\$1,587,000				\$30,000			\$2,226,000
Emergency Responder Radio Replacement (Public Works)								\$100,000		\$100,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$200,000		\$200,000
Facility Capital Improvement Program								\$722,453		\$722,453
2029 Subtotal	\$1,020,000	\$3,269,000	\$1,897,000	\$1,115,000	\$1,003,000	\$1,839,000	\$140,000	\$1,304,453	\$29,500,000	\$41,087,453

NOTES: (A) Provisional project. Funding estimated outside source (\$29,500,000) and City Capital Improvements Fund (\$5,500,000)

Table 2
Capital Improvement Program (2026 - 2035)
November 14, 2025

Project	Special Assessments	Street Reconst. Fund	MSA Fund	Storm Drainage Utility	Sanitary Sewer Utility	Water Utility	Street Light Utility	Capital Projects Funds	Outside Funds	Total Project Cost
2030										
St. Alphonsus Area Improvements	\$290,000	\$1,070,000		\$380,000	\$50,000	\$440,000				\$2,230,000
Garden City North Area Mill and Overlay	\$540,000	\$3,130,000		\$3,060,000	\$900,000	\$740,000				\$8,370,000
Garden City Central Area Mill and Overlay	\$460,000	\$3,050,000		\$1,520,000	\$440,000	\$120,000				\$5,590,000
West Fire Station Parking Lot Mill and Overlay		\$127,409								\$127,409
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
Sanitary Sewer Lining (Miss. River Trunk North of I-694 to 70th Avenue/Willow Lane)					\$1,725,000					\$1,725,000
Well Nos. 6 and 8 Rehabilitation						\$337,000				\$337,000
Public Works Garage Reconstruction Project								\$10,000,000	\$35,000,000	\$45,000,000
Golf Course Bridge Repairs (North, Middle, and South)								\$200,000		\$200,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$200,000		\$200,000
City Public Art								\$50,000		\$50,000
Facility Capital Improvement Program								\$627,633		\$627,633
2030 Subtotal	\$1,290,000	\$7,377,409		\$4,960,000	\$3,115,000	\$1,637,000	\$50,000	\$11,227,633	\$35,000,000	\$64,657,042
2031										
Garden City South Mill and Overlay	\$80,000	\$2,550,000		\$1,470,000	\$530,000	\$1,460,000				\$6,090,000
73rd Ave N Improvements (Humboldt to TH252)	\$120,000	\$860,000		\$190,000	\$190,000	\$20,000			\$290,000 (A)	\$1,670,000
73rd Ave N Improvements (Penn to Humboldt)	\$100,000	\$700,000		\$230,000	\$70,000	\$420,000				\$1,520,000 (B)
69th Ave and Shingle Creek Pkwy Improvements	\$1,500,000		\$4,680,000	\$350,000	\$110,000		\$10,000			\$6,650,000
Stormwater Structure Sediment Management Project				\$200,000						\$200,000
69th Avenue Landscape Rehabilitation		\$90,656								\$90,656
Traffic Calming Program		\$100,000								\$100,000
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
2031 Storm Water Pond Rehabilitation				\$77,000						\$77,000
Lift Station No. 1 Generator Replacement					\$236,000					\$236,000
Well No. 3 and Water Treatment Plant HSP BW Rehabilitation						\$270,000				\$270,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$225,000		\$225,000
Facility Capital Improvement Program								\$625,000		\$625,000
2031 Subtotal	\$1,800,000	\$4,300,656	\$4,680,000	\$2,517,000	\$1,136,000	\$2,170,000	\$60,000	\$1,000,000	\$290,000	\$17,953,656
NOTES: (A) 50% Cost sharing of street & storm with City of Brooklyn Park (\$295k) per 1999 agreement (B) 50% Cost sharing of street & storm with City of Brooklyn Park (\$285k) per 2004 agreement										
2032										
Earle Brown Drive Area Improvements	\$800,000	\$1,810,000		\$210,000	\$20,000	\$320,000			\$1,410,000	\$4,570,000
Heritage Center/Opportunity Area Street Light Replacement (Earl Brown Drive)							\$200,000			\$200,000
Shingle Creek Pkwy and Xerxes Ave Mill and Overlay	\$810,000	\$1,330,000		\$440,000	\$40,000	\$580,000	\$100,000		\$1,290,000	\$4,590,000
Xerxes Mill and Overlay (Northway to 694)	\$80,000	\$510,000	\$900,000	\$140,000	\$40,000	\$870,000				\$2,540,000
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
Brooklyn Blvd Street Light Replacement (65th Ave to Brooklyn Park Border)							\$1,019,000			\$1,019,000
2032 Storm Water Pond Rehabilitation				\$730,000						\$730,000
Well No. 5 and 11, and Water Treatment Plant HSP No. 3 Rehabilitation						\$260,000				\$260,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$300,000		\$300,000
Facility Capital Improvement Program								\$570,019		\$570,019
2032 Subtotal	\$1,690,000	\$3,650,000	\$900,000	\$1,520,000	\$100,000	\$2,030,000	\$1,369,000	\$1,020,019	\$2,700,000	\$14,979,019
2033										
Southwest Area Mill and Overlay	\$620,000	\$1,670,000	\$1,530,000	\$1,500,000	\$590,000	\$2,890,000	\$10,000			\$8,810,000
Happy Hollow Mill and Overlay	\$330,000	\$1,410,000	\$390,000	\$1,120,000	\$230,000	\$460,000				\$3,940,000
Traffic Calming Program		\$100,000								\$100,000
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
Well No.10 and Water Treatment Plant HSP No. 1 Rehabilitation						\$155,000				\$155,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$200,000		\$200,000
City Public Art								\$50,000		\$50,000
Self-Contained Breathing Apparatus (SCBA) Replacement (Fire)								\$500,000		\$500,000
Facility Capital Improvement Program								\$195,906		\$195,906
2033 Subtotal	\$950,000	\$3,180,000	\$1,920,000	\$2,620,000	\$820,000	\$3,505,000	\$60,000	\$1,095,906		\$14,150,906

Table 2
Capital Improvement Program (2026 - 2035)
November 14, 2025

Project	Special Assessments	Street Reconst. Fund	MSA Fund	Storm Drainage Utility	Sanitary Sewer Utility	Water Utility	Street Light Utility	Capital Projects Funds	Outside Funds	Total Project Cost
2034										
Southeast Alleys Improvements		\$1,520,000		\$120,000			\$10,000			\$1,650,000
Centerbrook Area Mill and Overlay	\$300,000	\$1,500,000		\$810,000	\$90,000	\$60,000	\$70,000			\$2,830,000
Water Treatment Plant HSP No. 4 Rehabilitation						\$142,000				\$142,000
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$200,000		\$200,000
Facility Capital Improvement Program								\$661,089		\$661,089
2034 Subtotal	\$300,000	\$3,020,000		\$930,000	\$90,000	\$202,000	\$130,000	\$1,011,089		\$5,683,089
2035										
Northport Area Improvements	\$390,000	\$2,460,000	\$1,410,000	\$900,000	\$140,000	\$80,000				\$5,380,000
69th Ave (CSAH 130) Reconstruction (Unity to Brooklyn Blvd)	\$40,000		\$6,550,000	\$730,000	\$950,000	\$1,160,000	\$10,000		\$5,465,000 (A)	\$14,905,000
Well No. 4 and 9, and HSP No. 2 Rehabilitation						\$210,000				\$210,000
Lions Park South Mill and Overlay	\$420,000	\$1,910,000		\$1,100,000	\$130,000	\$3,570,000	\$80,000			\$7,210,000
Traffic Calming Program		\$100,000								\$100,000
Traffic Signal System Rehabilitation at Freeway Blvd and Shingle Creek Pkwy		\$800,000								\$800,000
City Public Art								\$50,000		\$50,000
Hazardous Tree Management and Reforestation								\$150,000		\$150,000
Park Lighting Program							\$50,000			\$50,000
Parks Improvement Program								\$200,000		\$200,000
Facility Capital Improvement Program								\$599,837		\$599,837
Emergency Outdoor Warning Sirens (2040)								\$160,000		\$160,000
2035 Subtotal	\$850,000	\$5,270,000	\$7,960,000	\$2,730,000	\$1,220,000	\$5,020,000	\$140,000	\$1,159,837	\$5,465,000	\$29,814,837
NOTES: (A) Hennepin County funding estimated at 75% for street and storm costs and 25% City funding										
TOTALS	\$11,120,000	\$36,970,065	\$25,642,000	\$20,209,000	\$10,956,500	\$22,602,000	\$2,366,000	\$21,703,138	\$84,237,000	\$235,805,703

PROJECT DESCRIPTIONS
2026-2035 Capital Improvement Program

City of Brooklyn Center

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Street and Utility Improvements

John Martin Drive Improvements - 2026

The John Martin Drive project area extends from Shingle Creek Parkway to 450-feet south of Earle Brown Drive. The project area contains a total of 1,381 linear feet of local streets. The neighborhood consists of approximately five transit oriented development properties (TOD), three commercial mixed-use properties (MX-C), and one planned unit development property (PUD).



Streets

John Martin Drive is designated as a MSA Route. The project area was last reconstructed in 1998. The roadway is generally 50-feet wide with concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 30 percent concrete replacement and full depth pavement replacement.

Water main

The existing water main in the project area consists of 8-inch diameter CIP installed in 1969. Records indicate that there have been no water main breaks in the area. The current project estimate includes complete hydrant, valve, and casting replacement.

Sanitary Sewer

The existing sanitary sewer in the project area consists of 8-inch diameter VCP installed in 1969. There is no history of root intrusion in the project area. The current project estimate includes casting replacement only.

Storm Sewer

The storm sewer on John Martin Drive drains to Shingle Creek. This storm sewer consists of 12-inch to 48-inch diameter RCP installed in 1969. The current project estimate includes casting replacement and miscellaneous storm sewer repairs.

Street Lighting

The existing street light system is underground power, with aluminum and decorative light fixtures. The current cost estimate includes no street light replacement. The light replacement will be completed under a separate project.

Humboldt Avenue (County Road 57) Reconstruction (53rd Ave to 57th Ave) - 2026

The Humboldt Avenue project area extends from 53rd Avenue to 57th Avenue. The total project length is approximately 2,668 linear feet. The neighborhood consists of approximately 55 residential properties and one medium high-density residential property (R4).

Streets

This segment of roadway is a Hennepin County Roadway and designated as an MSA Route. Humboldt Avenue was originally constructed between 1966 and 1969. The existing roadway is generally 36-feet wide with no curb and gutter. The street pavement is deteriorated due to the age of the pavement and inadequate drainage. It is anticipated that the street improvements will consist of the reconstruction of the street subgrade, installation of curb and gutter to improve drainage, placement of bituminous street pavement, installation of a new bituminous trail. This project is included in the City's CIP due to a cost sharing agreement for the street and drainage improvements and funding for water main, sanitary sewer and street lighting improvements as described below.



Water main

The existing water main in the Humboldt Avenue project area consists of 6-inch diameter CIP installed in 1966. A condition survey must be conducted for the existing water system in the project area to determine the extent of corrosion. The water main is in fair condition based on current maintenance records. Water records show there have been no water main breaks in the area. The current project cost estimate assumes replacing 100 percent of the water main.

Sanitary Sewer

The existing sanitary sewer consists of 8-inch diameter VCP lateral sewers. These sewers were originally installed in 1952 and 1960. Approximately 64 percent of the sanitary sewer is subject to frequent problems with root intrusion. Root sawing must be performed on an annual basis to maintain the system conveyance capacity. The current project cost estimate includes replacement of 100 percent of the sanitary sewer.

Storm Sewer

The storm sewer on Humboldt Avenue consists of 18-inch diameter corrugated metal pipe (CMP) and 24-inch RCP that drains to a trunk line along 55th Avenue. This storm sewer was installed in 1952. The current project cost estimate includes replacing 100 percent of the storm sewer. The cost estimate assumes that Brooklyn Center may contribute to a portion of the storm drainage cost for the project.

Street Lighting

The existing street light system is overhead power, with wood poles and cobra head LED light fixtures. The current cost estimate includes replacing three wood poles with three fiberglass poles with a cut-off type LED light fixture and underground power.

Orchard Lane North Area Improvements – 2027

The Orchard Lane North project extends from Unity Avenue to Perry Avenue and Interstate 694 to 65th Avenue. The project area contains a total of 9,230 linear feet of local streets. The neighborhood contains 188 low density residential properties (R1), one public open space property at Orchard Lane Park.

Streets

The Orchard Lane North Area was reconstructed in 1997. The streets are generally 30-foot wide with concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 50 percent curb replacement, 20 percent sidewalk replacement, 50 percent driveway apron replacement and full depth pavement replacement.

Water main

Approximately 97 percent of the water main in the Orchard Lane North Area was replaced with ductile iron pipe (DIP) in 1997 when the neighborhood was reconstructed. The remaining water main in the area consists of 8-inch CIP installed in 1958. Records indicate there have been no water main breaks or frozen water services in the neighborhood since the area was reconstructed. The current project cost estimate includes replacement of miscellaneous valves and hydrants as necessary.

Sanitary Sewer

Approximately 66 percent of the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed in 1997. The remaining sanitary sewer consists of 8-inch diameter vitrified clay pipe (VCP) installed between 1955 and 1958. Approximately 33 percent of the sanitary sewer is subject to frequent problems with root intrusion. Root sawing must be performed on an annual basis to maintain the system conveyance capacity. The current project cost estimate includes lining the existing VCP sanitary sewer and casting replacement.

Storm Sewer

The storm sewer in the project area drains to the storm water ponds at Orchard Park and Cahlander Park. It consists of 12-inch to 36-inch diameter RCP and high-density polyethylene pipe (HDPE). A 27-inch RCP storm line installed in 1958 remains on Winchester Lane. The current project cost estimate includes replacement of the storm sewer installed in 1958 and replacement of storm laterals as needed for utility replacement.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard light fixtures. The light fixtures were upgraded to LED fixtures in 2017. The current cost estimate assumes no street light replacements.



53rd Avenue and Xerxes Avenue Improvements – 2027

53rd Avenue extends from Xerxes Avenue to Upton Avenue and Xerxes Avenue extends from 51st Avenue to 53rd Avenue. The project area contains a total of 2,274 linear feet of local streets. The neighborhood consists of 20 residential properties (R1) and one high density residential property (R5).



Streets

This project area was most recently reconstructed in 1996 by the City of Minneapolis. 53rd Avenue and Xerxes Avenue is the border between Brooklyn Center and Minneapolis. Agreement documents indicate that Brooklyn Center is responsible for maintenance of these roadways. Existing streets are generally 30-foot wide with concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 30 percent curb replacement, 25 percent driveway apron replacement, and full depth pavement replacement.

Water main

The existing water main on 53rd Avenue consists of 6-inch diameter CIP installed in 1973. The water main on Xerxes Avenue is owned and maintained by the City of Minneapolis. Records indicate that there have been no water main breaks on the Brooklyn Center maintained water main. The is in good condition based on current maintenance records. The current project cost estimate includes no water main replacement.

Sanitary Sewer

The existing sanitary sewer on 53rd Avenue consists of 9-inch VCP installed in 1954 and a 24-inch RCP trunk line installed in 1973. The existing sanitary sewer on Xerxes Avenue is owned and maintained by the City of Minneapolis. The current project cost estimate assumes casting replacement.

Storm Sewer

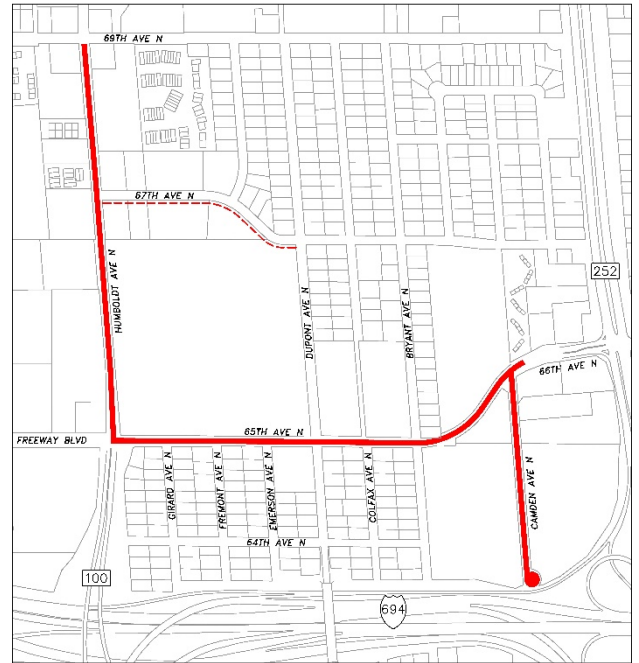
The storm sewer in the project area consists of 10-inch PVC pipe that flows to storm water ponds located south of 53rd Avenue and east of Upton Avenue. This storm sewer was installed in 1996 when the area was last reconstructed. The current project cost estimate includes casting replacement only.

Street Lighting

The existing street light system contains overhead power with wood poles and standard LED light fixtures. The current cost estimate assumes no street light replacement.

Humboldt Avenue and 65th Avenue Area Improvements - 2027

The project area includes Humboldt Avenue from 69th Avenue to 65th Avenue, 67th Avenue from Humboldt Avenue to Dupont Avenue, 65th Avenue from Humboldt Avenue to Camden Avenue, and Camden Avenue from 65th Avenue to the south cul-de-sac. The project area contains a total of 6,889 linear feet of local streets. The project area is composed of the one low-density residential property, one school property (R1), one church property (R1), 21 medium density residential properties (R3), 24 high-density residential properties (R5), four neighborhood mixed-use properties (MX-N2), and one commercial property (C).



Streets

Humboldt Avenue and 65th Avenue area designated as MSA Routes. The roadways within the project area were last reconstructed in 1999, 2006, 2007, and 2018. Humboldt Avenue ranges in width from 50 to 70 feet, 65th Avenue ranges from 40 to 66 feet in width, and Camden Avenue is 40 feet wide. The current cost estimate assumes street improvements that consist of approximately 30 percent curb replacement, full depth pavement replacement on Humboldt Avenue, 2-inch mill and overlay on 65th Avenue and Camden Avenue, new sidewalk installed on the south side of 67th Avenue, and three roundabouts at 69th Avenue and Humboldt, 65th Avenue and Hwy 100, and 65th Avenue and Dupont Avenue.

Water Main

Approximately 40 percent of the water main in the project area is 6-inch DIP installed in 2006. The remaining water main in the project area consists of 6-inch and 8-inch CIP installed in 1960 and 1968. Water records show seven water main breaks have occurred on the CIP water main, and one property has experienced a frozen service. The project cost estimate includes insulating the frozen water service replacement of the watermain installed in the 1960s.

Sanitary Sewer

Approximately 53 percent of the sanitary sewer in the project area is PVC or has a cured-in-place lining (CIPP) installed in 1968 and 2006. The remaining sanitary sewer consists of 8-inch and 10-inch VCP installed in 1960, 1965, and 1968. There is no history of root intrusion in this area. The cost estimate assumes lining the existing VCP and casting replacement.

Storm Sewer

The storm sewer in the project area flows to trunk lines on 65th Avenue and 69th Avenue. The pipe consists of 15-inch HDPE and 15-inch to 66-inch RCP pipe. Approximately 33 percent of the storm sewer is relatively new, installed between 1999 and 2006. The remaining storm sewer was installed between 1960 and 1973. The cost estimate assumes casting replacement.

Street Lighting

The existing street light system is a combination of overhead and underground power, with wood and fiber glass poles and cobra head LED light fixtures. The current cost estimate includes replacing one wood pole with one fiberglass poles with a cut-off type LED light fixture and underground power.

Orchard Lane South Area Improvements – 2028

The Orchard Lane South Area project extends from Unity Avenue to Perry Avenue and 65th Avenue to 61st Avenue. The project area contains a total of 16,472 linear feet of local streets. The neighborhood consists of approximately 310 residential properties (R1), one church property (R1), and one school property (R1).

Streets

The Orchard Lane South Area was reconstructed in 1997. The streets are generally 30-foot wide with concrete curb and gutter. The current cost estimate assumes street improvements that consist of 50 percent curb replacement, 20 percent sidewalk replacement, 50 percent driveway apron replacement, and full depth pavement replacement.

Water main

Approximately 97 percent of the water main in the Orchard Lane South Area was replaced with DIP in 1997 when the neighborhood was reconstructed. The remaining water main in the area consists of 6-inch DIP installed in 1987. Records indicate there have been no water main breaks in the neighborhood since the area was reconstructed and one property in the area has experienced a frozen water service in past winters. The current project cost estimate includes insulating the frozen water service and replacement of miscellaneous valves and hydrants as necessary.

Sanitary Sewer

Approximately 48 percent of the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed in 1997. The remaining sanitary sewer consists of 8-inch diameter and 10-inch diameter VCP installed between 1957 and 1958. Approximately 23 percent of the sanitary sewer is subject to frequent problems with root intrusion. Root sawing must be performed on an annual basis to maintain the system conveyance capacity. The current project cost estimate includes lining the existing VCP sanitary sewer.

Storm Sewer

The storm sewer north of 63rd Avenue in the Orchard Lane West Area drains to the storm water ponds at Orchard Park and Cahlander Park. This storm sewer consists of 12-inch to 36-inch diameter HDPE and RCP pipe. The streets south of 63rd Avenue drain to the storm water pond at 63rd Avenue and Perry Avenue. This storm sewer consists of 12-inch to 36-inch diameter HDPE and RCP pipe. A 36-inch RCP storm line remains installed in 1957 along side lot easements and a 15-inch RCP storm line installed in 1965 remains on Scott Avenue. The current project cost estimate includes replacement of the storm sewer installed in 1957 and 1965, replacing a damaged storm line on 61st Avenue that drains to the local stormwater pond, and replacement of other storm laterals as needed for utility replacement.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard LED light fixtures. The current cost estimate assumes no street light replacement.



Humboldt Avenue Improvements (69th Ave to 73rd Ave) - 2028

The Humboldt Avenue project area extends from 69th Avenue to the north City limits. The project area contains a total of 2,618 linear feet of local streets. The neighborhood consists of approximately 28 residential properties (R1), five neighborhood mixed-use properties (MX-N1 and MX-N2).

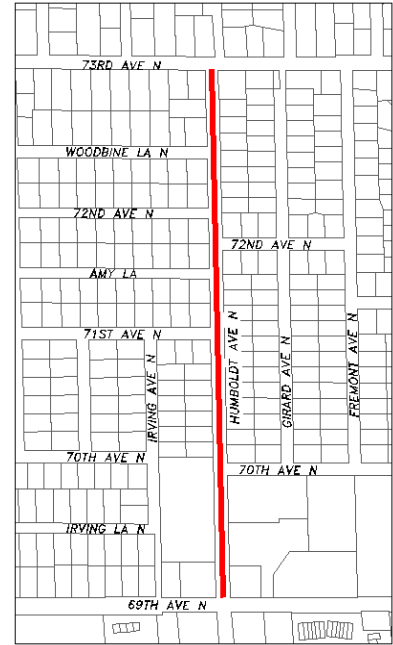
Streets

This segment of roadway is designated as a MSA Route. This section of Humboldt Avenue was reconstructed in 1995. The existing street is 30-foot wide with concrete curb and gutter. The street pavement exhibits a moderate rate of deterioration due to higher volumes of traffic. The current cost estimate assumes street improvements that consist of approximately 35 percent curb replacement, 10 percent sidewalk replacement and full depth pavement replacement.

Water main

The existing water main in the Humboldt Avenue project area consists of 8-inch diameter CIP installed in 1965 and 1967. Based on current maintenance records there is no history of water main breaks in this area.

The current project cost estimate includes replacement of 25 percent of the water main, curb stop replacement, and replacement of all hydrants and valves.



Sanitary Sewer

When the Humboldt Avenue project area was reconstructed in 1995, 25 percent of the sanitary sewer was replaced with 10-inch diameter PVC. The remaining sanitary sewer in the area consists of 8-inch diameter VCP installed between 1965 and 1967. Approximately 11 percent of the VCP sanitary sewer is subject to frequent problems with root intrusion. Root sawing must be performed on an annual basis to maintain the system conveyance capacity. The current project cost estimate includes replacement of the existing VCP sanitary sewer.

Storm Sewer

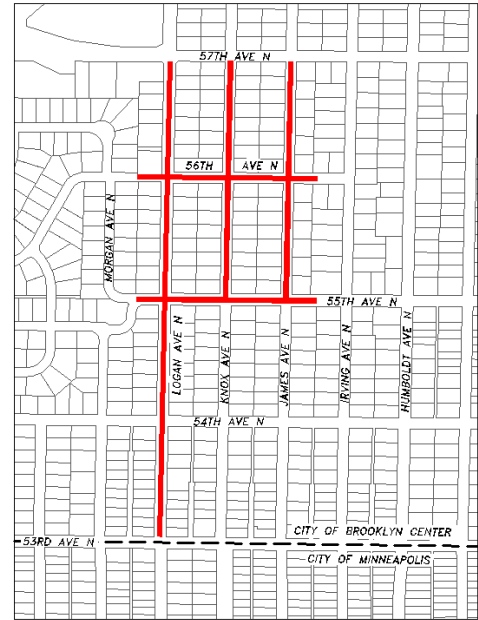
The existing storm sewer in the Humboldt Avenue project area consists of 15-inch to 36-inch diameter RCP that drains to a trunk line along 70th Avenue and then east to the Mississippi River. The storm sewer was installed between 1955 and 1961 and in 1995. When the project area was reconstructed in 1995, the existing storm sewer was left in place and additional storm sewer was added to the existing system. The current project cost estimate includes replacing structure castings and isolated pipe laterals as necessary within the project area.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard LED light fixtures. The current cost estimate assumes no street light replacement.

Meadowlark Gardens Area Improvements - 2029

The Meadowlark Gardens project area extends on Logan Avenue from 53rd Avenue to 57th Avenue, on Knox and James Avenues from 55th Avenue to 57th Avenue, and on 55th Avenue and 56th Avenue from Morgan Avenue to Irving Avenue. The project area contains a total of 7,269 linear feet of local streets. The neighborhood consists of approximately 127 residential properties (R1), and two planned unit development properties (PUD).



Streets

Logan Avenue is designated as an MSA Route. The Meadowlark Gardens project area was last reconstructed in 1996. Logan Avenue is 32-foot wide, and the remaining streets are 30-foot wide. All streets in the project have concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 30 percent curb replacement, 25 percent sidewalk replacement, 25 percent driveway apron replacement and full depth pavement replacement.

Water main

Approximately 77 percent of the water main in the Meadowlark Garden area was replaced with DIP in 1996 when the neighborhood was reconstructed. The remaining water main in the area consists of 10-inch CIP installed in 1969 and 16-inch steel pipe installed in 1964. Water records indicate one main break has occurred on the CIP water main. The current project cost estimate includes replacement of the CIP and steel water mains.

Sanitary Sewer

Approximately 94 percent of the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed in 1996. The remaining sanitary sewer consists of 8-inch diameter VCP installed in 1959. There is no history of root intrusion in this area. The current project cost estimate includes replacement of the existing VCP sanitary sewer.

Storm Sewer

Approximately 89 percent of the storm sewer in the project area was replaced in 1996 when the neighborhood was reconstructed. The remaining pipe consists of 24-inch to 42-inch pipe on 55th Avenue installed in 1952. The storm sewer in the area drains to the trunk line on 55th Avenue and then east to the Mississippi River. The current cost estimate includes replacing the existing pipe installed in 1952 and replacement of storm laterals as needed for water main and sanitary sewer replacement.

Street Lighting

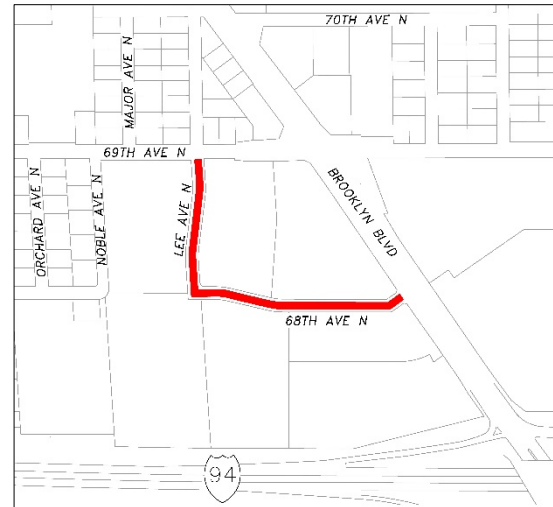
The current cost estimate includes replacing 4 wood poles with 4 fiberglass poles with cut-off type LED light fixture and underground power.

68th Avenue and Lee Avenue Mill and Overlay - 2029

The project area includes 68th Avenue from Lee Avenue to Brooklyn Boulevard and Lee Avenue from 68th Avenue to 69th Avenue. The project area contains a total of 1,668 linear feet of local streets. The project area consists of four commerce properties (C) and two planned unit development properties (PUD).

Streets

The 68th Avenue and Lee Avenue area was reconstructed in 1998. The streets are 45-foot wide with concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 30 percent concrete replacement and full depth pavement replacement.



Water main

The existing water main in the project area consists of 8-inch diameter CIP installed in 1966 and 1968. Records indicate that there have been no water main breaks in the area. The current project estimate includes replacing all of the hydrants and valve in the project area.

Sanitary Sewer

The existing sanitary sewer in the project area consists of 8-inch PVC installed in 1970. Approximately 38 percent of the sanitary sewer is subject to frequent problems with root intrusion. Root sawing must be performed on an annual basis to maintain the system conveyance capacity. The project estimate includes replacing the sanitary pipe with root issues and lining the remaining pipe.

Storm Sewer

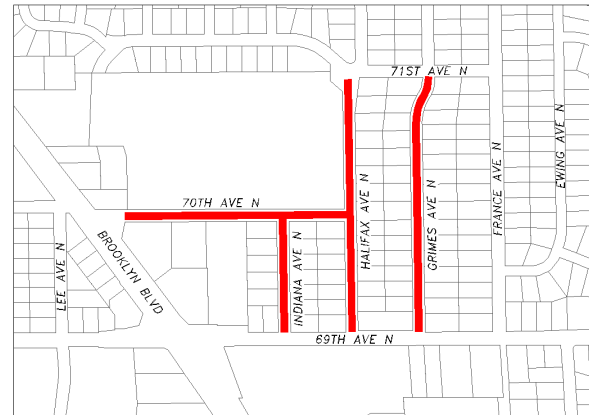
The storm sewer in the project area drains south to the storm water pond at Orchard Park. This storm sewer consists of 12-inch to 24-inch diameter RCP installed in 1966 and 1968. The current project estimate includes casting replacement.

Street Lighting

The existing street light system contains overhead power with wood poles and standard LED light fixtures. The current cost estimate includes replacing 1 wood pole with a fiberglass pole with cut-off type LED light fixture and underground power.

St. Alphonsus Area Improvements - 2030

The St. Alphonsus project area extends from Brooklyn Boulevard to Grimes Avenue and 69th Avenue to 71st Avenue. The area contains a total of 4,580 linear feet of local streets. The project area consists of approximately 58 residential properties (R1), one church property (R1), and four neighborhood mixed-use properties (MX-N2).



Streets

The St. Alphonsus area was last reconstructed in 1998. Halifax Avenue is 30 to 35-foot wide, 70th Avenue is 35 to 42-foot wide and the remaining streets are 30-foot wide. All streets in the area have concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 10 percent sidewalk replacement, 30 percent curb replacement, and full depth pavement replacement.

Water main

The existing water main in the project area consists of 6-inch CIP installed between 1959 and 1961 and 6-inch DIP installed in 1978. Based on current maintenance records there have been two water main breaks in this area and four properties have experienced frozen water service in past winters. The current project estimate includes complete hydrant and valve replacement, and insulating the frozen water services.

Sanitary Sewer

Approximately 83 percent of the sanitary sewer in the project area was replaced with 8-inch PVC when the neighborhood was reconstructed in 1998. The remaining pipe consists of 8-inch diameter VCP installed in 1958 and 1959. There is no history of root intrusion in the project area. The current project estimate includes casting replacement only.

Storm Sewer

The storm sewer in the project area flows east to Palmer Lake. Approximately 25 percent of the storm sewer in this area was installed in 1998 or later. This storm sewer consists of 15-inch diameter HDPE and 18-inch to 42-inch diameter RCP. The remaining storm sewer ranges from 15-inch to 42-inch diameter RCP installed in 1957 and 1984. The current project estimate includes casting replacement only.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard LED light fixtures. The current cost estimate assumes no street light replacement.

Garden City North Area Mill and Overlay - 2030

The east portion of the Garden City North project area extends from Brooklyn Boulevard to Xerxes Avenue and from Interstate 94 to 63rd Avenue. The west portion includes Halifax Drive, Grimes Avenue and France Avenue north of 63rd Avenue. The project area contains a total of 18,431 linear feet of local streets. The neighborhood consists of approximately 255 residential properties (R1), one school property (R1), five high density residential properties (R5), two neighborhood mixed-use properties (MX-N2) and one planned unit development property (PUD).



Streets

The Garden City North project area was last reconstructed in 2001. The streets within the project area consist of 30-foot wide roads with concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 20 percent concrete replacement and a 2-inch mill and overlay in areas with no proposed utility replacement (80 percent of the project area). In utility replacement areas, the cost estimate assumes 50 percent curb replacement, 20 percent sidewalk replacement and full depth pavement replacement.

Water main

Approximately 85 percent of the water main in the Garden City North area was replaced with DIP in 2001 when the neighborhood was reconstructed. The remaining water main in the area consists of 6-inch and 8-inch CIP installed in 1956, 1959, 1962 and 1974. Records indicate there have been three water main breaks in the neighborhood on the older water main and one property in the area has experienced a frozen water service in past winters. The current project estimate includes replacing CIP water main in the areas west of Brooklyn Boulevard and at 65th Avenue and Xerxes Avenue, insulating the frozen water service, and casting replacement.

Sanitary Sewer

Approximately 68 percent of the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed in 2001. The remaining sanitary sewer consists of 8-inch diameter VCP installed in 1958, 15-inch diameter RCP installed in 1956, and 24-inch corrugated metal pipe lined with CIPP in 1995. Approximately 10 percent of the sanitary sewer is subject to frequent problems with root intrusion. Root sawing must be performed on all the VCP in the area on an annual basis to maintain the system conveyance capacity. The current project estimate includes replacement of the existing VCP and RCP sanitary sewer from the 1950s and casting replacement in the remaining areas.

Storm Sewer

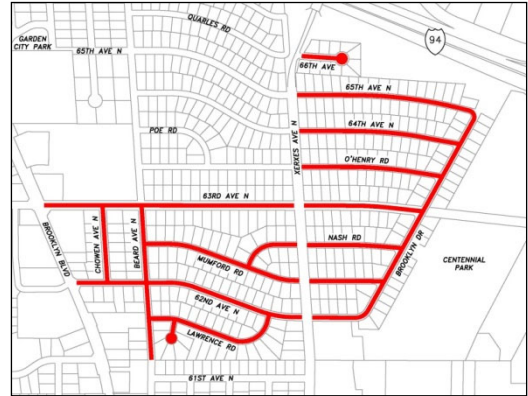
Approximately 78 percent of the storm sewer in the project area was installed in 2001 when the neighborhood was reconstructed. The remaining pipe consists of 18-inch, 66-inch and 72-inch pipe installed in rear and side lot easements in 1956 and 1965. The storm sewer in this neighborhood drains to Shingle Creek. The project cost estimate assumed casting replacement only.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard light fixtures, which were installed in 2001. All lights were upgraded to LED luminaires in 2017. The current cost estimate assumes no street light replacement.

Garden City Central Area Mill and Overlay - 2030

The south portion of the Garden City Central project area extends from Brooklyn Boulevard to Brooklyn Drive from 61st Avenue to 63rd Avenue, and the north portion extends from Xerxes Avenue to Brooklyn Drive from 63rd Avenue to 66th Avenue. The project area contains a total of 19,528 linear feet of local streets. The neighborhood consists of approximately 359 residential properties (R1), one church property (R1), two medium density residential properties (R4), two high density residential properties (R5), three neighborhood mixed-use properties (MX-N2), and two planned use development properties (PUD).



Streets

63rd Avenue from Brooklyn Boulevard to Xerxes Avenue is designated as a MSA Route. The Garden City Central project area was last reconstructed in 2000. 63rd Avenue ranges from 38 to 48-feet wide and the remaining streets are 30-feet wide. All streets in the project have concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 30 percent concrete replacement and a 2-inch mill and overlay.

Water main

Approximately 81 percent of the water main in the Garden City Central area was replaced with DIP in 2000 when the neighborhood was reconstructed. The remaining water main in the area consists of 6-inch and 16-inch DIP installed in 1980, 1981, 1983 and 1993. Records indicate there have been two water main breaks in the neighborhood and four properties in the area have experienced frozen water services in past winters. The current project estimate includes casting adjustment and insulating the frozen water services.

Sanitary Sewer

Approximately 72 percent of the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed in 2000. The remaining sanitary sewer consists of 8-inch diameter VCP installed in 1958, 8-inch diameter PVC installed in 1980, 15-inch diameter RCP installed in 1956 and 24-inch diameter pipe corrugated metal pipe lined with CIPP in 1995. There is no history of root intrusion in the project area. The current project estimate includes cured-in-place lining of the RCP and VCP sanitary sewer mains installed in the 1950s and casting replacement.

Storm Sewer

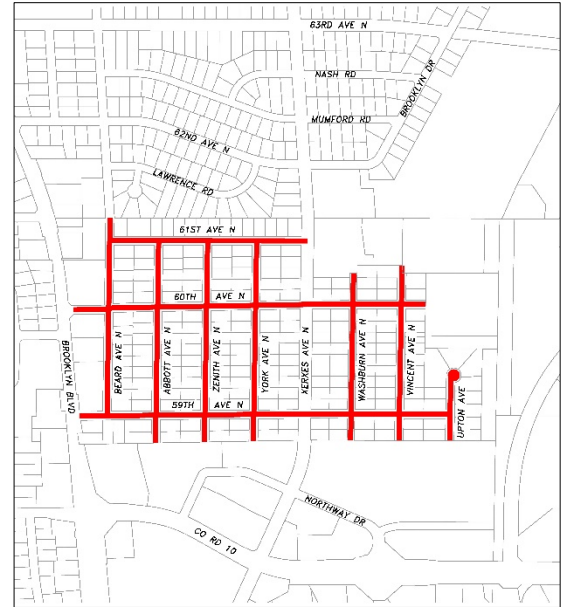
Approximately 83 percent of the storm sewer in the project area was installed in 2000 when the neighborhood was reconstructed. The remaining pipe consists of 15-inch, 36-inch, and 72-inch pipe located in the rear lot easements between 64th Avenue and 65th Avenue. This pipe was installed in 1956. The storm sewer in this neighborhood drains to Shingle Creek. The current cost estimate includes replacing storm structure castings.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard light fixtures, which were installed in 2000. All lights were upgraded to LED luminaires in 2017. The current cost estimate assumes no street light replacement.

Garden City South Area Mill and Overlay - 2031

The Garden City South project area extends from Brooklyn Boulevard to Upton Avenue and from Northway Drive to 61st Avenue. The project area contains a total of 14,516 linear feet of local streets. The neighborhood consists of approximately 232 residential properties (R1), three church properties (R1), one high density residential property (R5), five neighborhood mixed-use properties (MX-N2), and two transit oriented development properties (TOD).



Streets

The Garden City South project area was last reconstructed in 2002. The local streets within the project area consist of 30-foot wide roads with concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 30 percent curb replacement, 20 percent sidewalk replacement, and a 2-inch mill and overlay.

Water main

Approximately 48 percent of the water main in the Garden City South area was replaced with DIP in 2002 when the neighborhood was reconstructed. The remaining water main in the area consists of 6-inch CIP installed between 1964 and 1967. Records indicate there has been one water main break in the neighborhood on the older water main and one property in the area has experienced a frozen water service in past winters. The current project estimate includes insulating the frozen water service, complete hydrant and valve replacement, and casting replacement.

Sanitary Sewer

Approximately 61 percent of the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed in 2002. The remaining sanitary sewer consists of 8-inch diameter and 10-inch diameter VCP installed between 1955 and 1966, and sanitary force main consisting of 16-inch CIP installed in 1966. Root sawing must be performed on 37 percent of the VCP in the area on an annual basis to maintain the system conveyance capacity. The current project estimate includes lining of the existing VCP sanitary sewer from the 1950s and 1960s and casting replacement.

Storm Sewer

Approximately 87 percent of the storm sewer in the project area was installed in 2002 when the neighborhood was reconstructed. The remaining pipe consists of 15-inch to 27-inch RCP installed in 1964 and 1966. The storm sewer in this neighborhood drains to Shingle Creek. The current project estimate includes casting replacement as necessary.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard light fixtures installed in 2002. All lights were upgraded to LED luminaires in 2017. The current cost estimate assumes no street light replacement.

73rd Avenue Improvements (Humboldt Ave to TH 252) - 2031



The 73rd Avenue project extends from Humboldt Avenue to approximately 275-feet east of Camden Avenue. It contains a total of 2,994 linear feet of local streets. The project area consists of 24 low density residential properties (R1) and one church property (R1).

Streets

73rd Avenue is the border between Brooklyn Center and Brooklyn Park. The roadway is designated as a MSA route that contains a 32-foot wide road with concrete curb and gutter. The current cost estimate assumes construction will be performed by Brooklyn Center and the cost will be shared 50 percent by each city. The estimate assumes street improvements that consist of approximately 30 percent concrete replacement and full depth pavement replacement.

Water main

All the water main in the project area was replaced with DIP in 2000 when the neighborhood was reconstructed. The current project cost estimate includes casting adjustment only.

Sanitary Sewer

Approximately four percent of the sanitary sewer in the project area was replaced with PVC in 2000 when the area was reconstructed. The remaining sanitary sewer in the area consists of 8-inch diameter VCP installed in 1961 and 1969. There is no history of root intrusion in this area. The current project cost estimate includes lining the existing casting replacement.

Storm Sewer

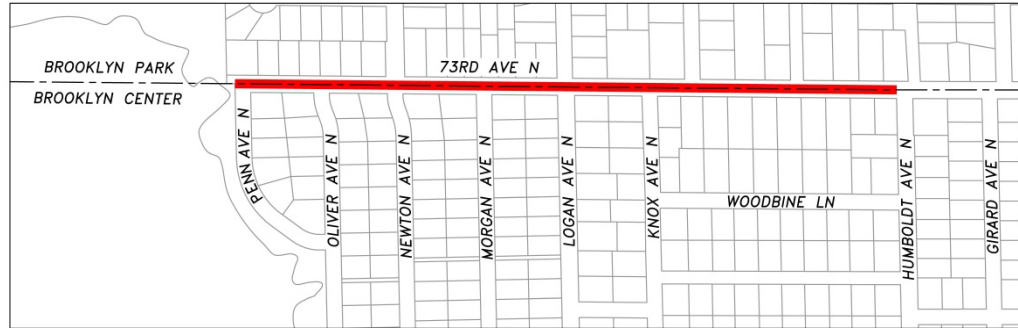
The storm sewer in the project area drains south to a trunk line on 70th Avenue and then east to the Mississippi River. This storm sewer ranges from 12-inch to 21-inch diameter RCP installed in 1969 and 2000. The current project estimate includes casting replacement only.

Street Lighting

The existing street light system is overhead power, with wood poles and a cobra head light fixture. The current cost estimate includes no street light replacement.

73rd Avenue Improvements (Penn Ave to Humboldt Ave) - 2031

The 73rd Avenue project extends from Penn Avenue to Humboldt Avenue. The project area contains a total of 2,606 linear feet of local streets. The neighborhood consists of approximately 20 low density residential properties (R1).



Streets

73rd Avenue is the border between Brooklyn Center and Brooklyn Park. The 73rd Avenue project area was last reconstructed in 2004 by the City of Brooklyn Park. The corridor contains a 32-foot wide road with concrete curb and gutter. The current cost estimate assumes construction will be performed by Brooklyn Park and the cost will be shared 50 percent by each city. The estimate assumes street improvements that consist of approximately 30 percent curb replacement and full depth pavement replacement.

Water main

Approximately 65 percent of the water main in the 73rd Avenue project area was replaced with PVC in 2004 when the neighborhood was reconstructed. The remaining water main in the area consists of 6-inch CIP installed in 1967. Records indicate there has been one water main break in the neighborhood and one property has experienced a frozen water service in past winters. The current project estimate includes assuming replacing the 1967 water main and insulating the frozen water service. In the remainder of the project area the cost estimate assumes casting replacement that shall be paid fully by Brooklyn Center.

Sanitary Sewer

Approximately 48 percent of the sanitary sewer main in the project area was replaced with PVC when the neighborhood was reconstructed in 2004. All the existing sanitary manholes were left in place. The remaining water main in the area consists of 8-inch diameter VCP installed in 1967. The current project estimate includes lining the 1967 sanitary sewer and complete casting replacement in the remainder of the project area. The cost shall be paid fully by Brooklyn Center.

Storm Sewer

All of the storm sewer in the project area was installed in 2004 when the neighborhood was reconstructed. The existing storm sewer consists of 12-inch to 18-inch diameter RCP that drains west to Palmer Lake and drains east to the trunk line on 70th Avenue and then to the Mississippi River. The current project estimate includes casting replacement as necessary and the cost will be shared by the two cities.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard light fixtures, which were installed in 2004. The current cost estimate assumes no street light replacements.

69th Avenue and Shingle Creek Pkwy Improvements – 2031

This project area includes 69th Avenue from Brooklyn Blvd (County Road 152) east to the intersection of 69th Avenue and Shingle Creek Pkwy. The project area also includes Shingle Creek Pkwy from 69th Avenue to Xerxes Avenue. The project area contains a total of 5,561 linear feet of local streets. The project area consists of approximately four low density residential properties (R1), 46 medium density residential properties (R3), three planned use development properties (PUD), two neighborhood mixed-use properties (MX-N2), and one business mixed use property (MX-B).



Streets

In 1992 the roadways in the project area were realigned and changed from a standard two-lane road to a divided four-lane road. In 2009 a second project was completed that consisted of miscellaneous curb repairs and pavement rehabilitation. All roads within this project area are designated as MSA Routes. The roads are 28-feet wide with concrete curb and gutter and concrete islands separating the driving lanes. A ten-foot-wide bituminous trail was installed on the north side of 69th Avenue in 1993. The remaining areas have 5-foot concrete sidewalk in the north and south boulevards installed between 1973-2021. The current cost estimate assumes street improvements that consist of bituminous trail replacement, 80 percent sidewalk replacement, 30 percent curb replacement and full depth pavement replacement.

Water main

The water main in project area ranges from 6-inch to 20-inch diameter CIP and DIP installed between 1956 and 2000. About 45 percent of the watermain was replaced between 1992-2000. Records indicate there has been one water main break in the area and one property has experienced a frozen water service in past winters. The current project cost estimate assumes lining the 10" CIP and 16" CIP water main on 69th Avenue, replacing valves and hydrants throughout the project area, and insulating the frozen water service.

Sanitary Sewer

The sanitary sewer in the project area ranges from 8-inch to 21-inch PVC, RCP, DIP, and ABS truss pipe. The sanitary sewer on 69th Avenue was reconstructed with PVC in 1992. The sanitary sewer on Shingle Creek Pkwy consists of ABS truss pipe installed in 1969. Root saw maintenance is not required in the project area. The current project estimate includes lining of the existing ABS truss pipe and casting replacement.

Storm Sewer

Approximately 38 percent of the storm sewer in the project area was installed between 1992-2009. The remaining pipe consists of 12-inch to 48-inch RCP installed between 1956-1979. The storm sewer in the west portion of the project area flows to storm water ponds near Palmer Lake and the east portion of the project area flows to Shingle Creek. The current project estimate includes replacing storm sewer impacted by other utility replacements and casting replacement.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard light fixtures, and wood poles with standard light fixtures and overhead power. The current cost estimate includes replacing the one wood pole with a fiberglass pole with a cut-off type LED light fixture.

Earle Brown Drive Area Improvements - 2032

The Earle Brown Drive project extends from John Martin Drive in the southwest to the northeast corner of the Brooklyn Center Heritage Center. It contains a total of 3,075 linear feet of local streets. The project area consists of four commercial mixed-use properties (MX-C), seven business mixed-use properties (MX-B), and two planned unit development mixed properties (PUDMIXED).

Streets

Earle Brown Drive is designated as a MSA Route between John Martin Drive and Summit Drive. This project area was reconstructed in 1999. The road is 50-feet wide with concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 30 percent concrete replacement and full depth pavement replacement.

Water main

The water main in the project area consists of 8-inch and 12-inch diameter CIP installed in 1971 and 1974. Water records indicate two main breaks have occurred within the area. The current project estimate includes complete hydrant and valve replacement and casting adjustments.

Sanitary Sewer

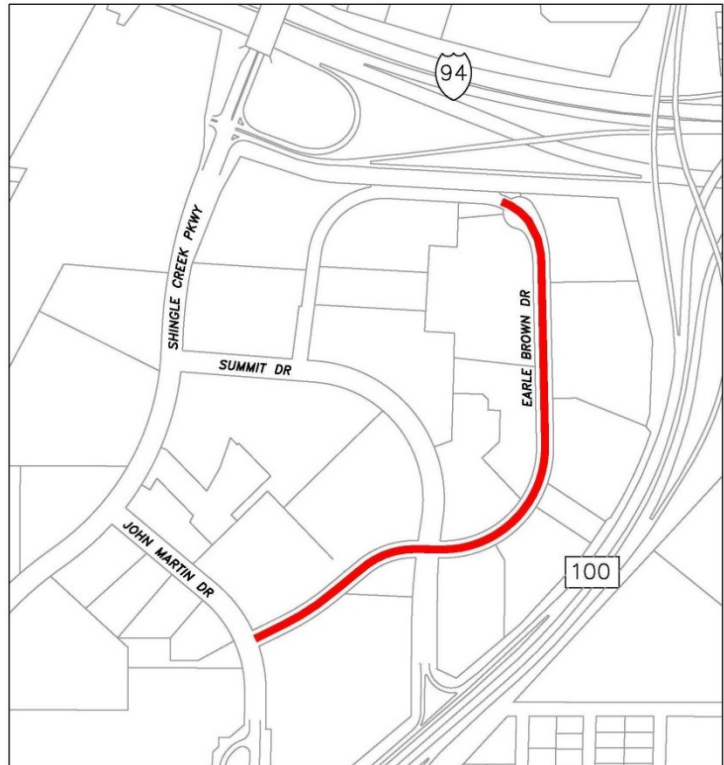
The sanitary sewer in the project area consists of 8-inch diameter VCP installed in 1971 and 1974. There is no history of root intrusion in this area. The current project cost estimate includes casting replacement only.

Storm Sewer

The storm sewer in the project area drains north and west to local storm water ponds. This storm sewer consists of 12-inch to 30-inch diameter RCP installed in 1971 and 1974. Additional 15-inch diameter HDPE pipe was added to the project area when the road was reconstructed in 1999. The current project estimate includes casting replacement only.

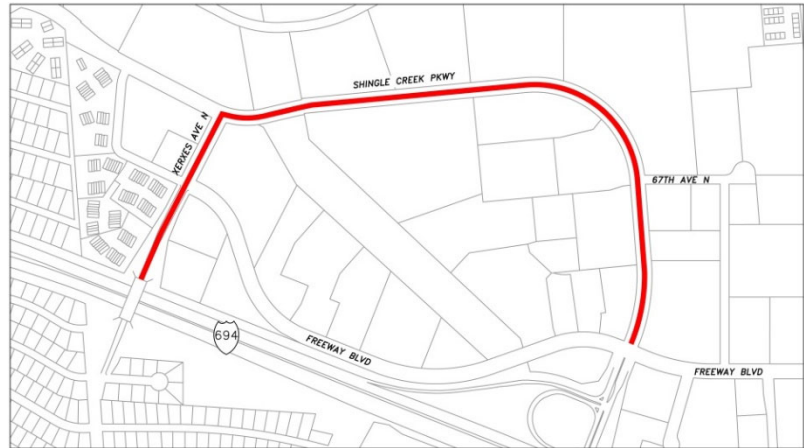
Street Lighting

The existing street light system contains underground power with aluminum poles and decorative light fixtures. The current cost estimate includes no street light replacement. The light replacement will be completed under a separate project.



Shingle Creek Parkway and Xerxes Avenue Mill and Overlay - 2032

The project area includes Shingle Creek Parkway from Xerxes Avenue to Freeway Boulevard and Xerxes Avenue from the I-694 bridge to Shingle Creek Parkway. The project area contains a total of 5,551 linear feet of local streets. The project area consists of 45 medium density residential properties (R3), two commerce properties (C), 10 business mixed-use properties (MX-B), and six planned unit development properties (PUD).



Streets

All streets within the project area are designated as Minnesota State Aid Routes. Xerxes Avenue was reconstructed in 2008 and a mill and overlay project was completed on Shingle Creek Parkway in 2005. Xerxes Avenue ranges from 38-feet to 52-feet wide with concrete curb and gutter. Shingle Creek Parkway is generally 70-feet wide but varies in some locations. The current cost estimate assumes street improvements that consist of approximately 30 percent curb replacement and a 2-inch mill and overlay.

Water main

The existing water main in the project area consists of 10-inch and 12-inch diameter CIP installed between 1969 and 1974. Records indicate that there have been five water main breaks in the area. The current project estimate assumes lining the existing CIP water main.

Sanitary Sewer

The existing sanitary sewer on Xerxes Avenue consists of 12-inch diameter RCP installed in 1969. The existing sanitary sewer on Shingle Creek Parkway consists of 8-inch and 10-inch diameter PVC installed in 1970 and 1972. There is no history of root intrusion in the project area. The current project estimate includes casting replacement.

Storm Sewer

The storm sewer in the west half of the project area drains to Shingle Creek and the east portion drains to the trunk line on Freeway Blvd and then east to the Mississippi River. The existing storm sewer ranges in size from 12-inch to 60-inch diameter RCP pipe installed between 1969 and 1984. The current project estimate includes casting replacement only.

Street Lighting

Xerxes Avenue contains an existing street light system with underground power, fiberglass poles and standard light fixtures, which were installed in 2008. Lights were upgraded to LED luminaires in 2017. The existing light system on Shingle Creek Parkway has underground power, wood and fiberglass poles, and single and double cobrahead light fixtures. These lights were also upgraded to LED luminaires in 2017. The current cost estimate includes replacing 11 wood poles with 11 fiberglass poles with a cut-off type LED light fixture and underground power.

Xerxes Avenue Mill and Overlay (Northway to I694) - 2032

The Xerxes Avenue project area extends from Northway Drive to the Interstate 94 bridge. The project area contains a total of 4,884 linear feet of local streets. The neighborhood consists of approximately 23 residential properties (R1), two church properties (R1), and two Transit Oriented Development properties.

Streets

Xerxes Avenue is designated as a MSA Route. This project area was last reconstructed in 2002. Xerxes Avenue is a 70-foot wide road with a center median. The current cost estimate assumes street improvements that consist of approximately 20 percent sidewalk replacement, 50 percent curb replacement, and a 3-inch mill and overlay.

Water main

The water main on Xerxes Avenue consists of 6-inch, 8-inch, 10-inch and 12-inch CIP installed between 1956 and 1964, and 16-inch DIP installed in 1981. Records indicate there has been one water main break in the project area and one property has experienced a frozen water service in past winters. The current project estimate includes a combination of lining and replacing the 1950s and 1960s water main, insulating the frozen water service, and casting replacement.

Sanitary Sewer

Approximately 31 percent of the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed in 2002. The remaining sanitary sewer consists of 8-inch diameter VCP installed in 1957, 1958, 1964 and 1966, and 8-inch PVC installed in 1980. Root sawing must be performed on 42 percent of the VCP in the area on an annual basis to maintain the system conveyance capacity. The current project estimate includes casting replacement throughout the project area.

Storm Sewer

Approximately 6 percent of the storm sewer in the project area was installed in 2002 when the neighborhood was reconstructed. The remaining pipe consists of 15-inch to 27-inch and 72-inch RCP and CMP installed in 1956, 1961, 1965 and 1966. The storm sewer in this project area drains to Shingle Creek. The current project estimate includes replacing the existing CMP storm pipe and casting replacement.

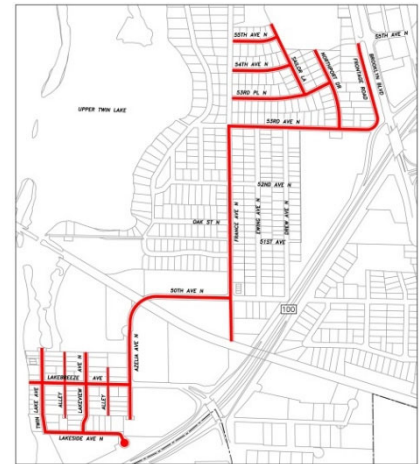
Street Lighting

The existing street light system contains underground power with fiberglass and wood poles, and standard light fixtures. The current cost estimate includes replacing the one wood pole with one fiberglass pole with a cut-off type LED light fixture and underground power.



Southwest Area Mill and Overlay- 2033

The Southwest project area extends from France Avenue to Brooklyn Blvd from 53rd Avenue to 55th Avenue; Twin Lake Avenue to Azelia Avenue from Lakeside Avenue to the cul-de-sacs north of Lakebreeze Avenue; and includes Azelia Avenue, 50th Avenue from France to west the railroad tracks, and France Avenue from the south cul-de-sac to 53rd Avenue. The project area contains a total of 16,846 linear feet of local streets. The neighborhood consists of approximately 132 low density residential properties (R1), 50 medium density residential properties (R2), 36 medium and high density residential properties (R4 and R5), 9 general industrial properties (I), and one planned unit development property (PUD).



Streets

The Brooklyn Boulevard service road, 53rd Avenue, France Avenue from 53rd Avenue to 50th Avenue, 50th Avenue, and Azelia Avenue from Lakebreeze Avenue to the railroad tracks are all designated as MSA Routes. The Southwest project area was last reconstructed between 2002 and 2005. The local streets within the project area consist of 30-foot wide roads with concrete curb and gutter. The Brooklyn Blvd Service Road, 53rd Avenue and France Avenue are 32-foot wide roads, and Azelia Avenue from Lakebreeze Avenue to the railroad tracks is a 38-foot road. A ten-foot-wide bituminous trail was installed on Azelia Avenue south of Lakebreeze Avenue in 2012. The current cost estimate assumes street improvements that consist of approximately 40 percent concrete replacement, a 2-inch mill and overlay, and bituminous trail replacement.

Water main

Approximately 42 percent of the water main in the Southwest project area was replaced with DIP between 2002 and 2005 when the neighborhood was reconstructed. The remaining water main in the area consists of 6-inch, 8-inch, 10-inch and 12-inch CIP installed in 1956, 1958, 1960, 1961, 1964, 1968, and 1973. Records indicate there have been five water main breaks in the neighborhood on the older water main and three properties in the area have experienced frozen water services in past winters. The current project estimate includes lining the 1950s, 1960s and 1970s water main in the area, insulating the frozen water services, and casting replacement.

Sanitary Sewer

Approximately 62 percent of the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed between 2002 and 2005. The remaining sanitary sewer consists of 8-inch diameter VCP installed in 1960 and 1961, 15-inch RCP installed in 1956, and 8-inch PVC installed in 1977 and 1999. Root sawing must be performed on 51 percent of the VCP sanitary sewer on an annual basis to maintain the system conveyance capacity. The current project estimate includes lining of the existing VCP sanitary sewer from the 1950s and 1960s and casting replacement in all areas.

Storm Sewer

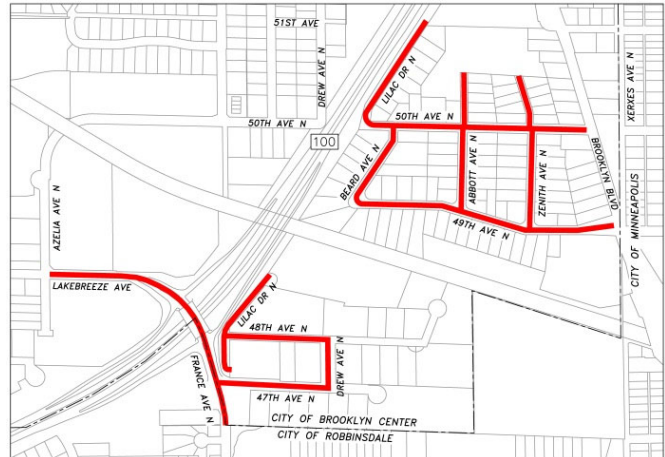
Approximately 82 percent of the storm sewer in the project area was installed between 2002 and 2005 when the neighborhood was reconstructed. The remaining pipe consists of 15-inch to 48-inch RCP installed in 1938 and 1957. The storm sewer in northeast portion of the project area flows to the ponds at Centerbrook Golf Course, and the southwest portion of the project area flows to Upper and Middle Twin Lakes. The current cost estimate includes replacing storm structure castings and isolated portions of lateral storm sewer.

Street Lighting

The existing street light system contains wood and fiberglass poles and standard light fixtures, which were installed between 2002 and 2005. These lights were upgraded to LED luminaires in 2017 and 2018. The current cost estimate includes replacing 1 wood pole with 1 fiberglass pole with a cut-off type LED light fixture and underground power.

Happy Hollow Mill and Overlay - 2023

The Happy Hollow project area extends from Lilac Drive to Brooklyn Boulevard and 49th Avenue to the extension of 51st Avenue; France Avenue to Drew Avenue from 47th Avenue to Lakebreeze Avenue; and includes Lakebreeze Avenue/France Avenue from Azelia Avenue to the southern City limits. The project area contains a total of 10,878 linear feet of local streets. The neighborhood consists of approximately 93 low density residential properties (R1), four high density residential properties (R5), eight industrial properties (I), and two planned unit development (PUD).



Streets

The Happy Hollow project area was last reconstructed between 2002 and 2005. Lakebreeze Avenue and France Avenue are designated as a MSA Routes. The local streets within the project area consist of 30-foot wide roads with concrete curb and gutter. Lilac Drive north of 50th Avenue is a 24-foot road, 47th Avenue is a 27-foot road, 48th Avenue is a 38-foot road, and the road width on Lakebreeze Avenue and France Avenue varies with concrete islands separating the driving lanes. A ten-foot-wide bituminous trail was installed on Lakebreeze Avenue when the area was reconstructed. The current cost estimate assumes street improvements that consist of approximately 40 percent concrete replacement, a 2-inch mill and overlay, and bituminous trail replacement.

Water main

Approximately 85 percent of the water main in the Happy Hollow project area was replaced with DIP in 2002 and 2003 when the neighborhood was reconstructed. The remaining water main in the area consists of 6-inch, 8-inch and 10-inch CIP installed in 1958, 1960, 1964 and 1967. Records indicate there have been no water main breaks in the neighborhood and one property in the area has experienced a frozen water service in past winters. The current project estimate includes lining the 1950s and 1960s water main in the area, insulating the frozen water service, and casting replacement.

Sanitary Sewer

Approximately 75 percent of the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed in 2002 and 2003. The remaining sanitary sewer consists of 8-inch and 10-inch diameter VCP and CIP installed in 1960. The sanitary sewer on 50th Avenue is owned and maintained by the Metropolitan Council and consists of 30-inch and 33-inch diameter reinforced RCP installed in 1955. Root sawing must be performed on 29 percent of the VCP in the area on an annual basis to maintain the system conveyance capacity. The current project estimate includes lining of the existing VCP and CIP sanitary sewer from 1960 and casting replacement.

Storm Sewer

Approximately 84 percent of the storm sewer in the project area was installed between 2002 and 2005 when the neighborhood was reconstructed. The remaining pipe consists of 21-inch installed in 1953. The storm sewer in the project area flows to Ryan Lake and Middle Twin Lake. The current project estimate assumes structure casting replacement.

Street Lighting

The existing street light system contains underground power with fiberglass and wood poles. Light fixtures were upgraded to LED luminaires in 2017. The current cost estimate includes no street light replacements.

Southeast Alleys Improvements – 2034

The Southeast Alley project area includes all alleys between Morgan Avenue and Dupont Avenue from 53rd Avenue to 57th Avenue. The project area contains a total of 7,978 linear feet. The project area consists of approximately 30 low density residential properties (R1), 203 medium low density residential properties (R2), and 2 medium high density residential properties (R4).

Streets

Three of the alleys in the project area are 10 feet wide, constructed with concrete in 1989. The remaining alleys were constructed with bituminous pavement in 1999 and 2000 and are also 10 feet wide. The current cost estimate assumes complete alley reconstruction with bituminous pavement and without concrete curb and gutter.



Water main

There is no water main within the Southeast Alley project area.

Sanitary Sewer

There is no sanitary sewer within the Southeast Alley project area.

Storm Sewer

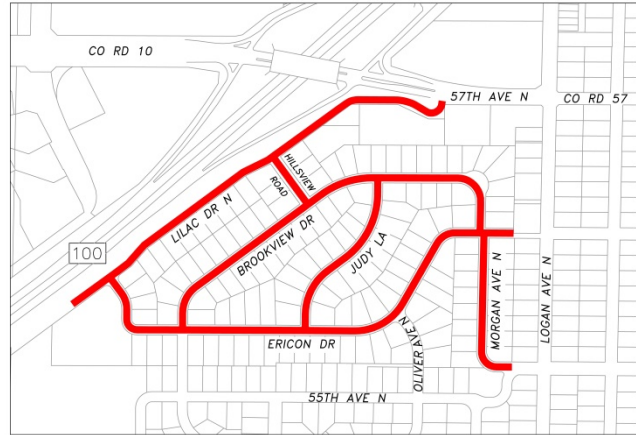
The storm sewer in the project area drains to the trunk storm line on 55th Avenue and then east to the Mississippi River. The existing storm sewer in the area consists of 10-inch PVC, 12-inch RCP, PVC and corrugated metal pipe (CMP); and 15-inch PVC installed between 1974 and 1989. The current project estimate includes casting replacement.

Street Lighting

The existing street light system contains overhead power with wood poles and non-standard light fixtures. The current cost estimate assumes replacing four light fixtures with cut-off type LED light fixtures on the existing wood pole.

Centerbrook Area Mill and Overlay - 2034

The Centerbrook project area is bounded by Highway 100 on the west, Logan Avenue on the east, 57th Avenue on the north and 55th Avenue on the south. The project area contains a total of 9,105 linear feet of local streets. The neighborhood consists of approximately 138 low density residential properties (R1) and four commerce properties (C).



Streets

The Centerbrook project area was last reconstructed in 2006. The south section of Lilac Drive N contains a 28-foot wide road. The remaining local streets within the project area consist of 30-foot wide roads. All roads within the project area have concrete curb and gutter. A 10-foot wide bituminous trail was installed on the west side of Lilac Drive N in 2006 when the neighborhood was reconstructed. The current cost estimate assumes street improvements that consist of approximately 30 percent curb replacement, a 2-inch mill and overlay, and full depth trail replacement.

Water main

Approximately 89 percent of the water main in the Northport project area was replaced with DIP in 2006 when the neighborhood was reconstructed. The remaining water main in the area consists of 6-inch and 8-inch CIP installed in 1964 and 1965. Records indicate there have been no water main breaks in the neighborhood and two properties have experienced a frozen water service in past winters. The current project estimate includes insulating the frozen water services and casting replacement.

Sanitary Sewer

Approximately 96 percent of the sanitary sewer in the project area was replaced with PVC or CIPP liner when the neighborhood was reconstructed in 2006. The remaining sanitary sewer consists of 8-inch diameter VCP installed in 1965. The current project estimate includes casting replacement.

Storm Sewer

Approximately 80 percent of the storm sewer was installed when the project area was reconstructed in 2006. The remaining storm sewer consists of 48-inch RCP installed in 1988 and 15-inch RCP installed in 1996. The majority of the project area drains to the west to storm water ponds at the Centerbrook Golf Course or drainage ditches along Highway 100. The remaining storm sewer flows east to at storm water trunk line on 55th Avenue and then to the Mississippi River. The current project estimate includes casting replacement as necessary.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard light fixtures, which were installed in 2006. The existing stand-alone poles in the project area are owned and maintained by the City. The current cost estimate includes replacing 8 lights with new fiberglass poles with a cut-off type LED light fixtures.

69th Avenue (CSAH 130) Reconstruction (Unity Ave to Brooklyn Blvd) - 2035

The 69th Avenue project extends from the western City limits to Brooklyn Boulevard. The total project length is 3,654 linear feet. The neighborhood consists of 34 low density residential properties (R1), one church property (R1), one medium low density residential property (R2), one planned unit development property (PUD), three commerce properties (C), and two neighborhood mixed-use properties (MX-N2). The cost estimate assumed only 6 properties will be assessed for the project because the remaining properties were assessed with adjacent project.



The cost estimate assumed only 6 properties will be assessed for the project because the remaining properties were assessed with adjacent project.

Streets

This segment of roadway is a Hennepin County Roadway and designated as an MSA Route. The existing road is 38 feet wide with bituminous curb. The street pavement is deteriorated due to age of the pavement and inadequate drainage. The last road construction date is unknown. It is anticipated that the street improvements will consist of the reconstruction of the street subgrade, installation of curb and gutter to improve drainage, placement of bituminous street pavement and replacement of the sidewalk. This project is included in the City's CIP due to a potential cost sharing agreement for the street and drainage improvements if the County improves that roadway in the future and funding for the water main, sanitary sewer, storm sewer and street lighting improvements described below.

Water main

The existing water main on 69th Avenue consists of 6-inch, 8-inch and 10-inch diameter CIP installed between 1956 and 1963, and 8-inch, 10-inch and 12-inch DIP installed in 1974, 1977, 1994 and 2000. Records indicate that there have been six water main breaks in the area, and two properties have experience frozen water services in past winters. The current project cost estimate includes complete water main replacement and insulating the frozen water services.

Sanitary Sewer

The existing sanitary sewer on 69th Avenue consists of 12-inch diameter VCP installed in 1956, and 15-inch and 21-inch diameter RCP installed in 1956. There is no history of root intrusion in the project area. The current project cost estimate includes complete sanitary sewer replacement.

Storm Sewer

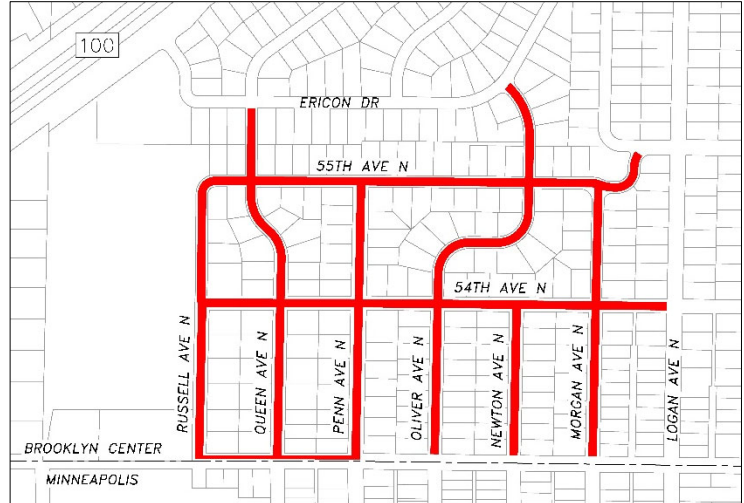
The storm sewer in the project area consists of 12-inch, 15-inch and 18-inch RCP installed by the City in 1994. The storm sewer flows north to the storm water ponds located around Unity Avenue. The current project cost estimate includes replacing 100 percent of the storm sewer. The cost estimate assumes that Brooklyn Center may contribute to a portion of the storm drainage cost for the project.

Street Lighting

The existing street light system contains overhead power with wood poles and standard LED light fixtures. The current cost estimate includes replacing the one wood pole with one fiberglass pole, underground power and a standard LED light fixture.

Lions Park South Mill and Overlay - 2035

The Lions Park South project area extends from Russell Avenue to Logan Avenue and from Ericon Drive to 53rd Avenue. The project area contains a total of 12,166 linear feet of local streets. The neighborhood consists of approximately 97 low density residential properties (R1), 89 medium low density residential properties (R2), and one medium high density residential properties (R4).



Streets

The Lions Park South project area was last reconstructed in 2005. Russell Avenue and 54th Avenue contain 32-foot wide roads. The remaining local streets within the project area consist of 30-foot wide roads. All roads within the project area have concrete curb and gutter. The current cost estimate assumes street improvements that consist of approximately 30 percent curb replacement and a 2-inch mill and overlay.

Water main

All the 6-inch diameter water main in the Lions Park South project area was replaced with DIP in 2005 when the neighborhood was reconstructed. The remaining water main in the area consists of 16-inch steel installed in 1965. Records indicate there have been no water main breaks in the neighborhood and no properties have experienced a frozen water service in past winters. The current project estimate includes replacing the existing steel water main and casting replacement.

Sanitary Sewer

All the sanitary sewer in the project area was replaced with PVC when the neighborhood was reconstructed in 2005. The current project estimate includes casting replacement only.

Storm Sewer

All the storm sewer in the project area was installed in 2005 when the neighborhood was reconstructed. The existing pipe consists of 12-inch to 36-inch pipe. The storm sewer in the project area flows to a trunk line on 55th Avenue and then to the Mississippi River, and to a storm water pond at Lions Park and then to Shingle Creek. The current project estimate includes casting replacement as necessary.

Street Lighting

The existing street light system contains underground power with fiberglass poles and standard light fixtures, which were installed in 2005. The existing stand-alone poles in the project area are owned and maintained by the City. The current cost estimate includes replacing 8 lights with new fiberglass poles with a cut-off type LED light fixtures.

Water Main and Sanitary Sewer Improvements

Lift Station No. 3 Rehabilitation - 2026

This project includes the rehabilitation of Lift Station No. 3 with a full evaluation of pumps, control equipment, and appurtenances.

Well No. 10 and Water Treatment Plant HSP No. 3 - 2026

The rehabilitation of the well was last completed in 2021. The well needs complete rehabilitation of the motor and pump. This project also includes replacement of light poles and updates to the HVAC system (including a unit heater and exhaust fan). High Service Pump No. 3 started operation in 2015 with the new Water Treatment Plant. The HSP needs complete rehabilitation of motor and pump.

Well Parking Lot Mill and Overlay – 2026

This project will rehabilitate the parking lots at Well Nos. 3, 4, 5, 6, 8, 9, and 10 with a mill and overlay of the pavement.

Generator Upgrade at Public Works Garage – 2026

This project will install a permanent backup generator at the Public Works Garage to ensure continuity of operations during power outages. The generator will support critical functions such as fueling city vehicles, dispatching plows and utility trucks, and maintaining essential building systems. This upgrade strengthens the City's emergency preparedness and ensures reliable response during severe weather and other emergencies.

Lift Station Nos. 7 and 10 Rehabilitation, and No. 7 Concrete Pad Replacement - 2027

This project includes the rehabilitation of Lift Station No. 7 and No. 10 with a full evaluation of pumps, control equipment and appurtenances. This project also includes concrete pad and mill and overlaying the parking lot at Lift Station No. 7.

Well No. 5 and Water Treatment Plant HSP No. 1 Rehabilitation - 2027

The rehabilitation of the well was completed in 2020. The well needs complete rehabilitation of motor and pump. The well's exterior door will also be replaced. The rehabilitation of High Service Pump No. 1 was last completed in 2022. The HSP needs complete rehabilitation of motor and pump.

Lift Station and Well Façade Replacements – 2027

This project will replace the brick and metal exteriors of Wells Nos. 3, 4, 6, 8, 9, and 10 and at Lift Station 1.

Water Treatment Plant Redundant Water Main Connection - 2027

The Water Treatment Plant has been in service since January 2016. This project includes installation of approximately 1,100 feet of new 20-inch diameter water main within the Evergreen Park to provide a redundant water main connection to the water main distribution system. The redundant connection is desired in the event the existing connection requires repair which could otherwise result in disruption of water service to the community.

Water Treatment Plant HSP No. 4 Rehabilitation - 2028

The rehabilitation of High Service Pump No. 4 was last completed in 2024. The HSP needs complete rehabilitation of motor and pump.

Well Nos. 4 and 9, and Water Treatment Plant HSP No. 2 Rehabilitation – 2029

The rehabilitation of both wells was last completed in 2023. Both wells now require full rehabilitation of the motor and pump. Well No. 9 also requires upgrades to the enclosure, heating/ventilation/air conditioning system, and plumbing, while Well No. 4 requires rehabilitation of the switchgear and installation of a new variable frequency drive.

Freeway and Highway Utility Crossing Replacement - 2029

This project includes lining approximately 2,600 feet of sanitary sewer pipes that were installed between 1955 and 1992 which cross under Interstate 94, Interstate 694, Highway 100, and Highway 252. This project also includes replacement of approximately 1,500' of water main which varies in sizes from 6-inch to 10-inch diameter cast iron pipe (CIP) that were installed between 1961 and 1968 under Highway 252. The water main replacements would be coordinated with the TH 252/66th Avenue Interchange and 70th Avenue Pedestrian Overpass project.

Sanitary Sewer Lining (Miss. River Trunk North of I-694 to 70th Avenue/Willow Lane) - 2030

This project extends from the manhole at 70th Avenue and Willow Lane to the Manhole at the dead end, north of Interstate 694 on Willow Lane. The existing line is 4,178-feet of 18-inch reinforced concrete pipe (RCP) and 1,451-feet of 21-inch RCP. This is the main trunk line that carries the sewage out of the NE quadrant of the City to Lift Station No. 2.

Well Nos. 6 and 8 Rehabilitation – 2030

The rehabilitation of Wells No. 6 and No. 8 was last completed in 2024, and both now require full rehabilitation of the motor and pump. For Well No. 6, the scope also includes upgrades to the enclosure, heating/ventilation/air conditioning system, and plumbing, while Well No. 8 requires rehabilitation of the switchgear and installation of a new variable frequency drive.

Lift Station No. 1 Generator Replacement – 2031

This project will replace the generator at Lift Station No. 1. The closed transition generator transfer switch will have been replaced in a prior year. The existing generator is a 1996 model with a typical lifespan of 35 years.

Well No. 3 and Water Treatment Plant HSP Backwash Rehabilitation - 2031

The rehabilitation of Well No. 3 was last completed in 2025. The well now requires full rehabilitation of the motor and pump, including upgrades to the variable frequency drive. Similarly, the rehabilitation of the Water Treatment Plant High Service Pump Backwash was last completed in 2025, and it also requires complete rehabilitation of the motor and pump.

Well Nos. 5 and 11, and Water Treatment Plant HSP No. 3 Rehabilitation - 2032

The rehabilitation of Well No. 5 will be completed in 2026, and Well No. 11 was built in 2025. The wells need complete rehabilitation of motor and pump. The rehabilitation of High Service Pump No. 3 scheduled to be completed in 2026. The HSP needs complete rehabilitation of motor and pump.

Well No. 10 and Water Treatment Plant HSP No. 1 Rehabilitation - 2033

The rehabilitation of the well will be completed in 2027. The well needs complete rehabilitation of motor and pump. The rehabilitation of High Service Pump No. 1 will be completed in 2027. The HSP needs complete rehabilitation of motor and pump.

Water Treatment Plant HSP No. 4 rehabilitation - 2034

The rehabilitation of High Service Pump No. 4 will be completed in 2028. The HSP needs complete rehabilitation of motor and pump.

Well Nos. 4 and 9; Water Treatment Plant HSP No. 2 Rehabilitation - 2035

The rehabilitation of both wells was last schedule for 2029. Both wells will need complete rehabilitation of motor and pump. The rehabilitation of High Service Pump No. 2 was last scheduled for 2029. The HSP needs complete rehabilitation of motor and pump.

Street Light and Traffic Signal Improvements

Park Lighting Program – 2026-2035

This project aims to enhance safety and accessibility at City parks addressing lighting issues. The project includes placement of additional lighting at parks to improve visibility during evening and nighttime hours.

Heritage Center/Opportunity Area Street Light Replacement (Shingle Creek Parkway, Summit Drive, John Martin Drive, and West Portion of Earle Brown Drive) - 2026

The lights located along a portion of Shingle Creek Parkway, Summit Drive, Earle Brown Drive and John Martin Drive were installed in 1986. The typical life expectancy of this lighting system is approximately 30 years. The City has no remaining replacement poles or luminaires that match the existing system and matching luminaires are no longer available from suppliers. The existing system is generally rated in fair to poor shape with increasing maintenance costs. The project will replace all poles and lights.

Traffic Signal System Rehabilitation (66th Avenue/Camden Avenue) - 2027

The traffic signal system was installed in 1999. According to MnDOT, the expected useful service life of a traffic signal system is approximately 30 years. The traffic signal system will be evaluated for needed system improvements. Proposed improvements are anticipated to contain complete system rehabilitation and replacement including video detection, EVP, countdown pedestrian heads, APS and flashing yellow left turn arrow and modern cabinet upgrades.

Shingle Creek Parkway Multi-Signal System Rehabilitation – 2029

The traffic signals that make up this project are located along Shingle Creek Parkway at Summit Drive, John Martin Drive, and Brookdale Square. These signals were last evaluated for system improvements in 2014 and will be re-assessed to determine current needs. Potential upgrades may include video detection technology, transition from in-pavement loop detectors to camera-based vehicle detection, emergency vehicle preemption (EVP) enhancements, improved lighting at each intersection, and modernization of signal control cabinets to meet current standards and ensure long-term system reliability.

Heritage Center and Opportunity Area Street Light Replacement (Earle Brown Drive) – 2032

The ornamental lights located within the Earle Brown area were installed in 1986. The typical life expectancy of this lighting system is approximately 30 years. The City has no remaining replacement poles or luminaires that match the existing system, and matching luminaires are no longer available from suppliers. The existing system is generally rated in fair to poor shape with increasing maintenance costs. The project will replace all poles and lights.

Brooklyn Boulevard Street Light Replacement (65th Ave to Brooklyn Park Border) - 2032

The 76 street lights north of 65th Avenue to the Brooklyn Park border will have reached their proposed lifecycle and need to be replaced. Proposed 35' painted aluminum poles with LED shoebox style fixture. The light pole bases and wire should not need to be replaced.

Traffic Signal Rehabilitation at Freeway Boulevard and Shingle Creek Pkwy – 2035

The traffic signal system along Shingle Creek Parkway at Summit Drive, John Martin Drive, and Brookdale Square was originally installed in 1990, with rehabilitation work completed in 2007 and 2012. The system will be evaluated to determine necessary upgrades to improve performance, reliability, and safety. Proposed improvements may include the addition of video detection, emergency vehicle preemption (EVP), upgraded lighting, and modernization of signal control cabinets as part of a comprehensive system renewal effort.

Facility Capital Improvement Program

Facility Capital Improvement Program

Facility improvements are based on the 2024 Facility Condition Assessments, addressing short- and long-term issues identified within 27 city-owned facilities. Projects are prioritized based on the current condition of facilities, age, and the criticality of assets to overall operations. This fund ensures the maintenance and enhancement of essential services, promoting healthy and reliable city operations.

Community Center Deferred Maintenance Project – 2027

The Brooklyn Center Community Center, built in the 1960s, will undergo long-overdue improvements. Planned work includes replacing the pool liner and deck surface, repairing the roof, and upgrading HVAC systems to ensure the facility remains safe and reliable.

Emergency Responder Radio Replacement – 2028

The emergency responder radios for Police and Fire will reach the end of their service life in 2028 and require full replacement to maintain reliability and compliance.

Emergency Responder Radio Replacement – 2029

Public Works emergency responder radios will reach the end of their service life in 2029 and require full replacement to ensure compatibility and continued communication.

West Fire Station Parking Lot Mill and Overlay – 2030

The West Fire Station parking lot mill and overlay will resurface the existing bituminous parking lot to extend pavement life, improve drainage, and enhance safety for emergency vehicles and staff. Scheduled for 2030, this project will be combined with the Garden City Central and North Area Mill and Overlay Project to take advantage of economies of scale by sharing mobilization, paving, and striping costs.

Public Works Garage Reconstruction Project – 2030

The existing Public Works Garage has exceeded its intended service life and no longer meets the operational or efficiency standards required to support current and future Public Works functions. Due to the facility's deteriorating condition and outdated infrastructure, a full reconstruction is necessary.

Self-Contained Breathing Apparatus (SCBA) Replacement (Fire) – 2033

Fire Department self-contained breathing apparatus (SCBA) units will reach the end of their service life in 2033 and require full replacement to meet safety standards.

Storm Water Improvements

Storm Water Management Basins

In 2015, the City hired WSB and Associates to conduct a condition assessment of the City-maintained storm sewer system and storm water management ponds located throughout the City. The assessment process resulted in a list of improvements to address problems with erosion, sediment accumulation, inlet and outlet blockages and other miscellaneous maintenance issues. Using the City's Storm Water Asset Management Plan (SWAMP) program developed by WSB and Associates that uses an annual sediment loading rate to predict sediment accumulation for project prioritization.

Storm Structure Sediment Management Project – 2026

Regional stormwater treatment structures are located at the Top Golf site and at the intersection of 59th Avenue and Lyndale Avenue. As stormwater flows through these systems, sediment and debris gradually accumulate within the structures, diminishing their effectiveness. The proposed work involves the removal of accumulated sediment and debris to restore the structures' full treatment capacity.

East and West Palmer Park Flood Mitigation – 2027

This project provides flood mitigation and ecological restoration at both East and West Palmer Park. Improvements will create additional flood storage, restore and enhance wetlands, and establish prairie habitat. The project also includes grading, stormwater system improvements, and public access features such as boardwalk segments and trail adjustments, completed in coordination with the Three Rivers Park District. These measures will reduce flood risk, improve water quality, enhance habitat, and maintain park connectivity.

Storm Structure Sediment Management Project – 2031

Regional stormwater treatment structures are located at the Top Golf site, at the intersection of 59th Avenue and Lyndale Avenue, and at the intersection of 63rd Avenue and Brooklyn Blvd. As stormwater flows through these systems, sediment and debris gradually accumulate within the structures, diminishing their effectiveness. The proposed work involves the removal of accumulated sediment and debris to restore the structures' full treatment capacity.

Park and Trail Improvements

Park Improvement Program

The Park Improvements Program is an initiative to advance the 2025 Park Capital Investment Plan, focusing on strategic enhancements across the city's parks. This program allocates funding to projects identified in the investment plan, including but not limited to flood mitigation in parks, irrigation upgrades, new amenities, and other critical improvements. Guided by extensive public engagement, the program ensures community priorities shape the park system's growth. Additionally, the funds are designed to be flexible, serving as a match to attract and leverage external grants, thereby maximizing resources for impactful park enhancements.

Hazardous Tree Management and Reforestation – 2026 through 2035

The Emerald Ash Borer (EAB) is a non-native insect that was discovered in North America in 2002 and identified in Minnesota in 2009. The City has thousands of ash trees on public property. This project will help lessen the disruption to the urban forest caused by the infestation of EAB through the use of tree removal, and reforestation.

69th Avenue Landscape Rehabilitation - 2031

Proposed construction would include irrigation updates and replacing the landscape plantings and sod along 69th Avenue from Brooklyn Boulevard to West Palmer Lake Drive.

Miscellaneous Projects and Improvements

Traffic Calming Program – 2026 through 2035

The Traffic Calming Program funds roadway improvements that reduce speeds, discourage cut-through traffic, and enhance pedestrian safety. By implementing measures like speed tables, signage, and curb extensions, the program aims to create safer, more accessible streets, aligning with the city’s goal of improving community well-being.

City Public Art – 2027

The City Public Art Fund provides an annual allocation of \$50,000 within the Capital Improvement Fund to support the integration of public art into city projects and community spaces. The fund is intended to enhance the visual and cultural character of Brooklyn Center through installations such as murals, sculptures, functional art, and other creative features incorporated into public facilities, parks, and infrastructure improvements.

Retaining Wall Replacements (Miscellaneous Locations) - 2029

Replacement of miscellaneous retaining walls at numerous locations within the City’s right-of-way (Brooklyn Boulevard, Dupont Avenue, 57th Avenue and 69th Avenue). A full evaluation will be performed subsequently.

Highway 252/I-94 MnDOT Project– 2029

The MN 252 and I-94 corridor through Brooklyn Center, Brooklyn Park, and north Minneapolis is in critical need of safety and mobility improvements. People traveling along Hwy 252 experience high crash rates, recurring congestion, and long delays, and conditions are especially unsafe for people walking, biking, or rolling across the highway. Three existing intersections along Hwy 252 have historically ranked among the top ten highest-crash locations in Minnesota, creating significant barriers between neighborhoods and impacting the overall cohesiveness and livability of the surrounding communities. This is a MnDOT-led project, with MnDOT responsible for project design, construction, and administration, and the City coordinating engagement and municipal consent to ensure corridor decisions support Brooklyn Center’s safety, access, and community priorities.

City Public Art – 2030

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Emergency Outdoor Warning Sirens – 2040

The City’s outdoor warning sirens will reach the end of their service life by 2040 and require full replacement to maintain system reliability and ensure effective emergency notification.

Traffic Calming Program

Traffic Calming Program

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