



Public Works Department – Engineering Division
(763) 572-3554

May 8, 2020

69th Avenue and Anoka Street Rehabilitation Project

Given the current pandemic the City will be posting all future project updates and notifications on the 69th Avenue and Anoka Street Rehabilitation Project page at <https://www.fridleymn.gov/1338>.

There will be no hard-copy updates delivered for this project. Residents are encouraged to contact web-StreetProjects@fridleymn.gov and request to be added to the mailing list to receive project updates via email.

Project Schedule

Our contractor, Northwest Asphalt, plans to start mobilizing onsite and constructing Anoka Street next week (Week of May 11th). They will be mobilizing onsite, installing traffic control and erosion control early next week and then will start the removal of pavement on Anoka Street later in the week.

You will be notified weekly on project updates and will receive notices for all major impacts during the construction process.

A summary of construction to be expected on 69th Avenue and Anoka Street follows (Note that durations are subject to changes due to weather, etc.):

Anoka Street

Pavement Removal*

Expected duration: 2 days

Flaggers directing traffic around construction as the pavement is removed and milled.

Grading of Street

Expected duration: 2 weeks

The street will be gravel while excess reclaim is removed, the street is graded, and until the contractor is able to get the base layer of asphalt placed. We will make sure the contractor works to keep the roadway passable and dust to a minimum.

Concrete Work*

Expected duration: 3 days

This work includes removal and replacement of curb/gutter that are affected by the project. There will be a minimum of 5 days to stay off the newly placed concrete to allow for curing.

Asphalt Work*

Expected duration: 3 days

This work includes installation of the 1st asphalt lift, raising of manhole/valve castings, installation of the 2nd asphalt lift. There will be a detour around the paving area and we will ask that you stay off the newly placed asphalt for a minimum of 4-8 hours to allow for curing time.

Turf Restoration

Expected duration: 2 weeks

Limited traffic and access impacts as we restore the site where affected by construction work.

***Note:** We will send out a notice ahead of time for this operation so that you can know what to expect for the project at that time.

69th Avenue (Contractor plans to start after Anoka Street has been finished)

Pavement Removal*

Expected duration: 3 days

Flaggers directing traffic around construction as the pavement is removed.

Grading of Street

Expected duration: 4 weeks

The street will be gravel while excess reclaim is removed, the street and trail are graded, and until the contractor is able to get the base layer of asphalt placed. We will make sure the contractor works to keep the roadway passable and dust to a minimum.

Concrete Work*

Expected duration: 7 days

This work includes removal and replacement of curb/gutter and concrete driveways that are affected by the project. There will be a minimum of 5 days to stay off the newly placed concrete to allow for curing. This may affect your access into your driveway, so we will notify you to park on an adjacent streets during this phase.

Asphalt Work*

Expected duration: 9 days

This work includes installation of the 1st asphalt lift, raising of manhole/valve castings, installation of the 2nd asphalt lift and asphalt driveways that are affected by the project. There will be a detour around the paving area and we will ask that you stay off the newly placed asphalt for a minimum of 4-8 hours to allow for curing time.

Pavement Markings

Expected duration: 2 days

Flaggers directing traffic around construction as pavement markings are placed.

Turf Restoration/Signage

Expected duration: 2 weeks

Limited traffic and access impacts as we restore the site where affected by construction work.

We ask that you don't park cars on 69th Avenue or Anoka Street in construction areas from 7 AM to 7 PM, Monday-Friday to allow for the contractor to have the space needed for the project. Street parking causes delays for the contractor and we don't want to cause any damage to your personal vehicles. Please let us know as soon as possible if you plan on hosting any events (graduation, birthday, holidays, etc.) and we will do our best to work with our contractor to avoid any major inconveniences. We also ask that you refrain from watering your lawn in areas where if the runoff will go onto the new concrete or gravel road.

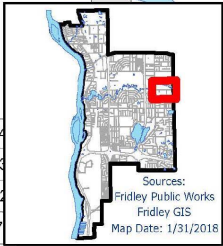
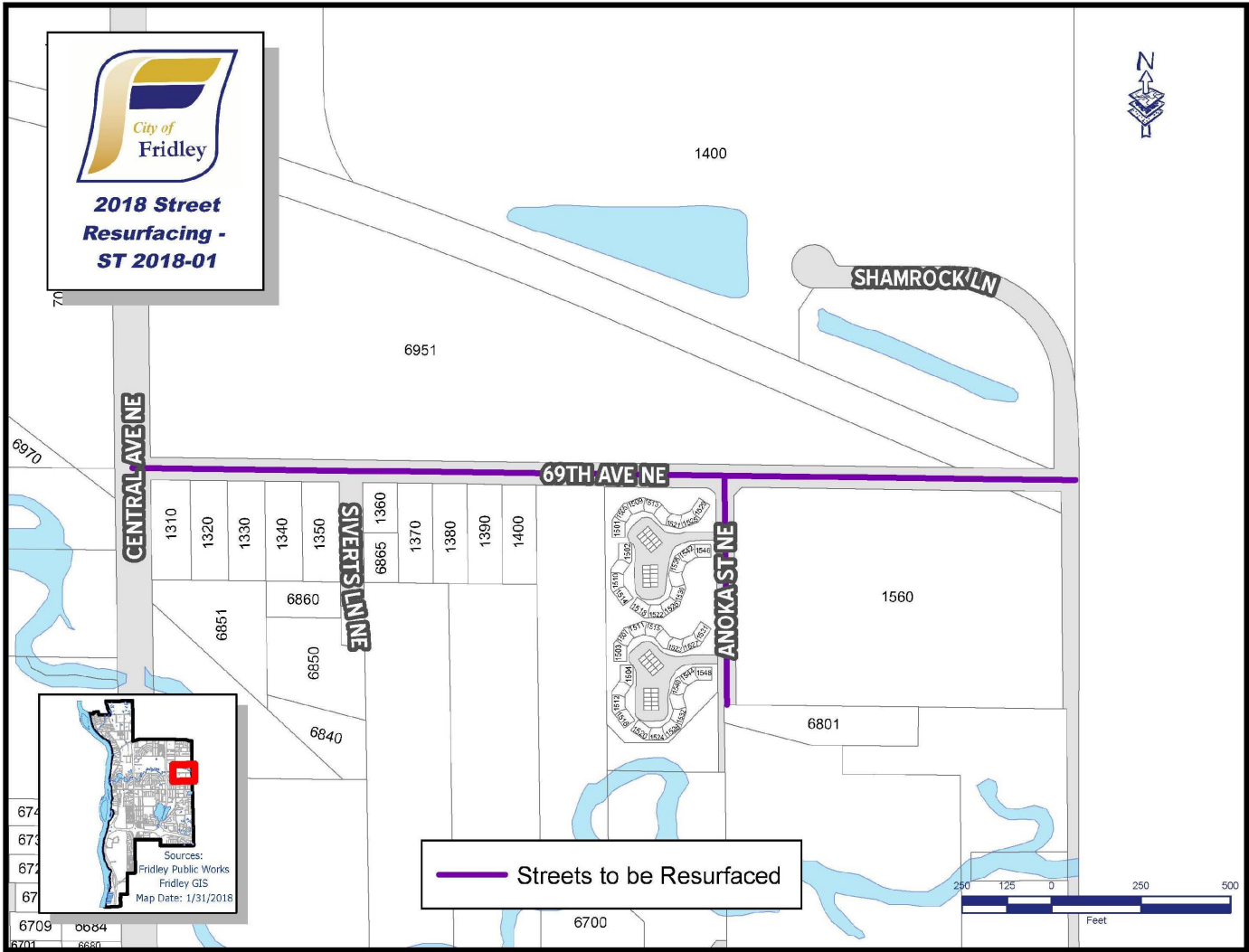
Attached is a Frequently Asked Questions (FAQ) sheet about what to expect during construction of this project.

The final assessment hearing will be after construction has been completed and is anticipated to be in the fall.


Our project engineer, Brandon Brodhag, can be reached at (763) 238-8086 if you have questions.



2018 Street Resurfacing - ST 2018-01



Sources:
Fridley Public Works
Fridley GIS
Map Date: 1/31/2018

 Streets to be Resurfaced





Public Works Department

Streets • Parks • Water • Sewer • Stormwater • Fleet • Facilities • Engineering

2018 Street Rehabilitation Project No. ST2018-01 **Construction Information & Frequently Asked Questions**

Landscaping/Plantings/Sprinkler Systems

Generally the boulevard will be disturbed 10 feet behind the existing curb. We are requesting residents to remove yard landscaping items that they wish to replant such as flowers, shrubs, small plants, or any special garden plantings. The Contractor will be responsible for removing and reinstalling sprinkler systems, pet fence systems, retaining walls, decorative rock, edging and fabric. Please mark your sprinkler heads and/or invisible fences in your yard.

Access during construction

All efforts will be made to maintain full access to homes throughout the construction process. The biggest inconvenience is when the concrete curb and gutter is replaced in front of your property. We will only be doing spot repair for the curb and it requires 5 days to cure after it is placed. During that time you may have to park on the street in front of your house or on a side street. We will provide notification with instructions 2-4 days before this will take place. Concrete driveway aprons take the same amount of time to cure. We pour them as soon as possible after pouring the curb and gutter to try to keep the inconvenience to a minimum.

During the other phases of the project we try to keep the disturbance to a minimum. After the Contractor has reclaimed the roadway, there will be a portion of time that the roadway will be a dirt street. The Contractor will have the street graded down so that the street is drivable and safe. We will make sure that the Contractor keeps putting water down to keep the dust to a minimum. The Contractor must keep the streets open for emergency vehicles. There may be times when the Contractor happens to be working in front of your driveway or digging a hole on your street. When this happens, the construction foreman will help you to navigate and gain access. Heavy summer rains make a mess and hamper accessibility. The Contractor is required to make things passable as soon as possible. If you have difficulty or notice a problem area, feel free to contact us.

If you have a condition that requires special access or accommodation during construction, please let us know and we can make special for you.

Project Communication

Brandon Brodhag (763-238-8086) is the project engineer. Brandon and the City's intern will be on the construction site. Look for them in vehicles or construction vests bearing the City's logo.

You may also call the City of Fridley's Engineering department at 763-572-3554 and somebody will be able to help you.

Mail Service

If you have a mailbox that is not attached to your house, the Contractor will work with the postmaster to provide a temporary location for your mailbox when needed to provide uninterrupted mail service. Generally, the mailboxes for one street or neighborhood are placed in one location. Upon completion of the project, the Contractor will reinstall the mailboxes in the original location.

Construction Scheduling

Coordinating a construction project is a complicated matter. The Contractor has different crews, different equipment and multiple subContractors. Unforeseen conditions like utility conflicts and weather can complicate things even further. Schedules can change with short notice. The City has specifications and requirements to keep the Contractor moving in a timely manner. We also distribute handouts to the residents to keep you informed of the progress and to warn you when major work will be affecting your neighborhood. Check your doors because we might not know which one you normally use.

Construction Safety

Please be aware that a construction site may be a dangerous place. The Contractor and the City will make every effort to ensure that adequate signs, fences, and barriers are installed on the site. Even with these precautions we are asking that extra care and attention is given in the construction area.

We request that parents keep children away from the construction site. The activity and equipment can attract children. City staff will be observing the Contractor's activity and may not be aware of any children in the area.

Frequently Asked Questions

Why did they cut the road out so deep? We get this question a lot, usually when the street has been excavated and the new curb and gutter is in place on top of the subgrade and hasn't been backfilled yet. The grade of the boulevards and the fact that the gutter is sitting with nothing around it yet creates an illusion that the new street will be much lower than the existing street. In the design process we try to keep things as close to the original conditions as possible.

Why did they cut my driveway at that point? Before the Contractor cuts the driveways we (the engineering department) go to each of the driveways to determine where it should be cut. We look at the flatness/steepness of the driveway and where the final grade of the new curb will be. We want to impact as little of your driveway as possible, but we need to go far enough back to ensure that your new driveway will not be too steep or will not have drainage problems. The existing joints, landscaping and other conditions are taken into consideration. Because of all these factors, two neighboring driveways may need to be cut back to different lengths. Sometimes we have to get out the survey equipment and take a closer look to make sure that things will work.

What if I want a new driveway? We can only replace what is within the scope of the project limits and the contract. You may ask the Contractor directly if they would be willing to replace your driveway as side work. In past projects, residents who wanted to replace their entire driveways organized with each other to get bids from driveway Contractors.

How do I care for the new vegetation? The Contractor is responsible to seeing the vegetation is maintained and watered for 30 days. After this time, they have to replace any dead vegetation and from that point it is the residents' responsibility to care for it. You should not mow until the vegetation will not pull up when the roots are established. Grass keeps its moisture in its leaves and mowing takes this away. If you really feel the need to mow, please set your mower 2 inches higher on the new vegetation. We appreciate any help that we can get from residents in caring for the restored areas.

Why do you pave over the manholes and water valves and then cut them out later? This is a standard practice in street construction. We cut the pavement and raise the manholes and water valves to their final elevation in preparation for the final lift of asphalt. These are left under the surface of the street and plated over with steel so that the Contractor can get proper compaction on the class 5 and base pavement. Otherwise we wouldn't be able to roll up next to these structures and it would result in poor compaction. It also ensures that the structures are set to the proper final elevation. If they are too low or too high in relation to the final pavement, they create a hazard.

Why do you cut lines across the brand new street? After we put down the final layer of asphalt, we cut the street and fill in these cuts with an elastic/ rubber/ asphaltic agent. The cuts are made about every 40 feet and at manhole and gate valve locations. With the freezing and thawing in Minnesota, things move and you end up with cracks across the street. Even on a brand new street with a new gravel base, the street will move and you will get a few cracks starting the first winter. When we make these sawcuts, we "tell" the road where to crack on a nice clean line. Water is sealed from getting into the crack and causing further damage. It really adds to the life of the street.