

## Frequently Asked Questions – Street Maintenance Projects

### Why are you fixing my street?

The City of Bismarck's Engineering Department evaluates the roadway network and programs improvements that will either improve the conditions or increase the longevity of the roadway.

### How will this project improve my streets?

As with any utility, continued maintenance is needed to maintain a reliable system or network. Over time, the top layer of asphalt becomes weakened and susceptible to excessive cracking, rutting and eventually the formation of potholes. If the cracks and potholes are not repaired, moisture can enter the subgrade and accelerate the deterioration of the pavement.

In addition to maintaining or reconstructing the asphalt pavement, staff evaluates the curb, gutters, and driveways for excessive cracking and for settlement that could hold or pond water. Using visual evaluations, survey profiles, and ADA (Americans with Disabilities Act) specifications, staff determine which concrete items need to be replaced in order to maintain positive drainage within the street in order to protect the subgrade from saturation.

### Are there other improvements planned with this project?

Some units in this street improvement district may have some areas where the water main may need to be replaced and sanitary sewer may need to be repaired. Any planned utility work requiring the need to open cut the pavement would occur prior to the street improvements. All costs related to the City's water main replacement or sanitary sewer maintenance are paid by Public Works and are not special assessed.

### Why are alleys part of this improvement district?

Pavement maintenance of alleys is like that of streets. Alleys within the same area as the streets are included in the district if they require maintenance or reconstruction.

### I would like to have concrete work on my driveway done. Can I have it completed as part of this project?

Concrete work, such as driveway approach widening and repair which are in the right of way, can be completed as part of this project. All costs associated with this work will be assessed directly to your property and will increase your total assessed cost. To include this work with the project, we will need to schedule the work with the contractor early so please contact the engineering department to discuss what additional

work you would like to include with the project as early as possible.

### How is my special assessment determined? Are property owners paying for all the costs of the project?

Street maintenance projects are funded through the combination of City revenues (Operation Prairie Dog funding as appropriated by ND Legislature, sales tax and other sources) along with special assessments to the benefiting properties. Benefiting properties can include residential, commercial, and government-owned properties within a special assessment district.

The total special assessment for the project is based on the total project costs less the City contribution. The



special assessment assigned to each individual parcel follows the City of Bismarck's Special Assessment policy.

Residential properties of similar size have a comparable benefit to other residential properties in the district and would receive an equivalent assessment. For commercial properties, the allocation is based on parcel square footage.

### My property is adjacent to more than one street. How is my special assessment determined?

If all adjacent streets to a property are scheduled for improvement under the current project, this property is considered fully benefited from the improvement. If only a portion of the adjacent streets is scheduled for improvement, a proportion of the improved streets compared to the total adjacent streets is used to determine the special assessment. For example, a residential property adjacent to two streets with only one improved, is assessed half of a typical assessment on this project with the other half reserved for a future project. For commercial properties, the proportion of the street frontage in the district to the overall street frontage of that property is applied to the square footage of the property included in the district. The remaining square footage would be included in another district. An example of this concept is shown on an exhibit below with some properties receiving a full assessment while others are a half assessment.

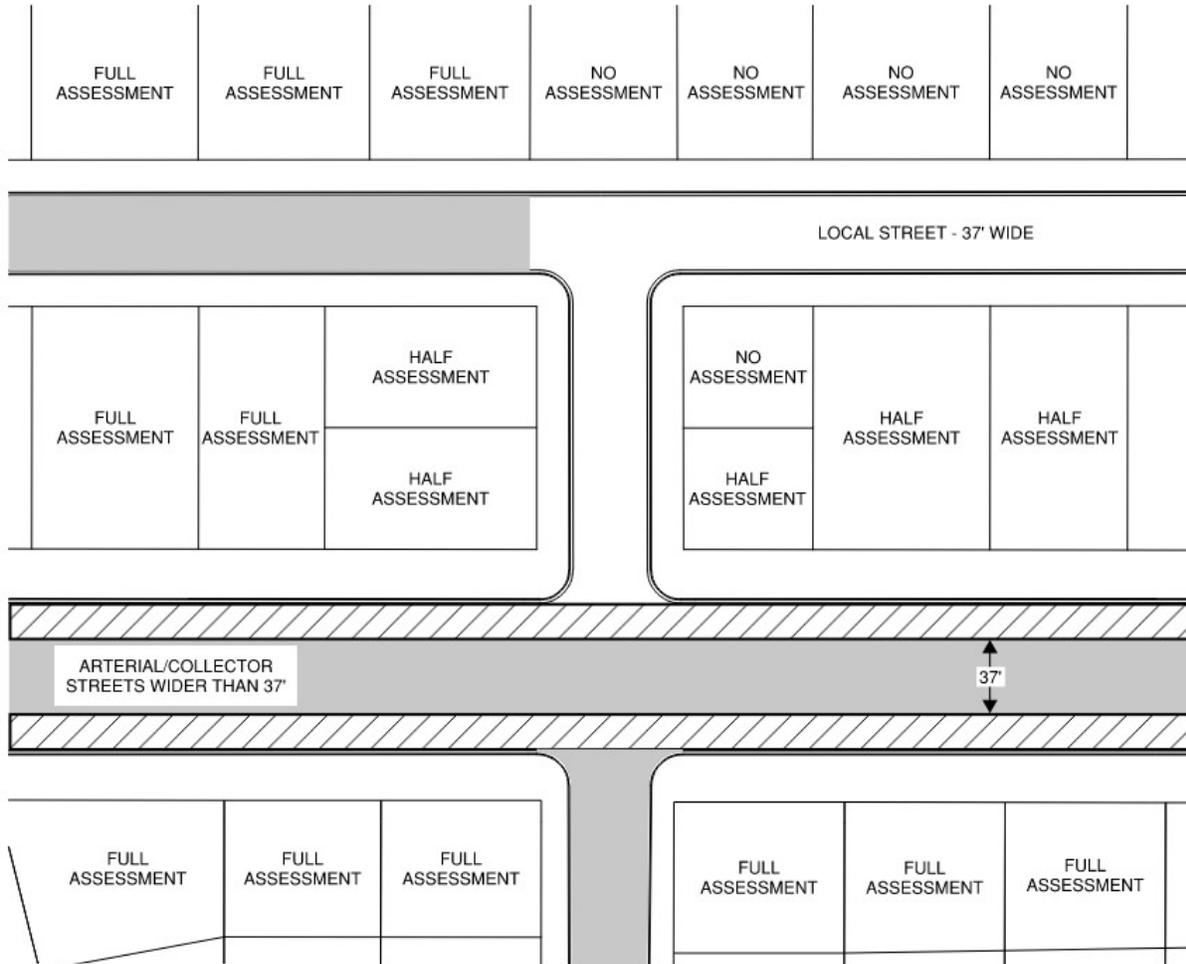
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**I'm a resident and I live on a very busy street, why am I paying for the maintenance for this street when everyone in the City benefits from the improvement?**

For residential properties located on a collector or arterial street where the street is wider, the pavement depth is thicker and the maintenance activities may be more frequent to handle the additional traffic, the City funds the cost of the extra width and depth of the pavement. This contribution is in addition to the

subsidy provided by the City. By making these adjustments, any residential property located on a collector or arterial street would receive a comparable special assessment to a residential property located on a local residential street. This concept is illustrated in the exhibit below, the hatched areas are 100% paid by the City and the shaded areas are subsidized with City revenues initially with the remainder of the costs special assessed.



- LEGEND**
-  COSTS PAID 100% BY THE CITY
  -  COSTS ASSESSED AFTER RECEIVING SUBSIDY BY THE CITY

