

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?

Concrete pavement cracks and joint sealants deteriorate over time. When this happens, storm water runoff from the street works its way through the cracks and unsealed joints to the subgrade (material below the concrete that supports the pavement). The additional moisture to the subgrade can cause loss of structural support to the concrete resulting in additional pavement failures. The work proposed with this project would remove and replace all joint sealant and seal any low severity cracks. When the severity of the crack is greater than what the sealant can address, the concrete would be removed and replaced. Spall areas (concrete that break off due to moisture entering through cracks or deteriorated joint sealant) and settled concrete would also be replaced.

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 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 City contribution.

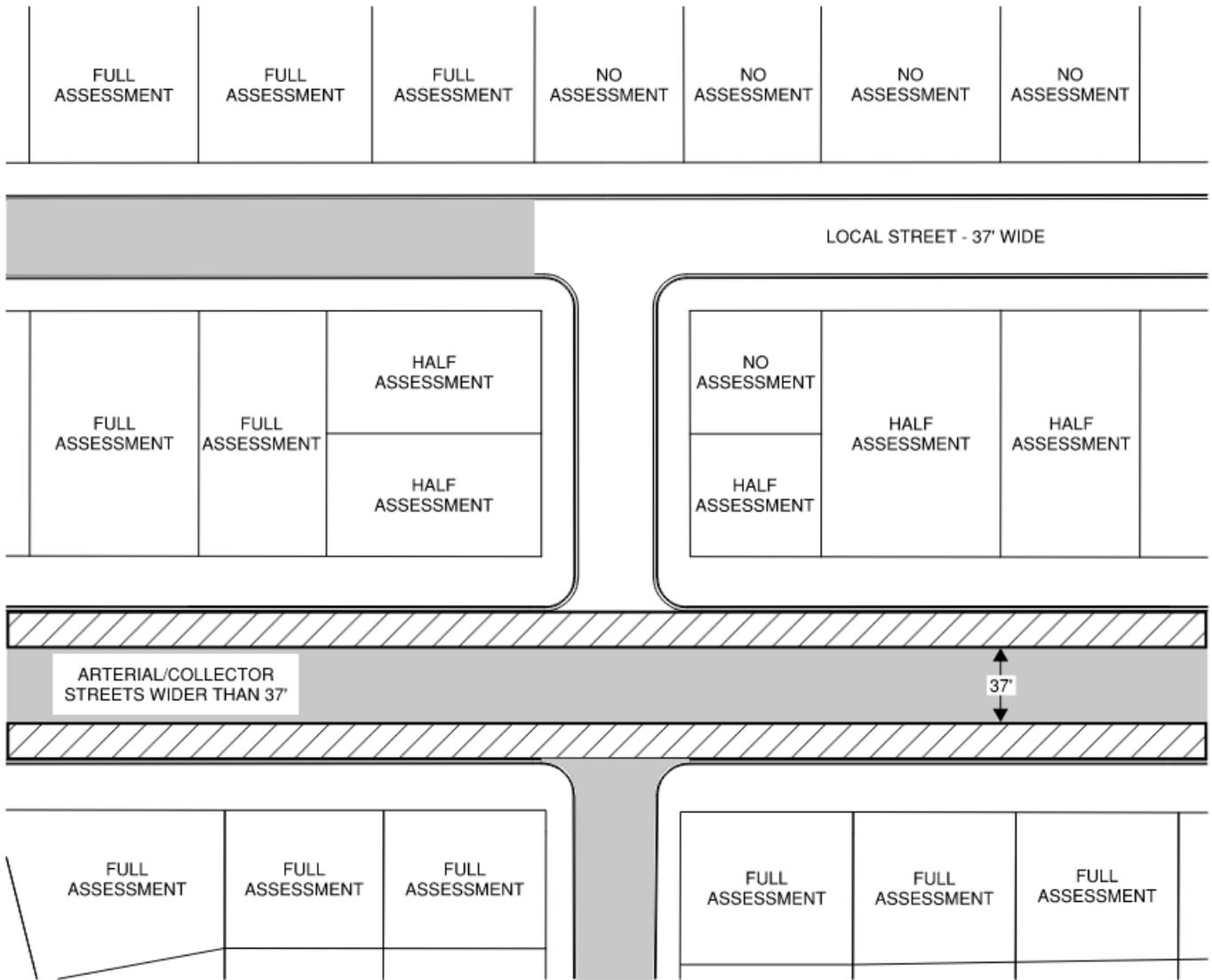
The special assessment assigned to each individual parcel follows the City of Bismarck's Special Assessment policy. Residential properties of similar size have a comparable benefit to other residential properties in the district and would receive an equivalent assessment. For Commercial properties, the allocation of special assessed costs 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 are scheduled for improvement, a proportion of the improved streets compared to the total adjacent street 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 on the reverse of this document with some properties receiving a full assessment while others are a half assessment. If the property is adjacent to a federal aid route such as South 7th Street or Bismarck Expressway, the adjacent federal aid roadways would not be used to determine percent benefitted as maintenance costs are funded by state and federal agencies and are not special assessed.



Frequently Asked Questions – Street Maintenance Projects



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

