

## Funding Philosophy

Council set aside funds long ago to assist neighborhoods with street reconstruction. Local street repairs are shared equally (50% assessed, 50% City cost), while utility repairs and maintenance work on collector and arterial streets are 100% City-funded.

## Project Costs

Estimated Project Cost.....	\$13.7 million
City Funds.....	\$8.4 million
<i>Includes Utilities, Trunk Storm Sewer, Park Trails, and 50% Street Rehabilitation Cost</i>	
Special Assessments .....	\$5.3 million

## Proposed Assessments

Single Family Residential Zone R-2/R-3 (499 total).....	\$7,000
<i>Annual Payment = \$515.07*</i>	
Multi Family Residential (6 total) .....	\$4,200
<i>Annual Payment = \$309.04*</i>	
High Density/Apartments.....	\$2,800
<i>Annual Payment = \$206.03*</i>	

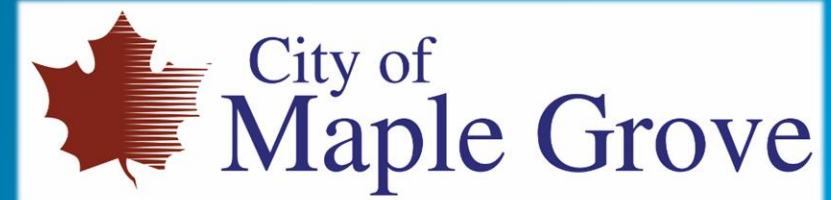
*\*Payable with property taxes over 20 years at 4.0% interest*

Your Maple Grove Engineering Department has a wealth of experience in all engineering projects as well as street rehabilitation. We stand ready to implement the program in your neighborhood with the intent of providing an excellent and cost-effective project, while at the same time minimizing inconvenience to you during the construction phase.

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# 2022 Street Rehabilitation Program

## Resident Information Pamphlet

## Street Rehabilitation Program Overview

- City of Maple Grove maintains over 280 miles of local streets of various ages depending on when development occurred
- Typical street design standards provide a 20-year life expectancy (with periodic maintenance)
- Program began in 1997, and has reconstructed streets serving over 13,000 residences
- Council approves long term plans every five years
  - Current Plan Cycle 2018-2022
- Streets that are rehabilitated with the program are typically between 20 and 30 years old.



## How are streets identified and selected for rehabilitation?

- Based on general age of streets, input from street maintenance staff, and observation/analysis of engineering staff
- Neighborhoods are selected as a whole: piecemeal rehabilitation is not cost effective, reconstructing only one street at a time spreads the neighborhood impact over several years, and home values are maximized when all the neighborhood streets are improved
- Identified neighborhoods are surveyed for input into the five-year plan

## Property Taxes pay for Routine Maintenance and Pavement Preservation

- |                     |                                      |
|---------------------|--------------------------------------|
| • Snow Plowing      | • Traffic Control/Signs/Striping     |
| • Street Sweeping   | • Repair/Clean Storm Sewers          |
| • Pot Hole Patching | • Clean Stormwater Treatment Systems |
| • Crack Sealing     | • Mowing/Landscaping/Tree Trimming   |
| • Seal Coating      |                                      |

The portion of a dwelling's annual property tax dedicated to routine street maintenance (based upon a \$354,600 average home market value in Maple Grove) is \$217.27



## Street Aging and Deterioration

- Over their life cycle (20+ years), streets gradually wear out
- The City proactively maintains and preserves streets throughout their life cycle (see orange box to left)
- Routine maintenance cannot prevent settlement of pavement and curbs, resulting in cracking and water retention, which accelerate deterioration
- Continuing to patch a street at or near the end of its life cycle is neither sustainable nor practical economically
  - *Very costly and does not last long*
  - *Poor appearance and ride*
  - *Reduces safety*
  - *Limits ability to salvage/reuse pavement*
  - *Does not address underlying settlement issues*
  - *Delaying rehabilitation increases cost beyond inflation*

