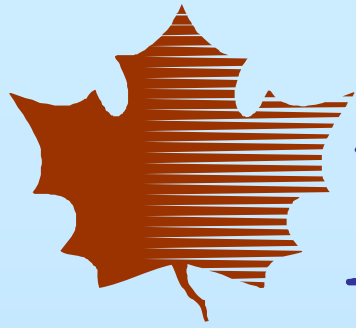


City of
Maple Grove

2008 – 2012
Street Rehabilitation Program



City of Maple Grove

Welcome to the City of Maple Grove Street Rehabilitation Program web page. It is hoped that you find the contents informative. If your neighborhood is being considered for street reconstruction, you should have received other information by normal mail delivery. If you have any questions please contact the City Engineering Staff:

Phone: 763-494-6350

US Mail: City of Maple Grove, Engineering Dept., P.O. Box 1180
Maple Grove, MN 55311

Email: engineering@ci.maple-grove.mn.us

Also, you are invited to attend a Public Informational meeting on one of the following dates:

April 11, 2007 at 2:00pm

April 11, 2007 at 7:00pm

April 17, 2007 at 5:00pm

April 17, 2007 at 7:00pm

Street Reconstruction Program

HIGHLIGHTS:

- 🚧 Program Introduction
- 🚧 Street Age and Conditions
- 🚧 City Maintenance Procedures
- 🚧 Maintenance vs. Rehabilitation
- 🚧 Program Objectives
- 🚧 Overview of Improvements
- 🚧 Funding/Costs
- 🚧 Proposed Rehabilitation Areas for 2008 - 2012
- 🚧 Maple Grove's Engineering Department



Program Introduction

Numerous neighborhoods in Maple Grove are approaching 20-25 years old. The streets within those neighborhoods now require some form of rehabilitation work in addition to the normal ongoing maintenance procedures. The Street Rehabilitation Program is recognized as an ongoing process of managing the investments in the City's street and utility systems.

As you walk or drive through your neighborhood, you will note that the condition of your streets vary significantly from place to place and the degree of deterioration is largely dependent upon the underlying soil and moisture conditions. The type of rehabilitation proposed for your neighborhood is dependent upon the current conditions of your streets and which methods can best utilize investments that have been made in the past.

Street Age and Conditions

Streets constructed in the 1970s were typically designed to last approximately 20 years and like your driveway and other parts of your home, gradually wear out and need to be replaced. In addition to normal wear and tear, some streets have experienced settlements or other deterioration due to variations in the stability of the soils underlying the pavement. Some streets have also been impacted by repairs of private and public underground utilities, resulting in patches of varying quality and maintenance requirements. Street conditions reach a point where normal periodic maintenance loses its effectiveness.



Street Age and Conditions

Due to Maple Grove's typical soils, a strong street design is important to accommodate heavier school buses, garbage trucks and delivery trucks. The ongoing filling and patching of potholes resulting from this type of traffic is not cost effective, not to mention the undesirable visual appearance of patches. Street rehabilitation would involve replacement of worn out or substandard pavement with a structurally improved street section, reducing ongoing maintenance costs.



Maintenance vs. Rehab.

The City has a program of periodic maintenance throughout the life of a street consisting of crack sealing, patching and seal coating. These maintenance efforts maintain the serviceability of the street, extend the structural life of the pavement, and temporarily cover blemishes in the appearance.

They do not recapture the strength, durability and drainage characteristics of new pavement. Normal maintenance treats the surficial symptoms, while street rehabilitation involves more extensive construction measures to correct the underlying ailments and restore new life to the street.



Maintenance vs. Rehab.

The street rehabilitation program is an ongoing process of evaluating and managing investments in the City's street and utility systems. Investments made in the maintenance of streets in your neighborhood have extended the life of the original pavement. Additional investments in normal maintenance (i.e., seal coating) would gain little as far as serviceability or extending the life of the pavement.



Future investments should be directed at correcting deficiencies in the original roadway and improvement of the street and utility systems (i.e., pavement section, curb and gutter, storm sewer and other drainage, watermain). Reconstruction would provide a new pavement with lower ongoing maintenance costs.

Maintenance vs. Rehab.

Within your neighborhood, conditions of the street vary from place to place. The street rehabilitation efforts recognize this and are designed to utilize the foundation of past investments to build on while rehabilitating the entire neighborhood at one time. Piecemeal rehabilitation of neighborhood streets would be more expensive and would produce a neighborhood with a patchwork appearance.



Objectives

- 🚧 Reconstruct streets at lowest cost possible
- 🚧 Retain, to the extent possible, the existing investment in our streets
- 🚧 Maintain property values
- 🚧 Improve aesthetics
- 🚧 Enhance safety within our neighborhoods
- 🚧 Provide drainage improvements
- 🚧 Improve rideability of the street surface

Overview of Project Improvements

- 🚧 Remove existing street surface
- 🚧 Repair and extend storm sewer
- 🚧 Replace or repair concrete curb and gutter as needed
- 🚧 Add or replace trails/sidewalks as needed
- 🚧 Repair utilities as needed

Maintenance Procedures

Your property tax dollars fund the following routine maintenance:

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

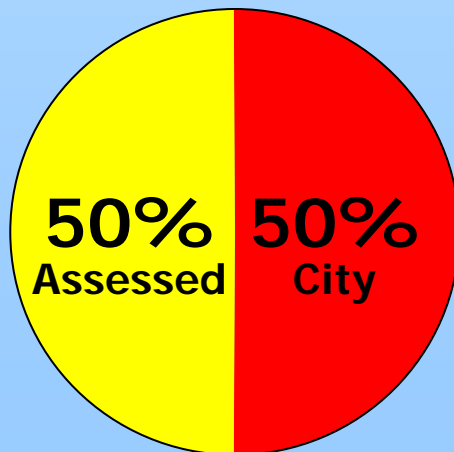
**Based upon a \$265,544
Market Value - the portion of
your 2007 property tax to
pay for routine maintenance is
\$114.77**

Funding

A number of years ago, the Maple Grove City Council had the foresight to set aside funds to assist neighborhoods with funding of street reconstruction. Since then, numerous neighborhoods have taken advantage of the program. This funding approach is referred to as **Long-Term Development Funds** with the intention of funding 50% of the street reconstruction costs.

Where utilities need repair or replacing, the City's utility fund covers 100% of the costs. For fairness purposes, it is expected that all properties pay for the installation of concrete curb and gutter once. Consequently, in neighborhoods where there is no existing curb and gutter, the costs thereof is 100% assessed.

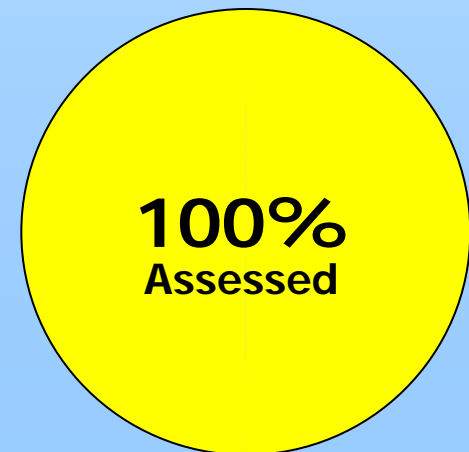
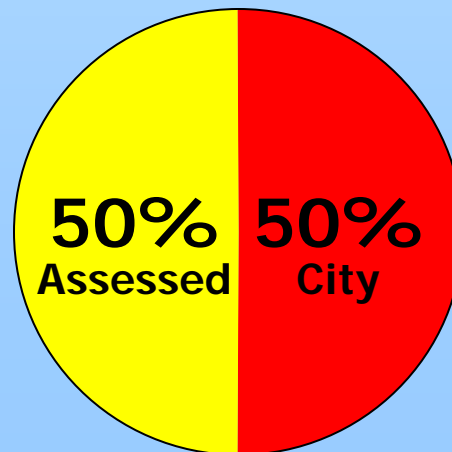
**Areas With
Curb and Gutter
Street Costs**



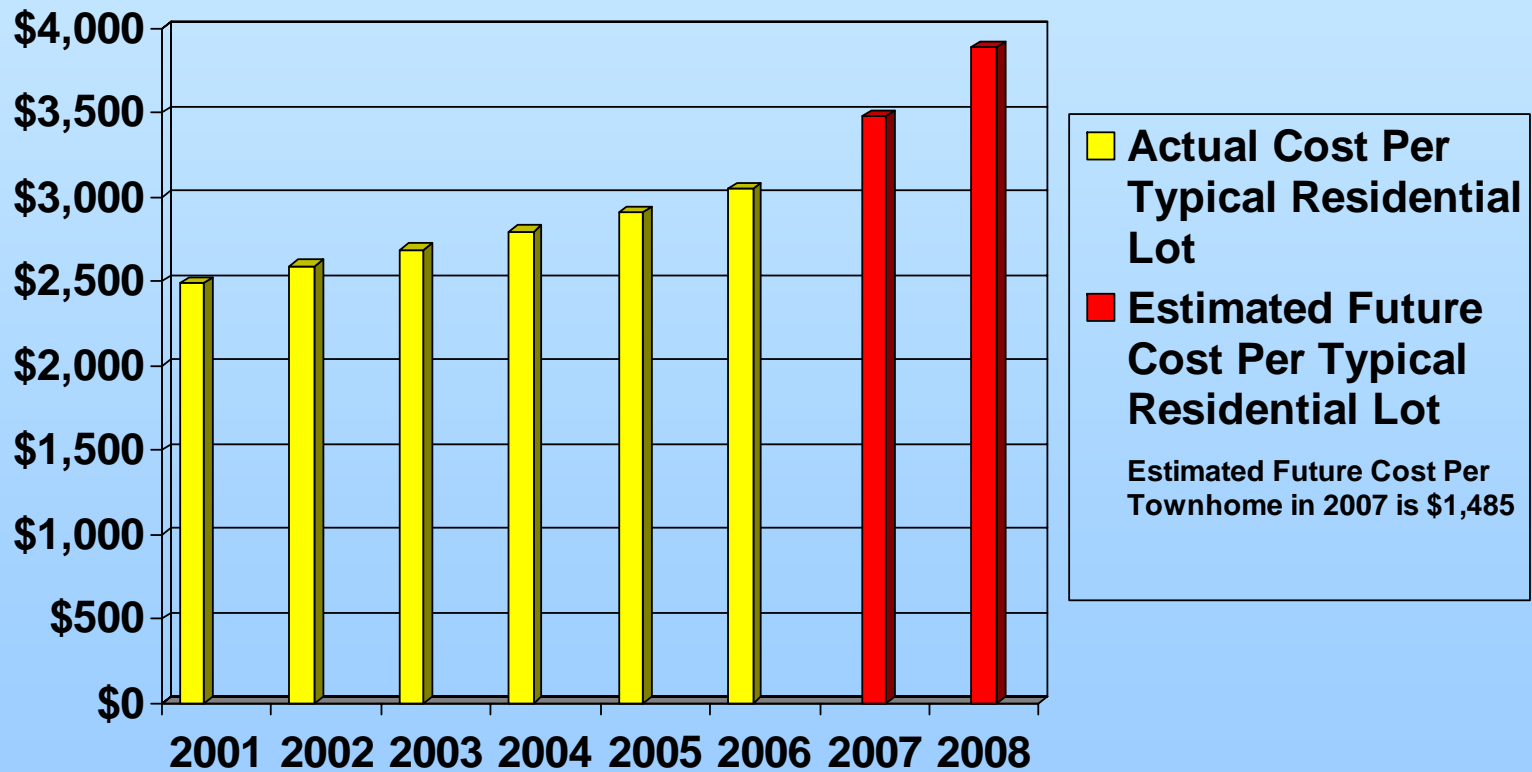
**Areas Without Existing
Curb and Gutter**

Street Costs

Curb and Gutter Costs



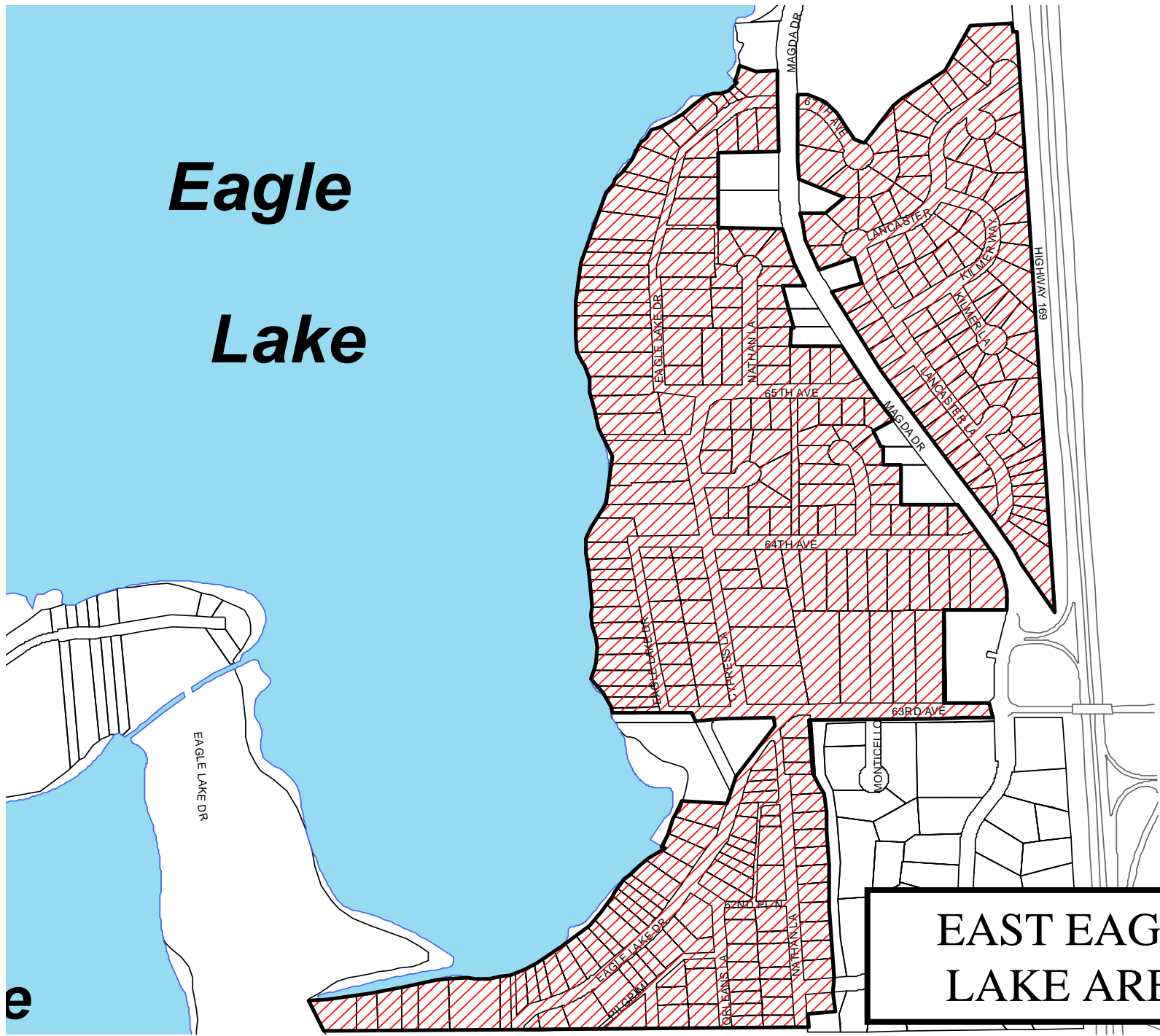
Special Assessment Costs



Proposed Rehabilitation Areas for 2008-2012

-  **East Eagle Lake Area**
-  **East Rice Lake Area**
-  **Fish Lake East Area**
-  **Fish Lake West Area**
-  **Hickory Ridge Area**
-  **Island Grove East Area**
-  **Rice Lake North Area**

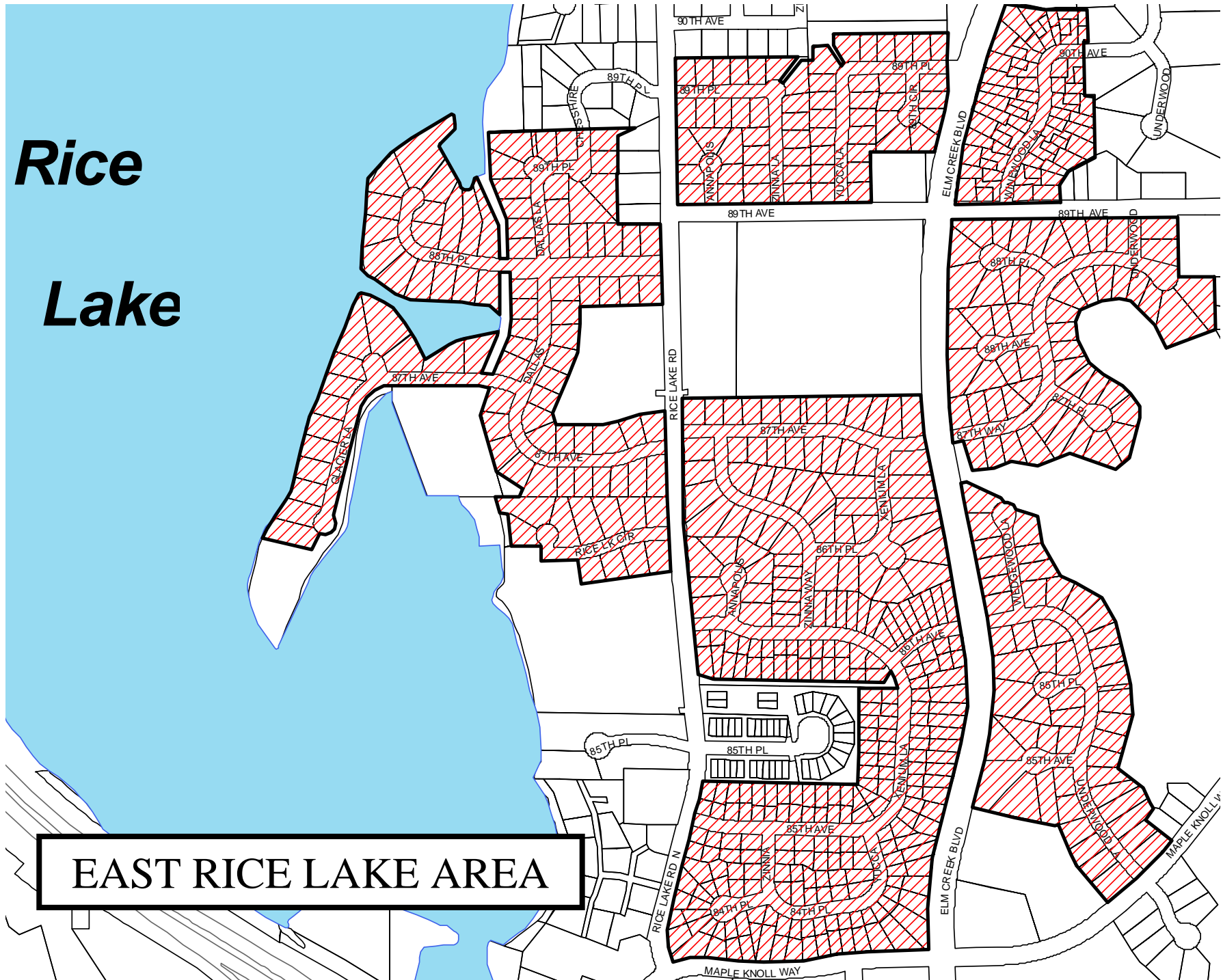
Eagle Lake

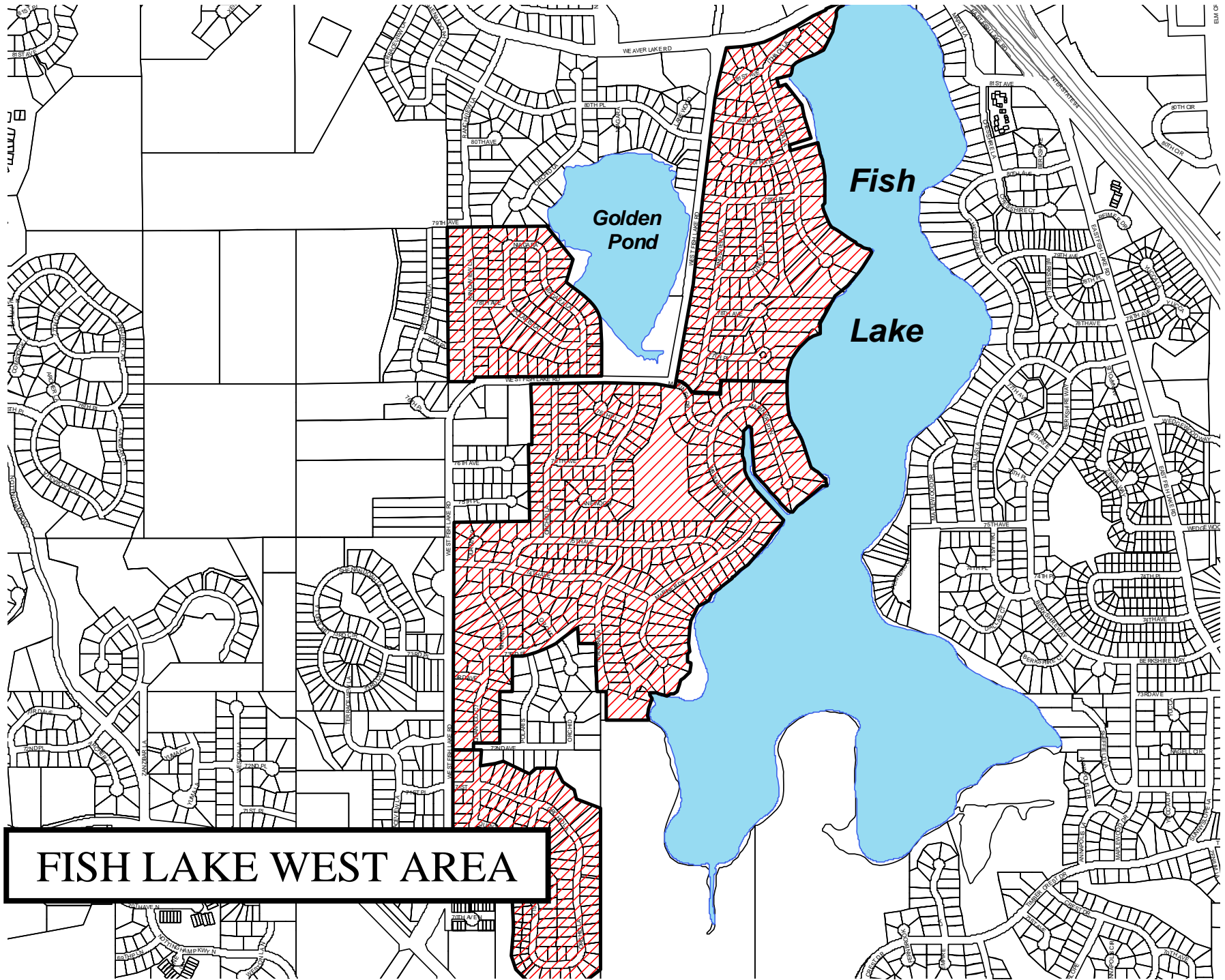


**EAST EAGLE
LAKE AREA**

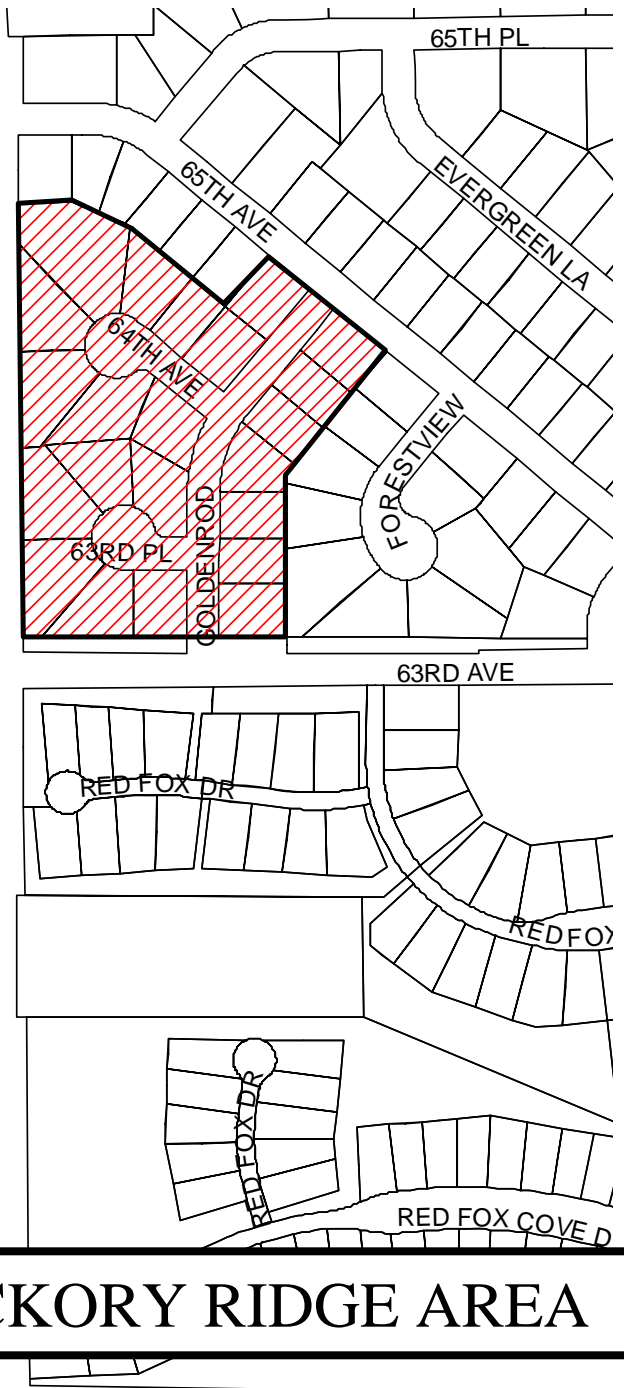
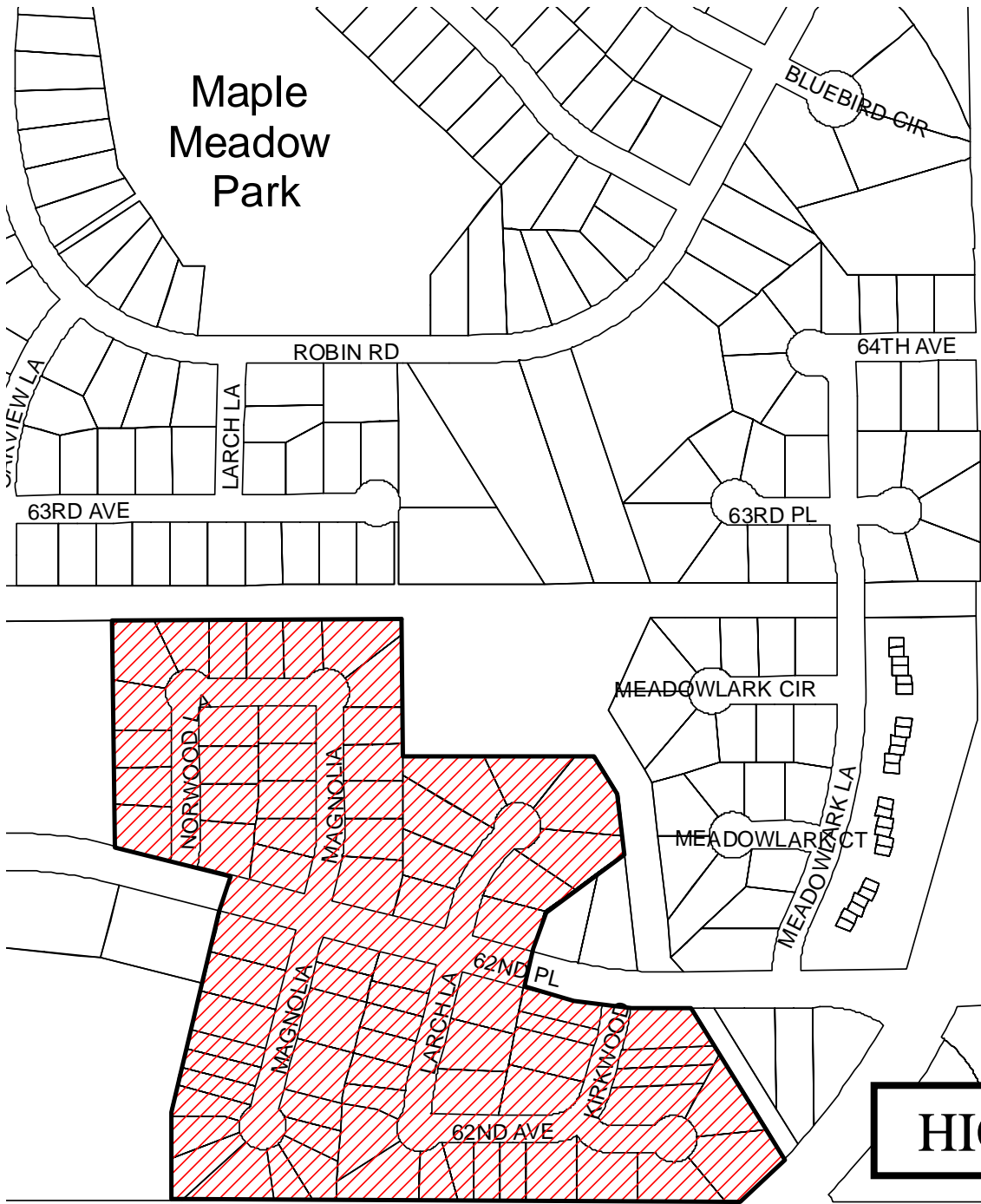
Rice Lake

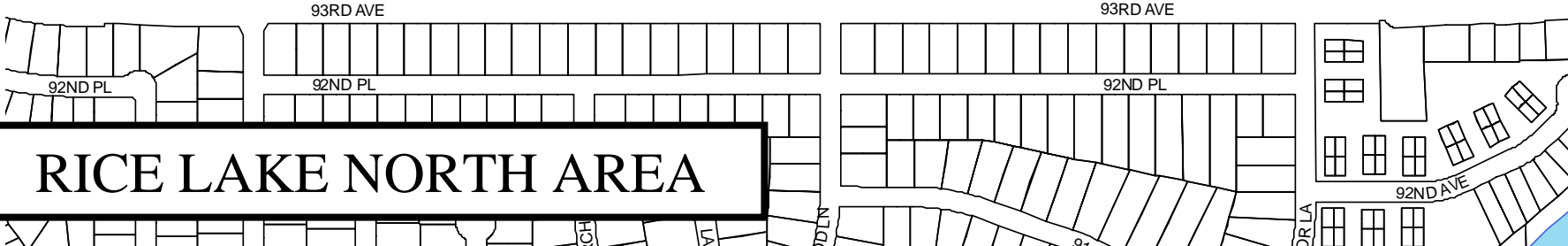
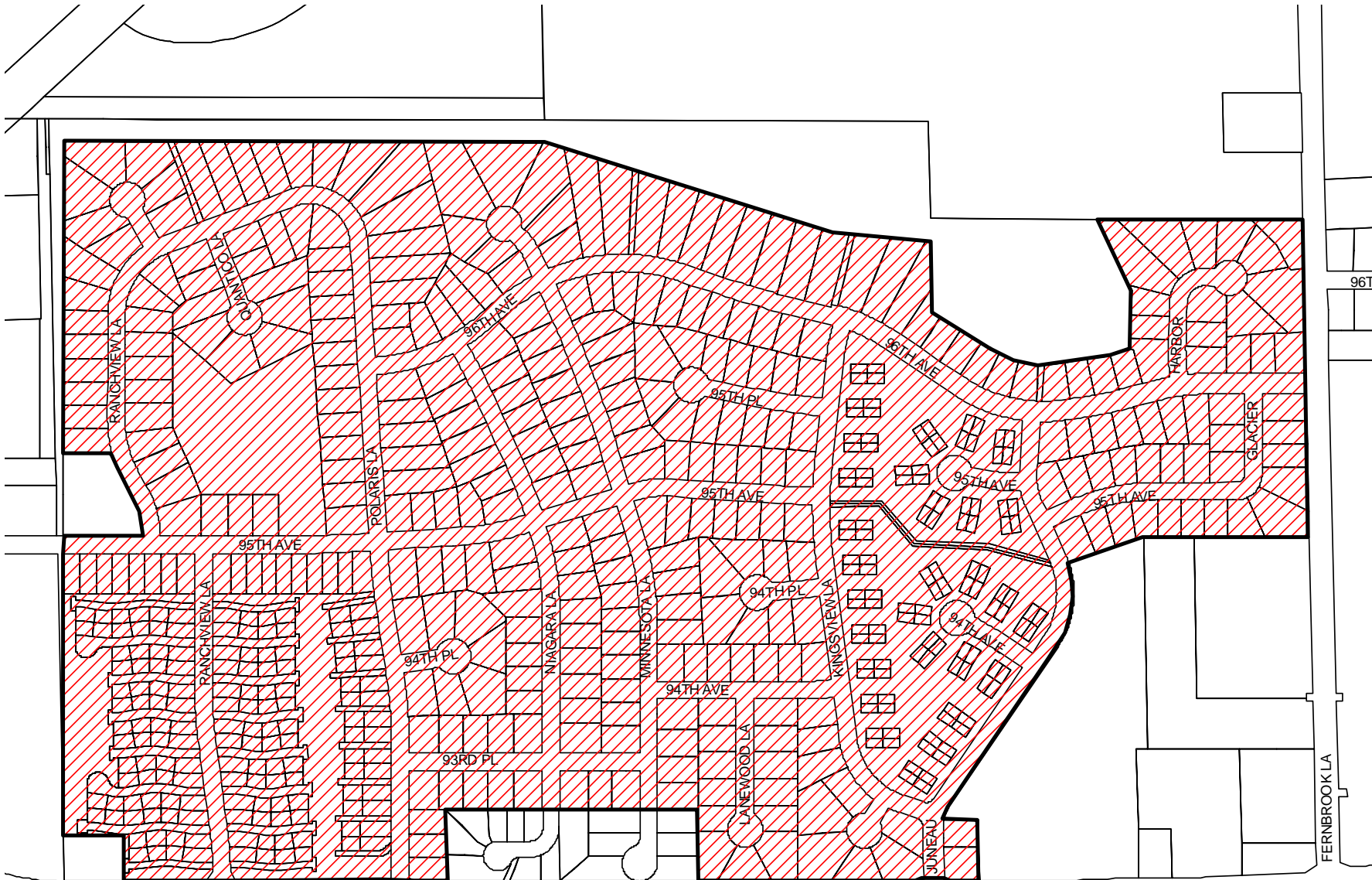
EAST RICE LAKE AREA





FISH LAKE WEST AREA





RICE LAKE NORTH AREA

City of Maple Grove Engineering Department

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.

For questions, please contact:

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