

Mandan Northwest Street Improvement District, SID #218 Questions and Answers

Updated on June 1, 2020

If your question is not answered within the below Q&A, please contact the Engineering office at 667-3225 or email jfroseth@cityofmandan.com in order for us to address. We will update this Q&A section as needed with new questions that come in.

Immediately below are construction phase Q&As and construction updates.

Q: Will residents lose access to roads and driveways when the project is under construction?

A: Some short term (a day or two) access may be lost during the project. If that is the case, the contractor will communicate when and where to the properties affected through flyers. We will strive to minimize this disruption throughout the project. The scope of construction is not expected to result in any long-term closures.

Q: When will the project start?

A: The project has started with some crack seal activity during the week of May 25th. The contractor anticipates mid-July or later for the more intense reconstruction portions of the project to take place. The contractor is obligated to be substantially complete by October 16th of 2020 with some chip seal and correction work expected in 2021 up to July 15th.

Q: What was the result of the public bid opening?

A: The bid opening was held on April 13, 2020. Strata Corporation was the low bidder and submitted a bid about 31% lower than the Engineer's estimate. Commission moved to award the project at our April 21st City Commission meeting. Click the links below and go to Bid No. 3 for more info on this bid opening.

[https://www.cityofmandan.com/vertical/sites/%7B38C3EFDC-F4D8-4D02-9E13-0987A081A7A4%7D/uploads/4-21-2020 Revised Agenda Packet for the website.pdf](https://www.cityofmandan.com/vertical/sites/%7B38C3EFDC-F4D8-4D02-9E13-0987A081A7A4%7D/uploads/4-21-2020_Revise_d_Agenda_Packet_for_the_website.pdf)

<https://dakotamediaaccess.net/CablecastPublicSite/show/7043?channel=2>

Below are prior to construction phase Q&As. (Some may no longer be relevant but left on for insight into the planning process)

Q: Will the public physically be allowed into the commission room during the Public Hearing?

A: No. Due to COVID-19 guidance from health officials, the public will not physically be allowed into this meeting. This is a change that came about on the afternoon of April 3rd. Previous to that, it was thought that the public would be allowed under certain guidelines, but the public will no longer be allowed under any circumstances.

Again, we encourage written comment and all comments received by the end of April 6th will be included in the commissioner's information. However, in order to be heard at the meeting, you may call in with the following instruction:

Please mute your phone until you wish to comment.

Dial: 1 (701) 667-3286

Access Code: 969209

Q: Are there any changes or adjustments planned at the April 7th Public Hearing due to COVID-19 concerns?

A: Yes, some. Typically, staff does not include all written letters as part of our commissioner's packets. We always have those available upon request, but not always in the agenda packet because of the large amount for some projects. Instead, we typically summarize comments submitted, and again they are always available to commission. For this project, we will include all letters received before April 3rd in the agenda packet in order to make sure each commissioner gets to hear from all, even if they do not feel comfortable attending the public hearing. We will also include all letters received by the end of protest period, 4:30PM on Monday, April 6th, in an update to commissioners to be sent out before noon on Tuesday, April 7th ahead of the commission meeting that afternoon at 5:30.

Though City Hall is currently closed during normal business hours for the indefinite future, the doors will be open for the regularly scheduled meeting. Though we strongly encourage the written comments and discourage attendance due to the COVID-19 advisement, attendance and participation at the public hearing is allowed. If you choose to attend, please practice social distancing and be especially diligent about good hand hygiene practices.

If you plan to protest, you may drop off your protest in the bill pay slot on the north wall of City Hall at the location pictured below. This is acceptable in addition to mailing. If mailed and not

received by 4:30 on Monday, April 6th, it will not go towards the protest count.



Q: Why does the estimate on my March 12th dated letter differ from the estimate given at the end of the Public Meeting held on February 27th at the Red Trail Elementary School?

A: As emphasized at the meeting, those estimates were draft and subject to change and were based on our best information and resulting approach at that time. Given discussion and some items being reassessed by the Engineering Department since, we have decided to make the following adjustments with our recommendations.

- A reduction of the segment of Lewis Road, west of 37th Avenue NW, to be reconstructed. We believe that it will all need to be reconstructed in the not too distant future, but similar to the approach to other segments in this district with pavement that is not that old, we will apply a chip seal as part of this project and will continue to assess for the timing of a future reconstruction project. We hope to get an additional five years of life out of this pavement before a reconstruction project will be needed.

The segment that this applies to is circled below in blue. Therefore, those properties adjacent to that part of the roadway would have seen dramatically lower estimated assessments in the March 12th letter vs. the numbers shared at the end of the February 27th meeting.



- An elimination of the chip seal scope as part of the Old Red Trail overlay portion of the project. As previously mentioned, this part of the project is planned in order to bridge to the federal funds that we expect near the year 2026. As such, chip sealing is not as valuable as it would be for a project that we expect the pavement to last for 20 years.
- A splitting of the 40th Avenue chip seal scope so that half of the cost goes to the properties to the east and half to the west. This segment of road is basically adjacent to back yards on either side of it with each of those sides taking access from the other road. As such, upon further review, our office agrees that it is most fair to assess to each side.

Q: Why were the roads constructed without aggregate base course?

A: Constructing roads without aggregate base course was common practice during the time when these roads were constructed. Some other roads in the city constructed during this time are in better conditions because the existing soils underneath drain better and do not swell or contract as much.

Q: Do you plan on widening Highland Road with this project?

A: At this time we do not plan to widen the road but just to mill and overlay the existing road.

Q: Will Morton County pay for any of the construction on Highland Road?

A: Not planned with the district that was set up. We put forward an assessment district that includes just the properties adjacent to the street improvements as we do with any local road SID.

Q: During reconstruction of Old Red Trail in 2016 did the Contractor constructing that street have to pay for any damages done to any of the roads during that time.

A: No, the Contractor did not pay for any type of damages to that street. Staff recalls much of the general traffic bypassing around Old Red Trail, but not construction traffic related to the project.

Q: Is 47th Ave NW, Impala Court NW, and Corvette St NW built with aggregate base course?

A: No the pavement section does not consist of aggregate base and is asphalt on top of subgrade.

Q: If the pavement section is built and fails why not change the pavement section?

A: We no longer allow any streets to be build without aggregate base material. With this project, we plan to change the pavement section to include aggregate base course in the pavement section.

Q: Where was the inspection on the construction of these project?

A: The problem was the design of the project combined with the wet years causing the clay subgrade to become saturated. Any issues with inspection is not evidenced at this time. As with any city new development (and most reconstruct) projects, third party inspection is done by consulting engineers.

Q: So in 5 to 7 years will the residents have to pay again for reconstruct of their streets?

A: For this design the pavement life is expected to be 20 years if reconstructed with aggregate base course.

Q: Can the City of Mandan impose weight restrictions on Old Red Trail for the project section and make trucks use the sunset exits so the road doesn't get worse?

A: The City of Mandan does not believe it is appropriate to impose road restrictions on Old Red Trail since it's an arterial road in the DOT classification system. Doing so may jeopardize its status as an arterial and therefore eliminate its ability to receive federal funds to reconstruct.

Q: Are the shoulders on Old Red Trail going to get fixed with this project or is the City planning on doing anything to fix them with this project?

A: With this project the intent is the overlay the road and not touch the shoulders to have a minimal impact to keep costs down. We realize this will make steep shoulders steeper, but is the approach we are taking to keep costs in check.

Q: How will Highland Road Assessment be broken out?

A: We propose that each parcel on Highland Road will pay the same amount for the work done on the road. For the entire district, we are splitting by per parcel, not per lineal foot. This is typical for distribution of assessments in newer areas of the city where the development pattern includes curvy roads. Per lineal foot is more common in older areas of the city where the development pattern is grid style.

Q: For the Public Works areas that were fixed on 34th Ave NW and Lewis Road about eight years ago, did it include aggregate base course?

A: Yes the areas that the City of Mandan Public Works fixed included aggregate base course.

Q: The assessment area for Division 5 (green area) should be included in the 40th St NW chip seal costs.

A: That has been adjusted since the public meeting. Staff agreed with that logic and split the chip seal costs for 40th so that half the cost is now going to the east and half to the west.

Q: If Old Red Trail is an arterial classified road, why isn't a larger area included in the assessment area for the overlay such as the industrial park?

A: The east boundary for this assessment division was chosen because for the 2016 Old Red Trail reconstruction project, the assessments were distributed using two tiers. For that project, the higher cost tier stopped at this boundary and the lower cost tier picked up from here to the west. The City of Mandan may consider bringing in the Industrial Park for the reconstruction of Old Red Trail which we anticipate near year 2026.