

SUMMARY OF CITY OF MOORHEAD POLICY FOR ASSESSMENT OF CITY STREET CONSTRUCTION

New Streets

Local streets are the street network within a subdivision that is intended to provide access to the directly abutting properties and primarily serves local traffic. These costs are assessed entirely to the abutting lots within the new subdivision.

Collector/Minor Arterial streets connect local streets to other major corridors. These streets serve a mix of local and through traffic. Access is restricted in order to balance needs of local and through traffic. The cost of constructing locally maintained collector/arterial streets is assessed to the benefiting area surrounding the construction project. Please note that Trunk Highways and County State Aid Highways fall under the jurisdiction of MNDOT and Clay County respectively, and are therefore not typically assessed. The benefiting area typically spans one-half the distance to the next city maintained Collector /Minor Arterial Street. All parcels in developing areas of Moorhead will be included in one east-west and one north-south roadway benefit (assessment) area.

Street Rehabilitation/ Reconstruction

Street Rehabilitation/Reconstruction costs are shared by property owners and the City of Moorhead. The City share is funded by general property taxes, and in some cases, State and Federal funds. State and Federal funds are only available for Collector/Minor Arterial streets and are not available for local streets. All Street Rehabilitation/Reconstruction project assessment rates are the same. These rates are based on costs for a typical local residential street. All costs for construction to streets built to a higher standard are paid by the City of Moorhead.

The Moorhead City Council sets rates annually for rehabilitation and reconstruction of local streets. These rates are set based on the City paying half of the cost of the street work and the homeowner's paying the other half according to the lot front footage. Up to 150' of side lot footage costs per lot are paid by the City; the balance is assessed to the property. For rectangular corner lots, front foot assessment is based on the shortest side of the lot. Engineering evaluation of irregular shaped lots shall be used to set adjusted front footage costs (i.e. trapezoids and triangles).

For lots that have access to the Collector or Minor Arterial Street, a frontage assessment is applied that is consistent with assessment for local streets, as set out in the above paragraph.

In addition, Collector and Minor Arterial Street rehabilitation and reconstruction projects are also assessed a secondary benefit rate. The assessment area for this secondary benefit rate is typically one-half the distance to the next city maintained Collector/Minor Arterial Street. All parcels in Moorhead will be included in one east-west and one north-south roadway benefit (assessment) area.

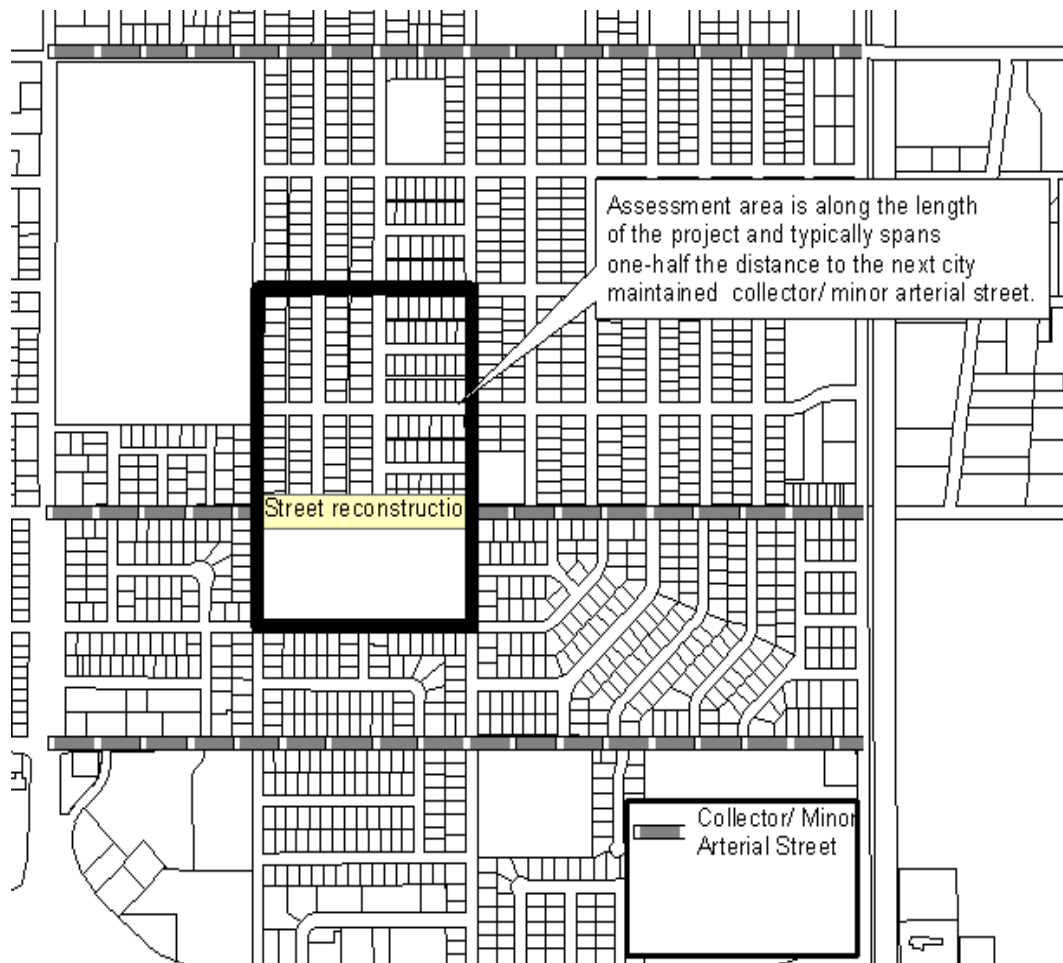
There are four assessment rates established by City Council each year. The 2008 rates are as follows:

PRIMARY BENEFIT RATE FOR LOCAL STREETS & MINOR ARTERIAL/COLLECTOR STREETS

1. Street reconstruction, including pavement and curb and gutter replacement: \$85.00 per adjusted front foot.
2. Street rehabilitation, including pavement replacement and minimal curb repairs: \$46.50 per adjusted front foot.
3. Bituminous overlay, including milling of the street surface: \$18.50 per adjusted front foot.

SECONDARY BENEFIT RATE MINOR ARTERIAL/COLLECTOR STREETS

1. All reconstruction/rehabilitation/overlay projects: \$350 per equivalent single-family lot within the designated assessment district.



Example of assessment areas for Collector/Minor Arterial streets