



MARSHALL

CULTIVATING THE BEST IN US

Five-Year Street Reconstruction Plan for the
City of Marshall, Minnesota
2022 through 2026

Dated March 8, 2022

City of Marshall
Five-Year Street Reconstruction Plan
2022 through 2026

PURPOSE

Street reconstruction is a major expenditure of city funds for street reconstruction or bituminous overlays. Street reconstruction and bituminous overlays may include utility replacement and relocation and other activities incidental to street reconstruction, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and the local share of state and county road projects, street reconstruction and bituminous overlays does not include the portion of project costs allocable to widening a street or adding curbs and gutters where none previously existed. A street reconstruction plan (“SRP”) is a document designed to anticipate street reconstruction expenditures and schedule them over a five-year period so that they may be purchased in the most efficient and cost-effective method possible. An SRP helps enable the matching of expenditures with anticipated income. As potential expenditures are reviewed, the city considers the benefits, costs, alternatives and impact on operating expenditures.

The City of Marshall, Minnesota (the “City”) believes the street reconstruction process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical public assets, preservation of public assets and sound fiscal management. Good planning is essential for the wise and prudent use of limited financial resources.

The SRP is designed to be updated periodically. The Street Reconstruction Plan is a part of the City’s capital improvement plan. In this manner, it becomes an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

THE STREET RECONSTRUCTION PLANNING PROCESS

For the City to use its authority to finance expenditures under Minnesota Statutes, Section 475.58, Subdivision 3b, it must meet the requirements provided therein. The street reconstruction planning process is as follows:

The City staff prepares an SRP reflecting the street reconstruction projects anticipated to be undertaken within the next five years (based on their priority, fiscal impact, and available funding) and the estimated costs thereof. If general obligation bonding is deemed necessary, the City works with its financial advisor to prepare a bond sale and repayment schedule. A public hearing is held to solicit input from citizens on the SRP and the issuance of bonds. Notice of such hearing must be published in the official newspaper of the City at least 10,

but not more than 28 days prior to the date of the public hearing. The City Council must approve the SRP and the sale of street reconstruction bonds by a vote of a two-thirds majority those members present at the meeting following the public hearing.

Voters may petition for requesting a vote (also known as a reverse referendum) on the issuance of street reconstruction bonds. If a petition bearing the signatures of voters equal to at least 5% of the votes cast in the last municipal general election requesting a vote on the issuance of street reconstruction bonds is received by the City Clerk within 30 days after the public hearing, the City may only issue general obligation street reconstruction bonds after approval by voters at an election. If no such petition is submitted, general obligation street reconstruction bonds may be issued without an election.

In subsequent years, the process is repeated annually or as expenditures are completed and new needs arise.

I. PROJECT SUMMARY AND FINANCING

Street reconstruction projects anticipated to be undertaken within the next five years and the estimated costs thereof are set forth in Appendix A. Those for which street reconstruction bonds are anticipated to be issued are marked with an asterisk in Appendix A and are currently anticipated to include the following:

2022 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2022 in an aggregate principal amount not to exceed \$1,500,000 for the S 1st Street and West Lyon (from College to 1st Street) Reconstruction Projects. Such bonds will be combined with other financing tools, including general obligation improvement bonds, to finance other capital improvements in the City.

Street reconstruction bonds are included in the amount of indebtedness of the City which cannot, under Minnesota Statutes, Section 475.53, exceed 3% of the assessor's taxable market value for the City ("TMV"). The proposed bonds will not exceed statutory limits.

All other foreseeable capital expenditures are expected to be financed through other revenue or financing sources.

APPENDIX A

YEAR *	2022-2026 PROJECT DESCRIPTION	TOTAL
2022	<i>S. 1st St./Greeley St./Williams St. Reconstruction Project</i>	\$2,590,576
2022	<i>Industrial Park Replacement Project-Phase III (Halbur Road)</i>	\$1,427,070
2022	<i>Rose and Addison Parking Lots Reconstruction Project</i>	\$550,000
2022	<i>SRTS School Pedestrian Crossing Project</i>	\$376,413
2022	<i>UCAP Bus Shelters 2022 Project</i>	\$450,000
2022	<i>Legion Field Road Stormwater Study: Phase 2-Parkway Filtration Basin</i>	\$583,333
2022	<i>Legion Field Park River Stabilization Project (Bike Trail Area)</i>	\$242,553
2022	<i>Independence Park Trail Replacement and Pond Expansion Project</i>	\$395,945
2022	<i>W Lyon Street (College to 1st Street)</i>	\$518,571
2022	<i>2022 Street Mill & Overlays and ADA Improvements</i>	\$625,000
	TOTAL 2022	\$7,759,460
2023	<i>Channel Parkway Pavement Replacement Project</i>	\$2,433,523
2023	<i>W Lyon St (College to N 5th St) / N 3rd St (W Redwood to Main) Reconstruction</i>	\$2,353,870
2023	<i>Lyon Circle Reconstruction Project</i>	\$165,662
2023	<i>Baldwin Parking Lot Reconstruction Project</i>	\$200,000
2023	<i>Legion Field Road Stormwater Study: Phase 3-Legion Field Basin</i>	\$784,666
2023	<i>2023 Street Mill & Overlays and ADA Improvements</i>	\$650,000
	TOTAL 2023	\$6,587,721

2024	<i>Cheryl Avenue Reconstruction Project - Eatros Addition Phase 1</i>	\$1,533,897
2024	<i>S Hill St/S Minnesota St/Charles Ave Reconstruction - Liberty Park/Morningside Heights Phase 1</i>	\$1,300,304
2024	<i>Marlene St/Paul St/Parkview Dr Reconstruction Project</i>	\$1,375,323
2024	<i>S. 4th/Country Club Intersection Reconfiguration</i>	\$1,750,000
2024	<i>Bladholm Street River Stabilization Project</i>	\$319,000
2024	<i>North High Street River Stabilization Project</i>	\$319,000
2024	<i>2024 Street Mill & Overlays and ADA Improvements</i>	\$675,000
	TOTAL 2024	\$7,272,524
2025	<i>MnDOT College Drive Reconstruction - City Cost Participation</i>	\$3,505,210
2025	<i>Brian St/G St Reconstruction Project</i>	\$1,966,035
2025	<i>Hackberry Drive Reconstruction Project</i>	\$2,007,799
2025	<i>C St.-Southview Trail Project</i>	\$478,323
2025	<i>2025 Street Mill & Overlays and ADA Improvements</i>	\$700,000
	TOTAL 2025	\$8,657,367
2026	<i>Donita Ave/Thomas Ave Reconstruction Project - Eatros Addition Phase 2</i>	\$4,853,183
2026	<i>S. 5th Street (Saratoga to Main) Reconstruction Project</i>	\$711,495
2026	<i>Bruce Street Reconstruction (College Drive Intersection)</i>	\$472,950
2026	<i>College Drive Sanitary Sewer Lining Project</i>	\$686,000
2026	<i>Diversion Channel Maintenance Project</i>	\$175,000
2026	<i>2026 Street Mill & Overlays and ADA Improvements</i>	\$725,000
	TOTAL 2026	\$7,623,628