



MARSHALL

CULTIVATING THE BEST IN US

Five-Year Street Reconstruction Plan for the
City of Marshall, Minnesota
2025 through 2029

Dated February 11, 2025

City of Marshall

Five-Year Street Reconstruction Plan

2025 through 2029

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. A 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 include the following:

2025 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2025 in an aggregate principal amount not to exceed \$1,035,000 for the S Hill St/S Minnesota St/Charles Avenue Street Reconstruction Project. 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 *	PROJ. NO.	2025-2029 PROJECT DESCRIPTION	TOTAL
2025-2026	ST-015	MnDOT TH19/College Drive Reconstruction - City Cost Participation	\$8,478,535
2025	PK-011	C St.-Southview Trail Project (139-090-006)	\$709,369
2025	ST-012-2025	S Hill St/S Minnesota St/Charles Ave - S Hill St/S Minnesota St/Charles Ave/S Whitney Reconstruction - Liberty Park/Morningside Heights Phase 2	\$1,610,610
2025	SWM-003	Legion Field Road Stormwater Study: Phase 3-Legion Field Basin	\$1,400,000
2025	FI-002	Fire Dept Small Parking Lot Reconstruction	\$46,400
2025	ST-039	Senior Center/Partical Whitney Lot Reconstruction	\$375,000
2025	ST-002-2025	2025 Street Mill & Overlays and ADA Improvements	\$650,000
		TOTAL 2025	\$13,269,914
2026	ST-020	S. 5th Street (Saratoga to Main) Reconstruction Project	\$734,601
2026	PK-012	E. Lyon Street Trail Project	\$743,400
2026	MMU-00?	T.H. 19 Watermain only from Marlene Street to the Railroad tracks	\$500,870
2026	WW-001	Sanitary Sewer Lining Project	\$1,761,750
2026	ST-016	Brian St/G St Reconstruction Project	\$2,197,361
2026	ST-002-2026	2026 Street Mill & Overlays and ADA Improvements	\$675,000
		TOTAL 2026	\$6,612,982
2027	ST-014	S. 4th/Country Club Intersection Reconfiguration and Reconstruction	\$2,802,493
2027	ST-018	F St/ H St Reconstruction Project	\$1,862,121
2027	ST-011	Cheryl Avenue Reconstruction Project - Eatros Addition Phase 1	\$1,657,013
2027	ST-026	N. Hill Street (College to Willow) Reconstruction Project	\$190,000
2027	ST-040	Wetherbee Lot (behind Patzers/entire lot)	\$500,000
2027	ST-002-2027	2027 Street Mill & Overlays and ADA Improvements	\$700,000
		TOTAL 2027	\$7,711,627

2025-2029			
YEAR *	PROJ. NO.	PROJECT DESCRIPTION	TOTAL
2028	ST-035	Lawrence St/Robert/Maple St Reconstruction Project	\$3,807,689
2028	ST-036	E Street Reconstruction Project	\$1,584,030
2028	ST-002-2028	2028 Street Mill & Overlays and ADA Improvements	\$725,000
		TOTAL 2028	\$6,116,719
2029	ST-037	N. High St From East College Drive to 4th Street Reconstruction	\$1,554,226
2029	ST-038	Hudson From Boxelder to 5th Street	\$1,468,951
2029	SWM-006	Diversion Channel Maintenance Project	\$200,000
2029	SWM-004	Bladholm Street River Stabilization Project	\$319,000
2029	ST-002-2029	2029 Street Mill & Overlays and ADA Improvements	\$725,000
		TOTAL 2029	\$4,267,177