



MARSHALL

CULTIVATING THE BEST IN US

Five-Year Street Reconstruction Plan for the

City of Marshall, Minnesota

2020 through 2024

March 2020

City of Marshall

Five-Year Street Reconstruction Plan

2020 through 2024

PURPOSE

Street reconstruction is a major expenditure of city funds for the reconstruction of streets. Street reconstruction may include bituminous overlays, 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 road, 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 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:

2020 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2020 in an aggregate principal amount not to exceed \$1,400,000 for the South 4th Street Reconstruction Project and South 1st 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 *	PROJECT NUMBER: DESCRIPTION (PLAN-IT#)	TOTAL	SPECIAL ASSESSMENTS	WASTEWATER FUND	MMU	MUNICIPAL STATE AID	SURFACE WATER MANAGEMENT UTILITY	AD VALOREM
2020 *	North 1st Street (Main Street to Marshall Street) / West Marshall, W Redwood, W Lyon (North 1st to College) (SP 20) (CONTINGENT ON BLOCK 11 REDEVELOPMENT)	\$2,025,844	\$337,641	\$675,281	\$675,281	\$0	\$337,641	\$0
2020 *	Project Z75: South 4th Street Project-Phase I (Country Club Drive to Elaine Avenue) (SP 29)	\$3,572,800	\$198,000	\$474,900	\$775,000	\$1,650,000	\$474,900	\$0
2020	Parking Lot Repair (Rose Lot) (Streets 33)	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
2020	New MERIT Dry Pond Outlet Piping (SWM 22)	\$334,542	\$0	\$0	\$0	\$0	\$334,542	\$0
2020	Legion Field Road Stormwater: Phase 1-Buffalo Ridge Basin (SWM 19)	\$553,436	\$0	\$0	\$0	\$0	\$553,436	\$0
2020	South 1st Reconstruction - Southview to George (SP 35)	\$1,070,000	\$90,000	\$230,000	\$300,000	\$0	\$300,000	\$150,000
2020	USACE Betterments	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0
2020 *	2020 Street Mill & Overlays and ADA Improvements (SP 54)	\$625,000	\$0	\$0	\$0	\$0	\$0	\$625,000
	TOTAL 2020	\$8,531,621	\$625,641	\$1,380,181	\$1,750,281	\$1,650,000	\$2,150,518	\$975,000
2021	Camden Drive Reconstruction Project (SP 58)	\$1,582,000	\$395,000	\$264,000	\$264,000	\$0	\$264,000	\$395,000
2021	Fairview Street / Robin Hood Lane Project (SP 21)	\$1,750,000	\$875,000	\$0	\$0	\$875,000	\$0	\$0
2021 *	Industrial Park Replacement Project-Phase III (Halbur Road) (SP 36)	\$1,000,000	\$95,000	\$330,000	\$330,000	\$0	\$150,000	\$95,000
2021	State Aid Overlay (Southview Drive-Saratoga to Main) (SP 56)	\$327,000	\$0	\$0	\$0	\$327,000	\$0	\$0
2021	Woodland Way Reconstruction Project (SP 59)	\$192,000	\$48,000	\$32,000	\$32,000	\$0	\$32,000	\$48,000
2021	Williams Street Reconstruction (SP 57)	\$165,000	\$27,500	\$55,000	\$55,000	\$0	\$0	\$27,500
2021 *	Project Z07: West Lyon Street (College to N 5th St) / North 3rd Street Reconstruction (W Redwood to Main) (SP 27)	\$2,187,911	\$364,652	\$729,304	\$729,304	\$0	\$364,652	\$0
2021	Legion Field Road Stormwater Study: Phase 2-Parkway Filtration Basin (SWM 20)	\$533,832	\$0	\$0	\$0	\$0	\$533,832	\$0
	TOTAL 2021	\$8,612,743	\$1,805,152	\$1,410,304	\$1,410,304	\$1,202,000	\$1,344,484	\$1,440,500

YEAR *	PROJECT NUMBER: DESCRIPTION (PLAN-IT#)	TOTAL	SPECIAL ASSESSMENTS	WASTEWATER FUND	MMU	MUNICIPAL STATE AID	SURFACE WATER MANAGEMENT UTILITY	AD VALOREM
2022	Project ___ / MMU: T.H. 23 and Hackberry Drive Watermain Replacement Project (SP 53)	\$243,600	\$0	\$0	\$243,600	\$0	\$0	\$0
2022	Cheryl Avenue Reconstruction Project (SP 60)	\$1,000,000	\$225,000	\$175,000	\$375,000	\$0	\$0	\$225,000
2022	Tiger Drive Project (SP 15)	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000
2022	Legion Field Road Stormwater Study: Phase 3-Legion Field Basin (SWM 21)	\$676,860	\$0	\$0	\$0	\$0	\$676,860	\$0
2022 *	2022 Street Mill & Overlays and ADA Improvements (SP 54)	\$725,000	\$0	\$0	\$0	\$0	\$0	\$725,000
	TOTAL 2022	\$3,395,460	\$225,000	\$175,000	\$618,600	\$0	\$676,860	\$1,700,000
2023	Legion Field Park River Stabilization Project (SP 43)	\$55,000	\$0	\$0	\$0	\$0	\$55,000	\$0
2023	Victory Park (Wayside Rest) River Stabilization Project (SP 45)	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0
2023	Project Z__: Commerce Industrial Park-Phase III (Pacific Avenue) (SP 32-Part of)	\$1,746,384	\$0	\$0	\$873,192	\$0	\$0	\$873,192
2023	Commerce Industrial Park III - CSAH 33 Watermain Looping (SP 55)	\$245,080	\$0	\$0	\$122,540	\$0	\$0	\$122,540
2023 *	North 4th Street (West Marshall Street to Hudson Avenue) (SP 37)	\$3,000,000	\$600,000	\$990,000	\$990,000	\$0	\$120,000	\$300,000
2023	Bladholm Street River Stabilization Project (SWM 16)	\$319,000	\$0	\$0	\$0	\$0	\$319,000	\$0
2023	North High Street River Stabilization Project (SWM 17)	\$319,000	\$0	\$0	\$0	\$0	\$319,000	\$0
2023 *	Kennedy/Central/Washington Sanitary Sewer & Watermain Replacement Project (SP 44)	\$255,200	\$0	\$255,200	\$0	\$0	\$0	\$0
2023 *	2023 Street Mill & Overlays and ADA Improvements (SP 54)	\$775,000	\$0	\$0	\$0	\$0	\$0	\$775,000
	TOTAL 2023	\$6,839,665	\$600,000	\$1,245,200	\$1,985,732	\$0	\$938,000	\$2,070,732
2024	Project Z__: Commerce Industrial Park-Phase III (Gulf Avenue & Atlantic Avenue) (SP 32-Part of)	\$2,035,871	\$0	\$0	\$1,017,935	\$0	\$0	\$1,017,935
2024 *	2024 Street Mill & Overlays and ADA Improvements (SP 54)	\$825,000	\$0	\$0	\$0	\$0	\$0	\$825,000
	TOTAL 2024	\$2,860,871	\$0	\$0	\$1,017,935	\$0	\$0	\$1,842,935