

**PI/T – 10/02/2025**  
**AGENDA ITEM REPORT**

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Thursday, October 2, 2025
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	N High Street Reconstruction Project (N 4 <sup>th</sup> Street to Oak Street)
<b>Background Information:</b>	<p>This project consists of the following work: complete street reconstruction of North High Street from N 4<sup>th</sup> Street to Oak Street, including curb and gutter, driveway approaches, and sidewalk replacement. Underground utility work consists of sanitary sewer replacement between 4<sup>th</sup> Street and 5<sup>th</sup> Street, water replacement between 4<sup>th</sup> Street and 6<sup>th</sup> Street, and storm sewer enhancements throughout the project. Also included is sanitary sewer replacement in the gravel alley that parallels High Street and is located between 5<sup>th</sup> Street 6<sup>th</sup> Street. Lastly, river slope enhancements will be made from the intersection of 4<sup>th</sup>/5<sup>th</sup> to a point north where the street begins to curve—roughly 150-FT of slope stabilization.</p> <p>The street section will be a typical Marshall residential street with 4” of bituminous surfacing over 12” class 5 gravel base, with geotextile fabric separation between the gravel base and the subgrade, and drain tile behind both sides of curb to ensure a well-drained street section. Sidewalk is located everywhere there are homes (not on river side with no homes) and it is proposed to go back where it is located today at 5-FT wide. The street widths are proposed as follows:</p> <ul style="list-style-type: none"> <li>- Between 4<sup>th</sup> and 5<sup>th</sup>: Existing is 43.5-FT as measured back of curb. Proposing 37-FT, which allows for two 11-FT travel lanes and two 7-FT parking lanes</li> <li>- Between 5<sup>th</sup> and 6<sup>th</sup>: Existing is 30-FT as measured back of curb. Proposing to replace at the same width, which allows for two 11-FT travel lanes and one 7-FT parking lane</li> <li>- Between 6<sup>th</sup> and Oak: Existing is 40.5-FT as measured back of curb. Proposing 30-FT, which allows for two 11-FT travel lanes and one 7-FT parking lane. Reducing width in this area will save cost by not providing parking along the river, and some reclaimed space will provide greater buffer from the river and some will provide for a deeper boulevard. With such a low volume road, staff believe this may be a good opportunity for reduce width.</li> </ul>
<b>Fiscal Impact:</b>	This project is identified in our CIP at \$1,650,050. This estimate does not include sanitary sewer replacement in the alley between 5 <sup>th</sup> and 6 <sup>th</sup> , and it does not include river slope stabilization work. These additional costs will be borne by the Wastewater Department and Surface Water Management Utility budgets, respectively. Costs will be further refined as we progress with project design.
<b>Alternative/Variations:</b>	
<b>Recommendations:</b>	PI/T Committee concurrence with the project considerations identified above.