- UNAPPROVED –

MINUTES
PUBLIC IMPROVEMENT/TRANSPORTATION COMMITTEE MEETING
JUNE 10, 2025
3:15 PM

MEMBERS PRESENT: Craig Schafer, James Lozinski, John Alcorn

MEMBERS ABSENT: None

STAFF PRESENT: Jason Anderson, Director of Public Works/City Engineer; Eric Hanson, Assistant City Engineer; Geoff Stelter, Senior Engineering Specialist; E.J. Moberg, Director of Administrative Services

OTHERS PRESENT: None

Call to Order
Schafer called the meeting to order at 3:26 pm.

1. Approval of Minutes
MOTION MADE BY Schafer to approve the minutes of the March 25, 2025 meeting as presented, SECOND BY Alcorn. ALL VOTED IN FAVOR. THE MOTION PASSED 2:0.

Lozinski joined the meeting at 3:28 pm.

2. Project ST-014 (139-122-009/139-124-005): S 4th & Country Club Intersection Reconfiguration and Reconstruction
The S 4th Street and Country Club Drive intersection currently operates under traffic signal control today. The traffic signal was installed in 1983 and it is well out of compliance with current accessibility standards. The skew angle at this intersection creates a safety hazard for both motorized travelers and pedestrians. Both S. 4th Street and Country Club Drive are Municipal State Aid Street (MSAS) routes. The City of Marshall receives a significant amount of funding for the maintenance and improvement of MSAS routes. With this funding, there is also a mandate from MnDOT that engineering standards are complied with and MSAS rules are followed to both utilize the funds for improvements and continue to draw "needs" that result in MSAS fund disbursement. With these considerations in mind and understanding that an improvement needs to be made at this intersection to ensure compliance with current standards, engineering staff received Council support to solicit proposals for an Intersection Control Evaluation (ICE) at the January 26, 2021 meeting. At the February 23, 2021 meeting, the City selected Short Elliot Hendrickson (SEH) to perform the ICE and generate the report. Following a July 6, 2021 PI/T meeting, the City Council accepted the ICE report at their July 13, 2021 meeting and recommended drawing 3 or 5 for the intersection. Following this Council meeting, city staff hosted adjacent property owners for an informational session on August 9, 2021 to present the proposed changes and seek input. This project is currently identified in our 2027 CIP. City engineering staff has garnered two federal LRBP grants that total $824,000 for this project. Additional project funding will come from the water, sewer, and stormwater utility for utility work on South 4th Street, and MSAS funding for all remaining costs. Prior conversations with Council and property owners have promoted Layout 5, and staff believes that there was support for layout 5 back in 2021. With the project nearing, we'd like to re-confirm layout 5 or hear input otherwise. Staff will likely request to hire a consultant to aid in project design and permitting for this project, and with the federal standards and process, we'd like to begin work soon.

MOTION MADE BY LOZINSKI to recommend Layout 5 to the City Council, with a mini roundabout to the west and a ¾-intersection to the east, SECOND BY ALCORN. ALL VOTED IN FAVOR. THE MOTION PASSED 3:0.

3. CIP Review
Projects are identified for reconstruction and placement into our CIP based primarily on utility replacement needs. Additionally, street and sidewalk age are considered and factored into staff review. Included with the CIP is a list of streets that are likely candidates for a mill and overlay surface treatment over the next 5 years. These are streets

that staff believe will not require utility work within the next 10-15 years, but the age and condition of the street warrants a surface replacement. Staff estimates that a typical street reconstruction costs roughly $2.75M/mile, and this cost does not include storm sewer, water, street lighting, and sanitary sewer utilities. With all utilities, the cost can push $5M/mile. The actual cost varies based on street size, street section, number and width of driveways/sidewalk, size and quantity of utilities, etc. Additional treatments have a lesser cost. Mill and overlay costs roughly $300,000/mile for a 1.5" treatment with edge milling and no ADA sidewalk work included. A chip seal is roughly $40,000/mile on a typical Marshall street. These treatments are cost-effective measures to help sustain our system, but you cannot chip seal and overlay forever. A typical bituminous street may last 20-25 years when new and we may get away resurfacing the street 2 to 3 times over its life. But at some point, the bottom layer(s) of bituminous will degrade to a point where it is no longer effective to overlay the street, and the surface will just not last as long as it should. With over 80 miles of local streets, many with utilities beneath them, it is important that we continue to make incremental investments in maintaining and replacing our critical assets.

Informational/input only-no formal voting action taken on this item.

Other Business
None.

Adjourn
Being no further business, MOTION BY LOZINSKI, SECOND BY SCHAFER to adjourn. ALL VOTED IN FAVOR. THE MOTION PASSED 3:0. Meeting adjourned at 4:28 p.m.

Respectfully submitted,
Lona Rae Konold, Administrative Assistant