



MARSHALL

CULTIVATING THE BEST IN US

Five-Year Street Reconstruction Plan for the
City of Marshall, Minnesota
2026 through 2030

Dated January 27, 2026

City of Marshall

Five-Year Street Reconstruction Plan

2026 through 2030

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:

2026 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2026 in an aggregate principal amount not to exceed \$2,500,000 to finance street reconstruction projects for N High Street (4th to Oak) and S 5th Street (Saratoga to Main). 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.	2026-2030 PROJECT DESCRIPTION	TOTAL
2026	ST-020	S. 5th Street (Saratoga to Main) Reconstruction Project	\$1,235,219
2026	ST-025-2025	South 4th Street Fence Replacement	\$50,000
2026	PK-012	E. Lyon Street Trail Project	\$743,400
2026	WW-001	Sanitary Sewer Lining Project	\$1,761,750
2026	ST-013	N. High St 4th to Oak Street Reconstruction	\$1,650,053
2026	ST-039	Senior Center/Partial Whitney Lot Reconstruction	\$131,250
2026	FI-002	Fire Dept Small Parking Lot Mill & Overlay	\$48,720
2026	SWM-010	Fairview Street Stormwater Outlet Improvements project (Reinhart)	\$75,000
2026	ST-002-2026	Mill & Overlay S. 4th St. from 23 to Elaine, Mill & Overlay N. 6th St. from Main to Marshall	\$400,000
2026	ST-002-2026	2026 Street Mill & Overlays and ADA Improvements	\$650,000
		TOTAL 2026	\$6,745,392
2027	ST-014	S. 4th/Country Club Intersection Reconfiguration and Reconstruction	\$3,145,894
2027	ST-026	N. Hill Street (College to Willow) Reconstruction Project	\$211,629
2027	ST-040	Wetherbee Lot (behind Patzers/entire lot)	\$500,000
2027	WW-012	North 7th Wastewater outfall improvement project	\$543,306
2027	ST-017	East Fairview, Colt, Winchester, Camelot Street Reconstruction Project	\$3,936,894
2027	WW-013	East College Drive Sanitary Crossing	\$473,545
2027	ST-002-2027	2027 Street Mill & Overlays and ADA Improvements	\$675,000
		TOTAL 2027	\$9,486,267

YEAR *	PROJ. NO.	2026-2030 PROJECT DESCRIPTION	TOTAL
2028	PK-016	Justice Park Bridge & Trail Construction	\$661,000
2028	PK-019	Country Club Drive Trail Reconstruction	\$435,000
2028	ST-035	Lawrence St/Robert/Maple St Reconstruction Project	\$3,736,053
2028	ST-037	N. High St From East College Drive to 4th Street Reconstruction	\$2,240,585
2028	ST-002-2028	2028 Street Mill & Overlays and ADA Improvements	\$675,000
		TOTAL 2028	\$7,747,639
2029	PK-034	Camden Trail Overlay Northern Section	\$530,000
2029	ST-027	Southview Drive from East Main Street through Hy-vee Driveways	\$969,980
2029	ST-028 Resiliency Grant	South Bruce Street Sanitary Storm Reconstruction 72" Storm Sewer	\$4,152,312
2029	ST-019	Thomas Ave Reconstruction Project - Eatros Addition	\$2,972,344
2029	ST-002-2029	2029 Street Mill & Overlays and ADA Improvements	\$675,000
		TOTAL 2029	\$9,299,635
2030	ST-030	Madrid Street / Saratoga Ave. Bridge Repair	\$400,000
2030	ST-011	Cheryl Avenue Reconstruction Project - Eatros Addition Phase 1	\$3,010,171
2030	ST-002-2030	2030 Street Mill & Overlays and ADA Improvements	\$700,000
		TOTAL 2030	\$4,110,171