



CITY OF CLEAR LAKE

15 North 6th Street • P.O. Box 185 • Clear Lake, IA 50428
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www.cityofclearlake.com

Mayor
NELSON P.
CRABB

October 14, 2016

City
Administrator
SCOTT
FLORY

HONORABLE MAYOR & CITY COUNCIL MEMBERS

The next regular meeting of the Clear Lake City Council is scheduled for Monday, October 17, 2016, at 6:30 p.m., in the Council Chambers, at City Hall. Please refer to the attached agenda for the items discussed below.

COUNCIL MEMBERS

MARK
EBELING
Ward 1

TONY J.
NELSON
Ward 2

JIM
BOEHNKE
Ward 3

MIKE
CALLANAN
At Large

GARY
HUGI
At Large

ITEM #6A. **14th Avenue N. Street Reconstruction Project.** One of the major capital improvement projects the City Council budgeted for in FY 17 is the reconstruction of 14th Avenue N., between Logan Drive and N. 8th Street. Currently, that segment is a 24' wide asphalt paved street (approximately 2" thick), with no curb & gutter or storm water improvements, and no sidewalks. The proposed improvements include: 7" thick PCC paving (31' wide back-of-curb to back-of-curb); 4' wide sidewalk on each side of the street, with ADA compliant sidewalk ramps; new 6" thick PCC driveway approach improvements; storm sewer and intakes; 6" longitudinal sub-drain; and new water and sanitary sewer service laterals (as needed).

The Project will be partially funded by special assessments against the benefited properties. Special assessments will be used to defray costs associated with 6" of the 7" thick PCC paving; driveway approaches; 4' wide sidewalks; and any necessary water and sanitary sewer service laterals.

The Project schedule calls for the consultant to review the proposed construction plans and draft of preliminary plat & schedule with the Council at the October 17th meeting. The project engineer will then file the preliminary plat & schedule with the City Clerk by November 7th. At its regular meeting on November 7th, the Council will consider initiation of the special assessment proceedings. The anticipated date for the hearing on the proposed Resolution of Necessity is December 5th. The targeted date for the bid letting is January 11, 2017. Construction would commence in April of 2017 and conclude by late-June, 2017.

The City's Sidewalk Master Plan identified sidewalk construction within this particular street segment proposed for reconstruction as a medium-priority.

ITEM #6B. **East Main Avenue Street Reconstruction Project.** Back in March of 2014, the City submitted funding applications to the Iowa DOT's Surface Transportation Project (STP) and Transportation Alternative Program (TAP) for this proposed project. These program funds are eligible only for federally classified



routes that are major collectors or above. Previously, the City has received STP funding for 10th Avenue N.; S. Shore Drive; N. Shore Drive; and E. Main Avenue (2003).

Each of the City's grant applications were approved through the North Iowa Area Council of Governments selection committee review board and policy board. The City's funding was originally for Federal Fiscal Year 2018, however, the City was able to take advantage of an opportunity to have the project undertaken in Federal Fiscal Year 2017, which began October 1, 2016 and ends September 30, 2017.

The proposed project entails the reconstruction of E. Main Avenue, between S. 20th Street and S. 24th Street. Construction work involves pavement removals, excavation, water main, sanitary sewer, storm sewer, sub-drain, storm sewer intakes, aggregate base, and new PCC paving, with curb & gutter. The 43' wide, 0.25-mile stretch of street will include two (2) 5' wide bike lanes; two (2) 12' wide travel lanes; and on-street parking on one side of the street. The bike lanes are a continuation of the 2003 E. Main Avenue Street Improvement Project, which included bike lanes and connected to the bike trail system known as the Trolley Trail that extends to Mason City.

The preliminary estimate of the cost of the Project is \$850,000. The Project will be funded in part by special assessments, STP grant (\$450,000), TAP Grant (\$70,000), and City funds.

The target date for the hearing on the proposed Resolution of Necessity is December 19th. Because of the federal funds involved, the bid letting will be held at the Iowa DOT and is anticipated for January 18, 2017. Construction is anticipated to begin in May, 2017.

Smart Quote: *"It's a poor sort of memory that only works backwards."* – Lewis Carroll, writer

Scott Flory
City Administrator

PUBLIC NOTICE IS HEREBY GIVEN that the following governmental body will meet at the date, time, and place herein set out. The tentative agenda for said meeting is as follows:

TENTATIVE AGENDA
CLEAR LAKE CITY COUNCIL
CITY HALL – 15 N. 6TH STREET
MONDAY, OCTOBER 17, 2016
6:30 P.M.

1. Call to Order and Pledge of Allegiance led by Mayor Nelson P. Crabb.
2. Approval of Agenda.
3. Consent Agenda:
 - A. Minutes –October 3, 2016.
 - B. Approval of the bills & claims.
4. Citizens opportunity to address the Council on items not on the agenda:
 - In conformance with the City Council’s Rules of Procedure, no action can occur on items presented during the Citizens forum.
 - Please walk to the lectern, state your name (spell last name), address, and subject of your discussion.
 - Speakers are limited to a maximum of five (5) minutes per person.
5. Unfinished Business:
 - A. Main Avenue Sidewalk Replacement Project:
 - **Motion** to approve **Ordinance #819**, “An Ordinance establishing grades for the Main Avenue Sidewalk Replacement Project.” (final reading)
 - Discussion and consideration of **Motion** by City Council.
6. New Business:
 - A. 14th Avenue N. (east return of Logan Drive – N. 8th Street) Street Reconstruction Project:
 - Introduction by Scott Flory, City Administrator.
 - Review of project preliminary plans and specifications, Chase Holien, P.E., and Andy Smith P.E., WHKS & Co.
 - Discussion by City Council.

B. East Main Avenue Street Reconstruction Project:

- Introduction by Scott Flory, City Administrator.
- Review of project preliminary plans and specifications, Jason Petersburg, P.E., Veenstra & Kimm.
- **Motion** to approve **Resolution #16-49**, “A Resolution to participate in Federal-Aid Surface Transportation Program Project with Iowa Department of Transportation – East Main Avenue Reconstruction Project.”
- Discussion and consideration of **Motion** by City Council.

7. Chief of Police’s Report:

8. Mayor’s Report:

9. Public Works Director’s Report:

- Veterans Memorial Golf Course Stormwater Quality & Parking Lot Project update.
- Review of Fall Large Item Pick-up.
- Update on Sunset Ridge Residential Subdivision.

10. City Administrator’s Report:

- Update on Fire Dept. Defibrillator Replacement.
- Update on Water Plant Chemical Storage Project.

11. Other Business:

12. Adjournment.

NEXT REGULAR MEETING – NOVEMBER 7, 2016

This notice is given pursuant to Chapter 21.4(1) of the Code of Iowa and the local rules of said governmental body.

ORDINANCE NO. _____

GRADE ORDINANCES FOR
MAIN AVENUE SIDEWALK REPLACEMENT PROJECT
CLEAR LAKE, IOWA

Be it ordained by the City Council of Clear Lake, Cerro Gordo County, Iowa

Section 1. That the grades for the project sidewalks, on a line 3' behind the curb in line with the back of the light bases, are hereby established about the datum plane as follows:

Grade Ordinance MAIN AVENUE from LAKEVIEW DR TO 8TH STREET. Begin at station 4+38.5 on the **South** side at intersection of Main Avenue and Lakeview Drive increasing Easterly to 19+75.5 at the radius of the intersection of 8th Street

SOUTH SIDE OF ROADWAY GRADE ORDINANCE INFORMATION

| <u>South Side Station</u> | <u>Existing Profile Elevation</u> | <u>New Profile Elevation</u> |
|---------------------------|-----------------------------------|------------------------------|
| 4+38.5 | 1233.72 | 1233.75 - Match Existing |
| 4+58.5 | 1234.50 | 1234.60 |
| 5+65.4 | 1235.59 | 1235.65 |
| 6+14.0 | 1236.30 | 1236.38 |
| 6+85.8 | 1237.67 | 1237.69 |
| 7+14.8 | 1238.31 | 1238.30 |
| 7+50.0 | 1239.08 | 1239.18 |
| 7+75.0 | 1239.67 | 1239.77 |
| 8+25.0 | 1240.76 | 1240.70 |
| 8+75.0 | 1241.58 | 1241.59 |
| 9+00.0 | 1241.88 | 1242.06 |
| 9+15.5 | 1242.10 | 1242.16 |
| 9+50.0 | 1242.55 | 1242.54 |
| 9+60.7 | 1242.69 | 1242.62 |
| 10+38.5 | 1243.89 | 1243.94 |
| 10+47.7 | 1243.94 | 1244.15 |
| 11+01.4 | 1243.53 | 1243.85 |
| 11+11.9 | 1243.33 | 1243.87 |
| 11+22.3 | 1243.29 | 1243.43 |
| 11+51.7 | 1242.98 | 1243.11 |
| 12+02.9 | 1242.49 | 1242.74 |
| 12+27.3 | 1242.35 | 1242.27 |
| 12+75.0 | 1241.90 | 1241.98 |
| 13+04.3 | 1241.68 | 1241.83 |
| 13+87.4 | 1240.78 | 1240.89 |
| 14+21.4 | 1240.29 | 1240.57 |
| 14+27.6 | 1240.28 | 1240.66 |
| 14+38.9 | 1240.25 | 1240.69 |
| 14+72.4 | 1239.94 | 1240.01 |
| 15+56.0 | 1239.03 | 1239.09 |
| 16+02.0 | 1238.48 | 1238.79 |
| 16+13.7 | 1238.24 | 1238.40 |
| 16+61.9 | 1238.00 | 1238.30 |
| 16+74.0 | 1237.98 | 1238.27 |
| 16+92.0 | 1237.61 | 1237.83 |
| 17+10.5 | 1237.26 | 1237.52 |
| 17+37.0 | 1237.54 | 1237.95 |
| 17+82.0 | 1237.31 | 1237.69 |
| 18+15.1 | 1237.33 | 1237.41 |
| 19+75.5 | 1236.46 | 1236.51 |

Said sidewalk elevations to increase at 1.5% as it extends to the buildings.

Bold and Italics above indicates a break in the grade ordinance with new elevations based on existing street grades and ADA compliant sidewalk ramps at roadway intersections

Grade Ordinance MAIN AVENUE from 3RD STREET TO 8TH STREET. Begin at station 50+26.7 on the North side at intersection of Main Avenue and 3rd Street increasing Easterly to 60+21.5 at the radius of the intersection of 8th Street

NORTH SIDE OF ROADWAY GRADE ORDINANCE INFORMATION

| <u>North Side Station</u> | <u>Existing Profile Elevation</u> | <u>New Profile Elevation</u> |
|---------------------------|-----------------------------------|------------------------------|
| 50+37.5 | 1243.29 | 1243.31 |
| 50+59.8 | 1243.14 | 1243.19 |
| 50+67.0 | 1243.10 | 1243.17 |
| 51+41.8 | 1242.75 | 1242.83 |
| 51+68.1 | 1242.48 | 1242.73 |
| 51+81.5 | 1242.31 | 1242.60 |
| 52+07.4 | 1242.24 | 1242.57 |
| 52+27.2 | 1242.00 | 1242.20 |
| 52+75.0 | 1241.60 | 1241.82 |
| 53+09.0 | 1241.38 | 1241.65 |
| 53+89.2 | 1240.69 | 1240.84 |
| 54+25.0 | 1240.37 | 1240.53 |
| 54+60.7 | 1240.15 | 1240.24 |
| 54+70.4 | 1240.06 | 1240.17 |
| 55+13.0 | 1239.59 | 1239.81 |
| 55+28.5 | 1239.39 | 1239.70 |
| 55+62.1 | 1239.37 | 1240.07 |
| 55+72.9 | 1239.31 | 1239.54 |
| 56+55.6 | 1238.49 | 1238.48 |
| 57+33.9 | 1237.06 | 1237.07 |
| 57+59.4 | 1236.99 | 1237.02 |
| 57+78.9 | 1236.86 | 1237.05 |
| 58+12.9 | 1237.06 | 1237.03 |
| 58+39.0 | 1236.92 | 1237.08 |
| 59+10.2 | 1236.27 | 1236.47 |
| 59+26.3 | 1236.24 | 1236.38 |
| 59+51.8 | 1236.03 | 1236.31 |
| 59+68.3 | 1236.05 | 1236.29 |
| 60+21.5 | 1236.34 | 1236.34 - Match Existing |

Said sidewalk elevations to increase at 1.5% as it extends to the buildings.

Bold and Italics above indicates a break in the grade ordinance with new elevations based on existing street grades and ADA compliant sidewalk ramps at roadway intersections

Section 2. All ordinances or parts of ordinances that conflict herewith are repealed.

Section 3. That this ordinance shall be in force and effect from and after its passage and publication as provided by law.

Passed and approved this _____ day of _____, 2016.

Nelson Crabb, Mayor

ATTEST:

Jennifer Larsen, City Clerk

Published in the: _____

**PRELIMINARY ASSESSMENT
PLAT & SCHEDULE**

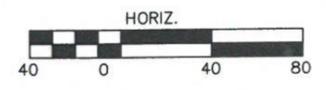
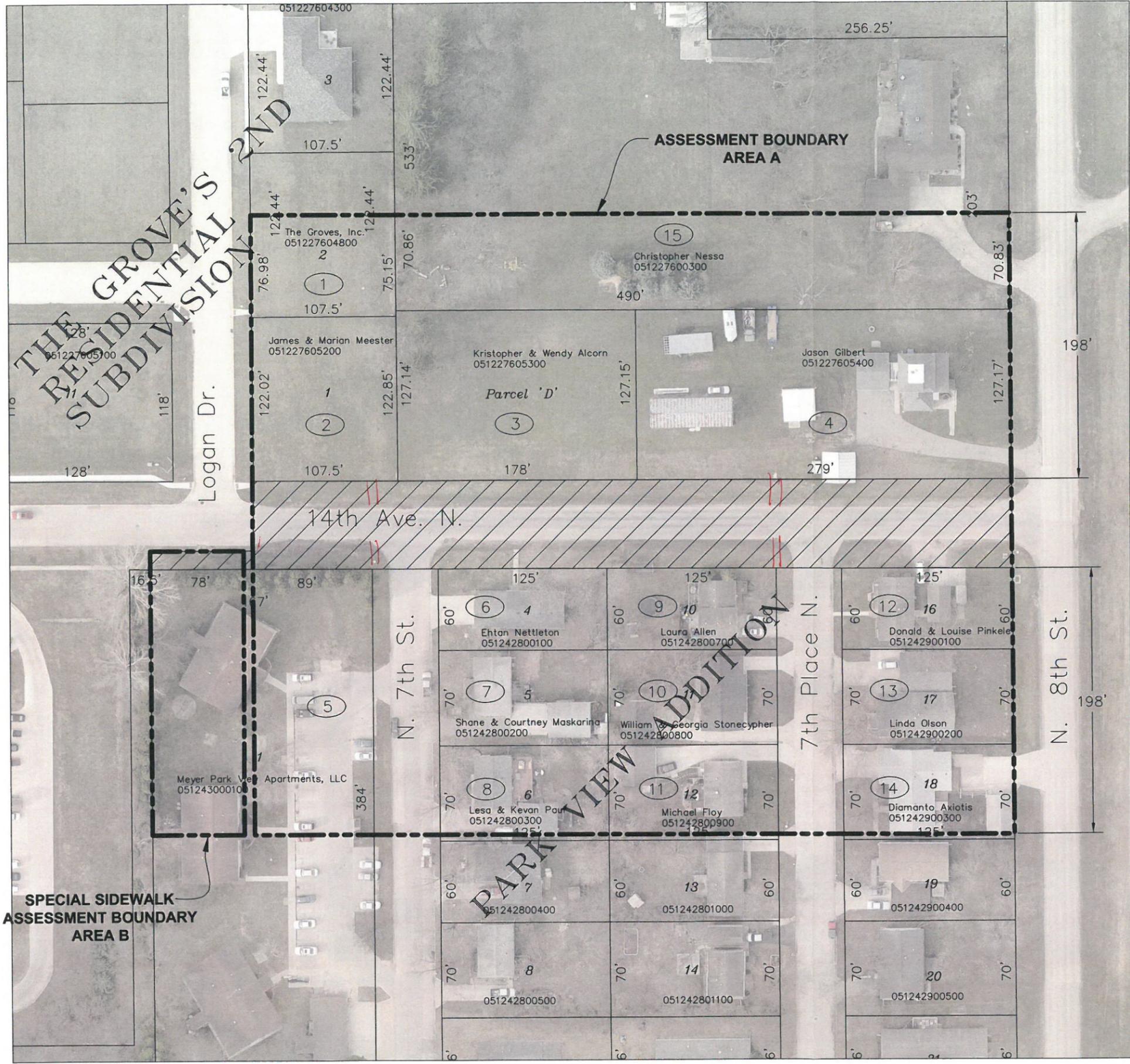
FOR

**14th Ave. N. STREET IMPROVEMENT PROJECT
2017**

CLEAR LAKE, IOWA

| | |
|---|---|
|  | <p>I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.</p> |
| | <p>Andrew J. Smith, P.E. Date</p> <p>License number <u>14233</u></p> <p>My license renewal date is December 31, 2017.</p> <p>Pages or sheets covered by this seal:</p> <hr/> <hr/> |

**DRAFT
10-17-16**



LEGEND

- Assessment Boundary
- Project Area
- 051227605200 County Parcel Identification #
- Property Identification #
- 1 Lot #

DRAFT
10-10-16

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| | | |
| | | |
| | | |
| | | |

PRELIMINARY ASSESSMENT PLAT

14TH AVENUE NORTH STREET IMPROVEMENT PROJECT
CLEAR LAKE, IOWA
2017

| | |
|-------------|----------|
| SCALE: | AS SHOWN |
| PROJECT NO. | 8305 |
| DRAWN BY: | AJS |
| CHECKED BY: | AJS |
| SHEET | P.01 |

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PRELIMINARY ASSESSMENT PLAT & SCHEDULE FOR
14TH AVENUE NORTH STREET IMPROVEMENT PROJECT
CLEAR LAKE, IOWA

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SECTION 1 – LOCATION OF IMPROVEMENTS

Improvements

Location

Assessment Area A

14th Ave. N.

Street Improvements

Along 14th Ave. N. from Logan Dr. to N. 8th St.

Assessment Area B

14th Ave. N.

Street Improvements

(this is sidewalk only)

Along 14th Ave. N. from 18' west of west right-of-way line of Logan Dr. to east right-of-way line of Logan Dr. South side of road only.

SECTION 2 – PROJECT DESCRIPTION

Remove pavement on 14th Ave. N from Logan Dr. to N. 8th St. and construct new 31' wide 7" thick PCC curb and gutter street. The project will include new storm sewer pipe, intakes and subdrain tile. The project will also include new sidewalk, ADA ramps, driveway approaches, sanitary sewer and water service improvements. In addition, the project will include miscellaneous associated work including seeding.

SECTION 3 – DESCRIPTION OF BENEFITED AREA

Assessment Area A, all parcels abutting and within 127' of 14th Ave. N beginning at the east right-of-way line of Logan Dr. and ending at the west right-of-way line of N. 8th St. as shown on the preliminary assessment plat. The parcels are listed below:

| |
|--|
| LOTS 1, 4-5, 10-11, 16-17 Park View Addition |
| LOTS 1 and 2 The Grove's 2 nd Residential Subdivision |
| PCL "D" LOC IN S1/2 SE NE 12-96-20 DESC IN SURV BK 2016 PG 3437 |
| S1/2 SE NE 12-96-20 EXC THAT PART PLATTED AS THE GROVES 1ST & 2ND RESIDENTIAL SUBS & EXC BEG NE COR S1/2 SE NE 12-96-20 TH W 490' S 533' E 490' N 533' TO POB & EXC PCL "D" DESC IN SURV BK 2016 PG 3437 |
| |

In addition, Assessment Area B Along 14th Ave. N. from 18' west of west right-of-way line of Logan Dr. to east right-of-way line of Logan Dr. South side of road only as shown on the preliminary assessment plat. The parcels are listed below:

| |
|---------------------------|
| LOTS 1 Park View Addition |
|---------------------------|

SECTION 4—DESCRIPTION OF STREET ASSESSMENT PROCEDURE

A. General

All properties that are within 127' or abutting the proposed street reconstruction are included in the Benefited District.

The properties within the defined benefited district are assigned units of benefit based on a widely accepted proportional benefits formula that was developed in 1919. The average depth of the parcel is used to determine the units of benefit. The corresponding curve representing the formula is found with this description at the end of this section. The units of benefit for a property are multiplied by the property front footage to determine the Benefit Points listed in the Assessment Schedule.

The property assessment is then calculated by multiplying the Benefit Points by the Cost per Benefit Point (CBP). The Cost per Benefit Point (CBP) is calculated by dividing the estimated assessable total improvement cost by the total benefit points for all the benefited properties.

The City assesses 100% of all eligible assessment costs to the abutting properties and the City pays for 100% of all non-eligible assessment costs plus any deficiency costs. Eligible assessment costs for this project include 6" of the 7" thick PCC Street Improvements, Sidewalk Improvements, Driveway Improvements, Water Service Improvements, and Sanitary Sewer Service Improvements. In addition, indirect costs such as engineering, legal and administrative costs are also eligible. Where these items are within an intersection, they are considered to be NON-ELIGIBLE.

Some of the eligible assessment costs are considered Direct Assessment Costs and are for items considered to be "private" improvements that are required to comply with the City Ordinances. These items include driveway, sidewalk, water service and sewer service improvements.

Property dimensions utilized in the assessment procedure are based on platted dimensions as shown in property records from the Cerro Gordo County GIS office.

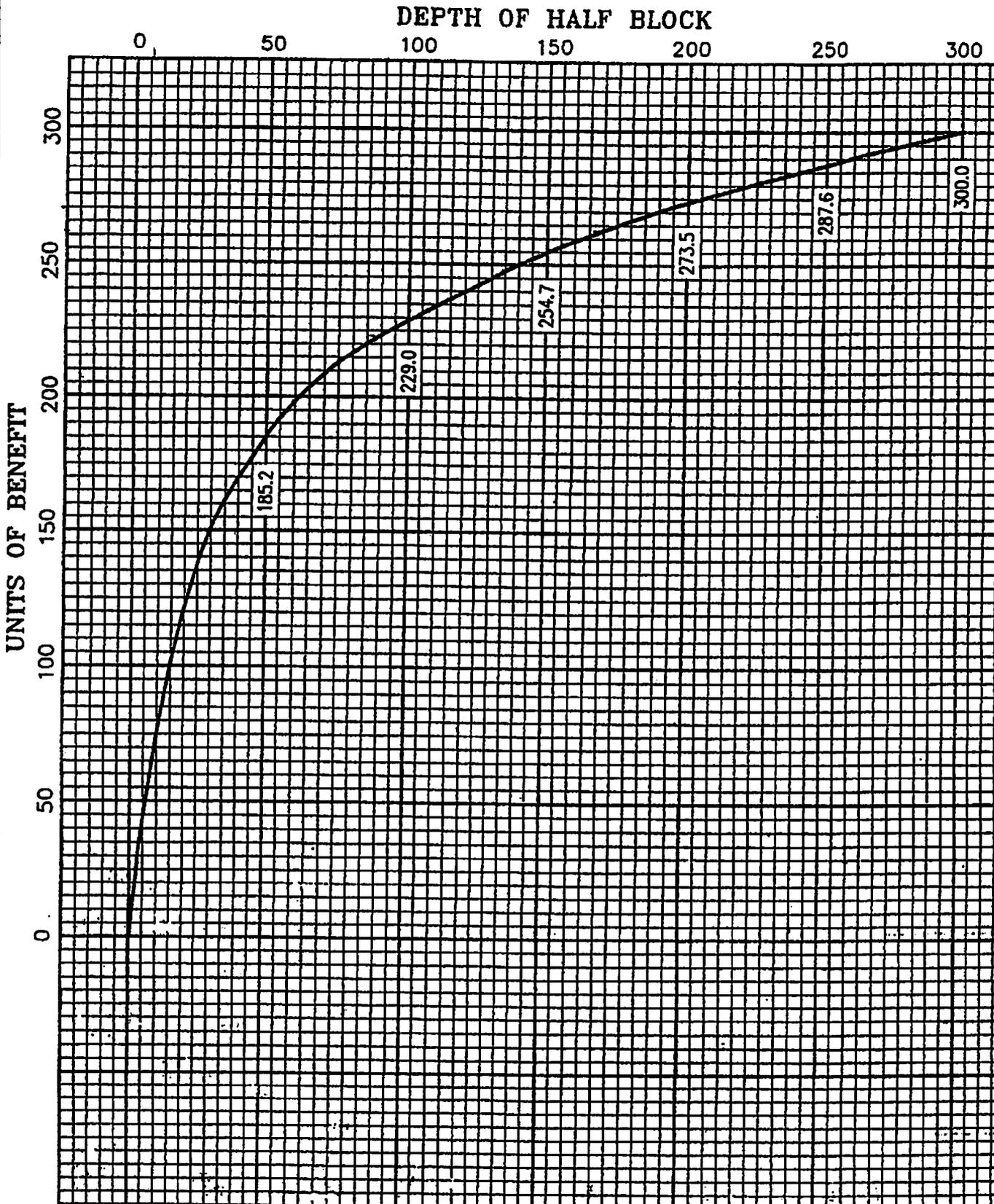
B. Lot Valuations

Section 384.46 of the Code of Iowa provides that valuations of each lot within the Assessment District must be determined and must represent the fair market value of the property with all improvements included. As directed by the City of Clear Lake City Council, the valuations shown on the Assessment Schedule for each property reflect the current assessed valuation on record in the Cerro Gordo County Assessor's office and include the total estimated cost of the improvement being assessed to each property. Certain other properties are valued for more than what the Cerro Gordo County Assessor's records show. This is primarily due to the fact that either improvements have been made and the current assessed valuation has not taken that into consideration or simply due to the fact that the assessed valuation is considerably lower than comparable sale prices in the area, specifically for empty lots.

In accordance with Section 384.62, assessments are limited to 25 percent of the valuation as shown on the Assessment Schedule. If the total assessable cost exceeds the 25 percent limit, the deficient amount is initially absorbed by the City. In accordance with Section 384.63, if a

private improvement is constructed on the lot during the period of amortization the Council may assess a pro rata portion of the deficiency to the lot.

Section 384.62 also provides that special assessments against land assessed as agricultural property may not become payable upon filing of a request for deferment by the owner. Certain other limitations apply and are further defined in Section 384.62 of the Code of Iowa.



PROPORTIONAL BENEFITS CURVE
FOR SPREADING PAVING ASSESSMENTS
FROM REPORT OF SPECIAL COMMITTEE
IOWA ENGINEERING SOCIETY
FEBRUARY 1919

SECTION 5 – ENGINEERS PRELIMINARY OPINION OF PROBABLE COST

A. General

The estimated project costs include construction costs and indirect costs. The Engineer's Preliminary Opinion of Probable Construction Costs can be found at the end of this section. The following represent a summary of these estimated costs:

| | | |
|----------------------------|----------|---------------------|
| CONSTRUCTION COSTS | = | \$309,807.10 |
| INDIRECT COSTS | = | \$ 35,300.00 |
| <hr/> | | |
| TOTAL PROJECT COSTS | = | \$345,107.10 |

B. Indirect Costs

| | | |
|--|---|--------------|
| 1. Engineering (per Engineering Agreement) | = | \$ 27,800.00 |
| 2. Legal (Bond Council, City Attorney, etc.) | = | \$ 6,000.00 |
| 3. Administrative (City Staff, permits, publications, postage, etc.) | = | \$ 1,500.00 |
| <hr/> | | |

| | | |
|----------------------|--|--------------|
| Total Indirect Costs | | \$ 35,300.00 |
|----------------------|--|--------------|

Indirect costs will be allocated to the various improvements proportional to the total Indirect Costs as a percentage of Total Construction Costs.

| | | |
|------------------------------|---|--------------|
| Estimated Construction Costs | = | \$309,807.10 |
|------------------------------|---|--------------|

Indirect Costs have been allocated at 11.394 % of Construction Costs (\$35,300.00 /\$309,807.10).

City of Clear Lake
 14th St. N Street Improvements
 Preliminary Plans Opinion of Probable Construction Costs

| Item No | Item Description | Unit | Assessable | Total | Unit Price | Assessable Cost | Non-Assessable Cost | Total Cost |
|---------|---|-------|------------|--------|--------------|-----------------|---------------------|---------------|
| 1 | CLEARING AND GRUBBING | UNITS | N | 79.2 | \$ 30.00 | \$ - | \$ 2,376.00 | \$ 2,376.00 |
| 2 | EXCAVATION, CLASS 10, ROADWAY AND BORROW | CY | N | 413 | \$ 10.00 | \$ - | \$ 4,130.00 | \$ 4,130.00 |
| 3 | TOPSOIL, FURNISH AND SPREAD | CY | N | 250.0 | \$ 40.00 | \$ - | \$ 10,000.00 | \$ 10,000.00 |
| 4 | TOPSOIL, STRIP, SALVAGE AND SPREAD | CY | N | 80.0 | \$ 10.00 | \$ - | \$ 800.00 | \$ 800.00 |
| 5 | MODIFIED SUBBASE | CY | N | 130 | \$ 45.00 | \$ - | \$ 5,850.00 | \$ 5,850.00 |
| 6 | STANDARD SLIP-FORM P.C. CONCRETE PAVEMENT, CLASS C, CLASS 3, 7 IN. (Between Intersections) | SY | N | 1503.3 | \$ 47.00 | \$ 60,561.51 | \$ 10,093.59 | \$ 70,655.10 |
| 7 | STANDARD SLIP-FORM P.C. CONCRETE PAVEMENT, CLASS C, CLASS 3, 7 IN. (Intersections) | SY | N | 801.5 | \$ 47.00 | \$ - | \$ 37,670.50 | \$ 37,670.50 |
| 8 | INTAKE, SW-501 | EACH | N | 5 | \$ 3,250.00 | \$ - | \$ 16,250.00 | \$ 16,250.00 |
| 9 | INTAKE, SW-503 | EACH | N | 1 | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ 5,000.00 |
| 10 | INTAKE, SW-505 | EACH | N | 2 | \$ 5,000.00 | \$ - | \$ 10,000.00 | \$ 10,000.00 |
| 11 | INTAKE, SW-511 | EACH | N | 1 | \$ 4,500.00 | \$ - | \$ 4,500.00 | \$ 4,500.00 |
| 12 | MANHOLE ADJUSTMENT, MINOR | EACH | N | 2 | \$ 1,500.00 | \$ - | \$ 3,000.00 | \$ 3,000.00 |
| 13 | SUBDRAIN, STANDARD, PERFORATED, 6 IN. | LF | N | 1363 | \$ 20.00 | \$ - | \$ 27,260.00 | \$ 27,260.00 |
| 14 | SUBDRAIN OUTLET, DR-303 | EACH | N | 14 | \$ 200.00 | \$ - | \$ 2,800.00 | \$ 2,800.00 |
| 15 | SUBDRAIN RISER, 6" | EACH | N | 2 | \$ 500.00 | \$ - | \$ 1,000.00 | \$ 1,000.00 |
| 16 | STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 20000 (CLASS III), 15 IN. | LF | N | 175 | \$ 60.00 | \$ - | \$ 10,500.00 | \$ 10,500.00 |
| 17 | STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 20000 (CLASS III), 18 IN. | LF | N | 65 | \$ 70.00 | \$ - | \$ 4,550.00 | \$ 4,550.00 |
| 18 | SANITARY SEWER SERVICE STUB, POLYVINYL CHLORIDE PIPE (PVC), 4 IN. | LF | N | 45 | \$ 55.00 | \$ 2,475.00 | \$ - | \$ 2,475.00 |
| 19 | REMOVAL OF PAVEMENT | SY | N | 1960 | \$ 5.00 | \$ - | \$ 9,800.00 | \$ 9,800.00 |
| 20 | REMOVAL OF INTAKES AND UTILITY ACCESSSES | EACH | N | 2 | \$ 750.00 | \$ - | \$ 1,500.00 | \$ 1,500.00 |
| 21 | REMOVAL OF SIDEWALK | SY | N | 3.7 | \$ 15.00 | \$ - | \$ 55.50 | \$ 55.50 |
| 22 | SIDEWALK, P.C. CONCRETE, 4 IN. | SY | N | 473.8 | \$ 50.00 | \$ 23,692.00 | \$ - | \$ 23,692.00 |
| 23 | SIDEWALK, P.C. CONCRETE, 6 IN. | SY | N | 43.6 | \$ 55.00 | \$ - | \$ 2,398.00 | \$ 2,398.00 |
| 24 | DETECTABLE WARNINGS | SF | N | 60 | \$ 40.00 | \$ - | \$ 2,400.00 | \$ 2,400.00 |
| 25 | DRIVEWAY, P.C. CONCRETE, 6 IN. | SY | N | 119 | \$ 55.00 | \$ 6,545.00 | \$ - | \$ 6,545.00 |
| 26 | TRAFFIC CONTROL | LS | N | 1 | \$ 4,000.00 | \$ - | \$ 4,000.00 | \$ 4,000.00 |
| 27 | MOBILIZATION | LS | N | 1 | \$ 10,000.00 | \$ - | \$ 10,000.00 | \$ 10,000.00 |
| 28 | CONNECTION TO EXISTING RCP STORM SEWER | EACH | N | 3 | \$ 850.00 | \$ - | \$ 2,550.00 | \$ 2,550.00 |
| 29 | CORPORATION STOP, 1" | EACH | N | 1 | \$ 400.00 | \$ 400.00 | \$ - | \$ 400.00 |
| 30 | CURB STOP & BOX, 1" | EACH | N | 1 | \$ 300.00 | \$ 300.00 | \$ - | \$ 300.00 |
| 31 | INLET PROTECTION | EACH | N | 10 | \$ 100.00 | \$ - | \$ 1,000.00 | \$ 1,000.00 |
| 32 | SANITARY SEWER WYE, 18"x4" | EACH | N | 1 | \$ 1,000.00 | \$ 1,000.00 | \$ - | \$ 1,000.00 |
| 33 | WATER SERVICE STUB, COPPER, 1 IN. | LF | N | 68 | \$ 35.00 | \$ 2,380.00 | \$ - | \$ 2,380.00 |
| 34 | MULCH, BONDED FIBER MATRIX | ACRE | N | 0.36 | \$ 4,000.00 | \$ - | \$ 1,440.00 | \$ 1,440.00 |
| 35 | SEED AND FERTILIZE (URBAN) | ACRE | N | 0.36 | \$ 3,000.00 | \$ - | \$ 1,080.00 | \$ 1,080.00 |
| 36 | SOD | SQ | N | 157 | \$ 50.00 | \$ - | \$ 7,850.00 | \$ 7,850.00 |
| 37 | QUALITY ASSURANCE TESTING | LS | N | 1 | \$ 2,000.00 | \$ - | \$ 2,000.00 | \$ 2,000.00 |
| 38 | RELOCATE FIRE HYDRANT | EACH | N | 2 | \$ 800.00 | \$ - | \$ 1,600.00 | \$ 1,600.00 |
| 39 | GRANULAR BACKFILL | TON | N | 200 | \$ 40.00 | \$ - | \$ 8,000.00 | \$ 8,000.00 |
| 40 | EROSION CONTROL | LS | N | 1 | \$ 1,000.00 | \$ - | \$ 1,000.00 | \$ 1,000.00 |
| | TOTAL PROJECT COSTS | | | | | \$ 97,353.51 | \$ 212,453.59 | \$ 309,807.10 |

SECTION 6 – SPECIAL ASSESSMENT COSTS

A. Street Paving Assessable Costs

Per the City of Clear Lake’s Assessment Policy, the basis of assessments for the street paving is 31’ wide measured from back of curb to back of curb and 6” thick PCC Pavement. The City does not assess paving within an intersection. This project has 7” thick PCC Pavement, therefore the assessable cost will be prorated at a ratio of 6/7 of the Total Street Paving Assessed Cost.

| | |
|---|--------------------|
| Assessable Street Pavement Quantity | 1503.3 SY |
| Estimated Pavement Unit Price | \$47.00 / SY |
| Assessable Street Pavement Cost | \$70,655.10 |
| Adjusted Assessable Street Pavement Cost (6/7 of Assessable Street Pavement Cost due to pavement thickness) | \$60,561.51 |
| Indirect Cost (at 11.394 %) | \$6,900.49 |
| Total Eligible Assessable Cost | \$67,462.01 |
| Default Fund (0%) | \$0.00 |
| Total Street Paving Assessed Cost | \$67,462.01 |
| Total Benefit Points | 250,337 |
| Total Cost per Benefit Point (CBP) | \$0.269485 |
| (\$67,462.01 / 250,337) | |

B. Driveway Assessable Costs (Direct Assessment)

The basis of assessment for residential driveways per Clear Lakes Code of Ordinances shall be for 6" thick PCC pavement or 6" thick crushed stone base with 4" thick HMA pavement.

There are only two residential driveways within this project area and both are gravel and not up to City Code. The area of each driveway is individually calculated and multiplied by the unit price calculated below on a per square yard basis to determine each individual driveways direct assessment. Due to the nature of how the project is set up to bid, there is a separate line item for 6" sidewalk for the portion of sidewalk going through driveways. The quantity of 6" sidewalk through the associated driveway will be added to the separate driveway PCC quantity and multiplied by the unit cost determined below.

| | |
|---|---------------------|
| Assessable 6" thick PCC Residential Driveway Unit Cost | \$55.00 / SY |
| Indirect Cost (at 11.394 %) | \$6.27 / SY |
| Default Fund (0%) | \$0.00 |
| Total Assessable Residential Driveway Unit Cost | \$ 61.27/ SY |
| Total Project Driveway Quantity | 98.9 SY |
| Total Assessable Costs for Driveways | \$6,059.60 |

C. Sidewalk Assessable Costs (Direct Assessment)

The City of Clear Lake Code of Ordinances states that the City may order repair or construction of sidewalks. It also states that the City may specially assess the cost of such improvement to the abutting property owners.

This project area contains no sidewalks. Therefore the City has elected to have sidewalks constructed throughout the project area.

The basis of assessment is a 4' wide PCC Sidewalk, 4" thick of sidewalk to be replaced or constructed within the front foot limits of the benefited property. The area of new sidewalk for each property is calculated individually and multiplied by the unit price calculate below on a per square yard basis to determine the assessment associated with the sidewalk improvements for each property.

| | |
|--|----------------------|
| Assessable 4" thick 4' wide PCC Sidewalk Unit Cost | \$50.00 / SY |
| Indirect Cost (at 11.394 %) | \$5.70 / SY |
| Default Fund (0%) | \$0.00 |
| Total Assessable Sidewalk Unit Cost | \$ 55.70 / SY |
| Total Project Sidewalk Quantity | 473.84 SY |
| Total Assessable Costs for Sidewalk | \$26,392.88 |

D. Water Service Assessable Costs (Direct Assessment)

The City of Clear Lake's Assessment Policy states that any water service that is not copper will be replaced and the actual costs will be assessed to the property owner. If the existing service is determined to be copper and the curb stop and box are in good operable condition then the property owner will not receive a Direct Assessment for Water Service Improvements. These determinations will be made during construction by the Engineer and City staff as applicable

This project will consist of one new 1" water service and will be for all costs associated with the construction of said service as shown below.

| | |
|---|------------------------|
| 1" Service Connection | \$ 400.00 / EA |
| Water Service Pipe, 1" Copper (\$35.00/ LF for 68 LF) | \$2,380.00 |
| Curb Stop and Box, 1" | \$300.00 / EA |
| Sub-Total – Construction cost for 1" Water Service | \$3,080.00 |
| Indirect Cost (at 11.394 %) | \$350.94 / EA |
| Default Fund (0%) | \$0.00 |
| Total Assessable Cost per 1" Water Service | \$ 3,430.94/ EA |
| Total Project Water Service Quantity | 1 EA |
| Total Assessable Costs for Water Services | \$3,430.94 |

E. Sanitary Sewer Service Assessable Costs (Direct Assessment)

The City of Clear Lake's Special Assessment Policy states that sanitary sewer services are the property owner's responsibility and as such all costs for sanitary sewer services are assessed to the property owner. If the existing sanitary sewer service is determined to be PVC pipe and in good condition then the property owner will not receive a final assessment. This determination will be made during construction by the Engineer and City staff.

The basis of assessment for the new sanitary sewer service is a 4" sewer service.

This project will consist of one new 4" sanitary sewer service and will be for all costs associated with the construction of said service as shown below.

| | |
|--|------------------------|
| 4" Sanitary Sewer Service Connection | \$1,000.00 / EA |
| Sanitary Sewer Service Pipe, 4" PVC (45 LF at \$55.00/LF) | \$2,475.00 / LF |
| Sub-Total – Construction cost for 4" Sanitary Sewer Service | \$3,475.00 |
| Indirect Cost (at 11.394 %) | \$395.95 / EA |
| Default Fund (0%) | \$0.00 |
| Total Assessable Cost per 4" Sanitary Sewer Service | \$3,870.95 / EA |
| Total Project Sanitary Sewer Service Quantity | 1 EA |
| Total Assessable Costs for Sanitary Sewer Services | \$3,870.95 |

F. Assessable Cost Summary

| | | |
|---|--|---------------------|
| 1 | Street Paving | \$67,462.01 |
| 2 | Driveway | \$6,059.60 |
| 3 | Sidewalks | \$26,392.88 |
| 4 | Water Service | \$3,430.94 |
| 5 | Sanitary Sewer Service | \$3,870.95 |
| | Total Assessed Costs Including Default Fund | \$107,216.38 |

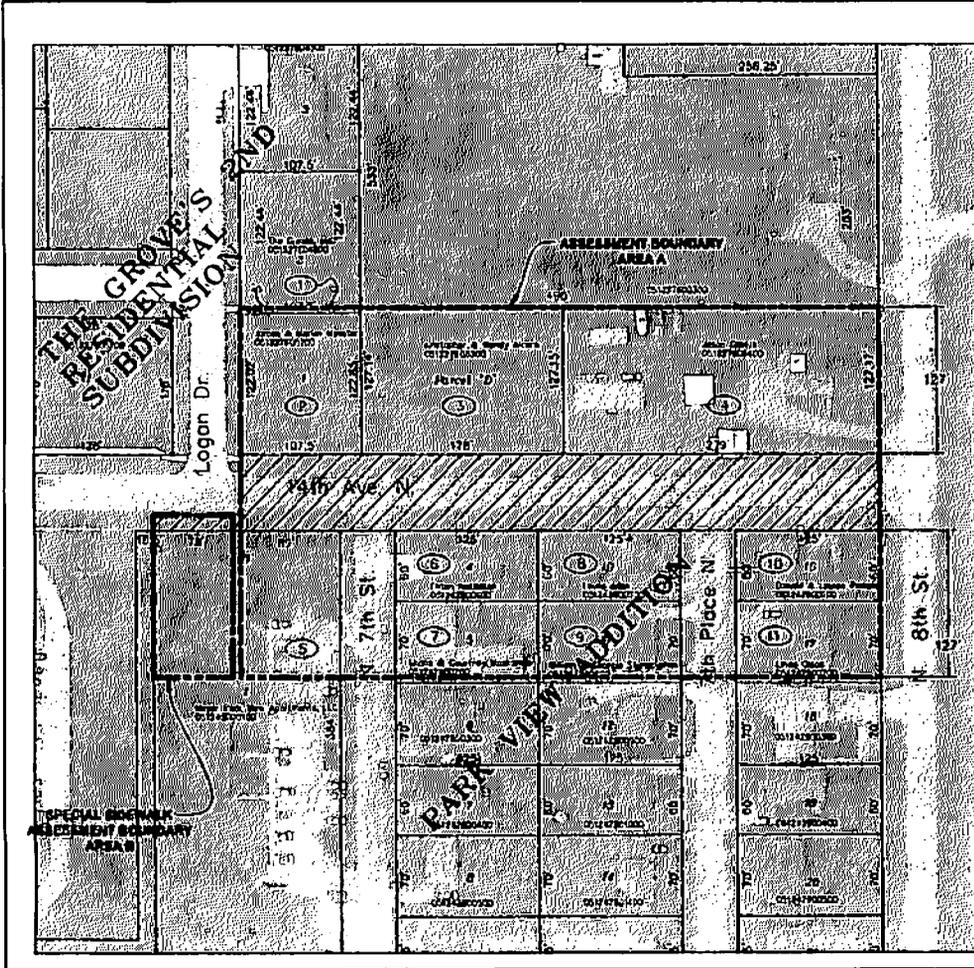
G. City Costs

| | |
|----------------------------------|---------------------|
| Total Project Cost | \$345,107.10 |
| Less Total Assessed Costs | \$107,216.38 |
| Plus Deficiencies | \$0.00 |
| Plus City Owned Property | \$ 0.00 |
| Total City Cost | \$237,890.72 |

**Preliminary Assessment Schedule
14th Ave. N. Street Improvement Project - 2017
Clear Lake, LA**

| Name/Description | Rear Lot Lft Depth 1 (PL) | Front Lot Lft Depth 2 (PL) | Result LWD | Front PL | Depth Points | Open Assessment | Type of Direct Assessment | Direct Assessment | Provisionally Assessed Adjustment | Total TAB Assessment | County Value | 14th Preliminary Assessment | Percent of Total Assessed Cost | Percent of Total Project Cost | | | |
|---|---------------------------------|----------------------------------|---------------|-------------|-----------------|--------------------|------------------------------|--|---|-------------------------|-----------------|-----------------------------------|--------------------------------------|-------------------------------------|-------------|----------|---------|
| 2017 14th Ave. N. Street Improvements | | | | | | | | | | | | | | | | | |
| ***** | | | | | | | | | | | | | | | | | |
| 1 012706030 THE GROVES INC 000 STATE ROUTE 401 HASELLE, VA 28636 1.2 THE GROVES 2ND RESIDENTIAL BLDG | | | | | | | | None | \$0.00 | | | | | | | | |
| | Pub. CBP = 0.26040 | 127.0 | 122.0 | 3.7 | 127.00 | 261.0 | | \$18.22 | \$0.00 | \$0.00 | \$78.22 | \$30,078.22 | \$0.00 | \$78.22 | 0.0730% | 0.0270% | |
| 2 012706030 MESSER, JAMES D 1400 LOGAN DR CLEAR LAKE, LA 70429 1.1 THE GROVES 2ND RESIDENTIAL CLUB | | | | | | | | Overwrite Shortfall | \$1,737.47 \$1,983.14 | | | | | | | | |
| | Pub. CBP = 0.26040 | 122.0 | 0.0 | 343.7 | 127.00 | 2597.0 | \$6,872.89 | | \$0.00 | \$0.00 | \$12,080.40 | \$2,121,000.40 | \$0.00 | \$12,080.40 | 1.1686% | 3.6770% | |
| 3 001218030 ALCOON, CHRISTOPHER P 513 BIRCH LAKE CLEAR LAKE, LA 70429 POLY LOC IN 8 W/2 DE NE 13-46-30 DESCR IN BURY BK 2018 PG 3437 | | | | | | | | Overwrite Write Service | \$4,432.10 \$1,432.94 | | | | | | | | |
| | Pub. CBP = 0.26040 | 127.0 | 0.0 | 343.4 | 178.00 | 4323.0 | \$11,676.40 | Arbitrary Board Service | \$1,612.95 | \$0.00 | \$0.00 | \$21,428.40 | \$229,428.40 | \$0.00 | \$21,428.40 | 21.6525% | 6.7800% |
| 4 012706040 GILBERT, JASON A 1403 N 67th ST 8 W/2 DE NE 13-46-30 EXC THAT PART PLATTED AS THE GROVES 1ST & 2ND RESIDENTIAL CLUBS & EXC 2ND DE NE COR 8 W/2 DE NE 13-46-30 THRU 800 S 807 E 400 N 537 TO POS & EXC POLY LOC DESCR IN BURY BK 2018 PG 3437 | | | | | | | | Overwrite | \$6,021.70 | | | | | | | | |
| | Pub. CBP = 0.26040 | 127.0 | 0.0 | 343.4 | 278.00 | 6703.6 | \$18,303.14 | | \$0.00 | \$0.00 | \$28,236.10 | \$138,336.10 | \$0.00 | \$28,236.10 | 23.5700% | 7.3120% | |
| 5 001240030 MEYER PARKWAY APARTMENTS LLC 716 27TH ST CLEAR LAKE, LA 70429 1.1 PARKVIEW ADD | | | | | | | | Overwrite (Area A) Overwrite (Area B) | \$2,220.78 \$1,806.61 | | | | | | | | |
| | Pub. CBP = 0.26040 | 127.0 | 0.0 | 343.4 | 83.00 | 21982.8 | \$1,827.74 | | \$0.00 | \$0.00 | \$3,802.11 | \$400,025.11 | \$0.00 | \$3,802.11 | 0.2946% | 2.8870% | |
| 6 012420040 METLITON, ETHAN P 1310 N 7TH ST CLEAR LAKE, LA 70429 1.4 PARKVIEW ADD | | | | | | | | Overwrite | \$3,126.65 | | | | | | | | |
| | Pub. CBP = 0.26040 | 60.0 | 0.0 | 196.2 | 120.00 | 24779.0 | \$6,676.43 | | \$0.00 | \$0.00 | \$8,781.64 | \$123,823.64 | \$0.00 | \$8,781.64 | 6.1240% | 2.6340% | |
| 7 010420020 BOURGAIN, SWANE M 1328 N 7TH ST CLEAR LAKE, LA 70429 1.4 PARKVIEW ADD | | | | | | | | None | \$0.00 | | | | | | | | |
| | Pub. CBP = 0.26040 | 127.0 | 63.0 | 41.2 | 123.00 | 16020.0 | \$1,822.50 | | \$0.00 | \$0.00 | \$1,822.50 | \$38,622.50 | \$0.00 | \$1,822.50 | 1.4207% | 0.4412% | |
| 8 010420030 ALLEN, LAURA M 1328 7TH ST N CLEAR LAKE, LA 70429 1.12 PARKVIEW ADD | | | | | | | | Overwrite | \$2,108.63 | | | | | | | | |
| | Pub. CBP = 0.26040 | 60.0 | 0.0 | 196.2 | 120.00 | 24779.0 | \$6,676.43 | | \$0.00 | \$0.00 | \$8,781.64 | \$118,263.64 | \$0.00 | \$8,781.64 | 6.1240% | 2.6340% | |
| 9 010420030 STONCYPPER, WILLIAM D 831 N 2ETH AVE N CLEAR LAKE, LA 70429 1.11 PARKVIEW ADD | | | | | | | | None | \$0.00 | | | | | | | | |
| | Pub. CBP = 0.26040 | 127.0 | 63.0 | 41.2 | 120.00 | 9030.0 | \$1,822.50 | | \$0.00 | \$0.00 | \$1,822.50 | \$120,842.50 | \$0.00 | \$1,822.50 | 1.4227% | 0.4412% | |
| 10 011420010 FRENCH, DONALD G 1308 7TH PL N CLEAR LAKE, LA 70429 1.18 PARKVIEW ADD | | | | | | | | Overwrite Shortfall | \$2,222.13 \$2,643.83 | | | | | | | | |
| | Pub. CBP = 0.26040 | 63.0 | 0.0 | 196.2 | 120.00 | 24779.0 | \$6,676.43 | | \$0.00 | \$0.00 | \$11,662.20 | \$63,472.20 | \$0.00 | \$11,662.20 | 12.8900% | 3.3657% | |
| 11 010420030 OLSON, LINDA K 1304 7TH PL N CLEAR LAKE, LA 70429 1.17 PARKVIEW ADD | | | | | | | | None | \$0.00 | | | | | | | | |
| | Pub. CBP = 0.26040 | 127.0 | 60.0 | 41.2 | 120.00 | 16020.0 | \$1,822.50 | | \$0.00 | \$0.00 | \$1,822.50 | \$108,222.80 | \$0.00 | \$1,822.50 | 1.4201% | 0.4412% | |
| TOTALS | | | | | | | | | | | | | | | | | |
| | | | | | | | | | \$36,794.36 | \$0.00 | \$107,216.40 | \$0.00 | \$107,216.40 | 100.0000% | 71.0500% | | |

| | |
|--|--------------|
| 14th Ave. N. Total Project Costs | \$245,127.12 |
| 100% of Direct Assessment Costs | \$67,462.21 |
| 14th Ave. N. Deficiency | \$0.00 |
| City Share is 100% of 100% of Direct Assessment Costs plus Deficiency plus previously assessed adjustments | \$277,623.70 |



LEGEND

-  Assessment Boundary
-  Project Area
-  County Parcel Identification #
-  Property Identification #
-  Lot #

wbiks

| | | | | | | | | | |
|------|----|----------|--|--|--|--|--|--|--|
| DATE | BY | REVISION | | | | | | | |
| | | | | | | | | | |

PRELIMINARY ASSESSMENT PLAN
14TH AVENUE NORTH STREET IMPROVEMENT PROJECT
CLEAR, ILLINOIS, IOWA
2017

| | |
|------------|----------|
| SCALE | AS SHOWN |
| MANAGER | |
| ENGINEER | |
| CHECKED BY | |
| DATE | |

P.01

RESOLUTION No. _____

A RESOLUTION TO PARTICIPATE IN FEDERAL-AID SURFACE TRANSPORTATION PROGRAM (STP)
PROJECT WITH IOWA DEPARTMENT OF TRANSPORTATION – EAST MAIN AVENUE
RECONSTRUCTION PROJECT

WHEREAS, the City of Clear Lake desires to participate in an agreement with the Iowa Department of Transportation for the purpose of financing a portion of the East Main Avenue Reconstruction Project with Federal funds, and

WHEREAS, an agreement is required between the City of Clear Lake and the Iowa Department of Transportation for the purpose of financing a portion of the East Main Avenue Reconstruction Project with Federal funds, and

WHEREAS, an agreement is required between the City of Clear Lake and the Iowa Department of Transportation to schedule this cost sharing,

THEREFORE LET IT BE RESOLVED, that the City of Clear Lake enter into an Iowa DOT Agreement No. 2017-E-046 with the Iowa Department of Transportation, for Project No. STP-U-1372(620)-70-17 for work on the East Main Avenue Reconstruction Project.

PASSED AND APPROVED this 17th day of October, 2016.

Nelson P. Crabb, Mayor

ATTEST:

Jennifer Larsen, City Clerk

**IOWA DEPARTMENT OF TRANSPORTATION
Federal-aid Agreement for a Non-Primary Highway Project**

Recipient: City of Clear Lake

Project Number(s): STP-U-1372(620)--70-17

Iowa DOT Agreement Number: 2017-E-046

CFDA No. and Title: 20.205 Highway Planning and Construction

This is an agreement between the city of Clear Lake, Iowa (hereinafter referred to as the Recipient) and the Iowa Department of Transportation (hereinafter referred to as the Department). Iowa Code Sections 306A.7 and 307.44, provide for the Recipient and the Department to enter into agreements with each other for the purpose of financing transportation improvement projects on streets and highways in Iowa with Federal funds. Federal regulations require Federal funds to be administered by the Department.

Whereas, the Recipient has received Federal funding through the Surface Transportation Block Grant Program (STP). STP funds are available for construction, reconstruction, rehabilitation, resurfacing, restoration and operational or safety improvement projects on Federal-aid highways, bridges on any public road, and several other types of projects, as specified in 23 U.S.C. 133(b). Federal-aid highways include all Federal Functional Classifications, except for rural minor collectors or local roads.

The Recipient has received Federal funding through the Transportation Alternatives Program (TAP).

Pursuant to the terms of this agreement and applicable statutes, the Department agrees to provide the funding named above to the Recipient for the authorized and approved costs for eligible items associated with the project.

Under this agreement, the parties further agree as follows:

1. The Recipient shall be the lead local governmental agency for carrying out the provisions of this agreement.
2. All notices required under this agreement shall be made in writing to the appropriate contact person. The Department's contact person shall be the District 2 Local Systems Engineer. The Recipient's contact person shall be the City Administrator.
3. The Recipient shall be responsible for the development and completion of the following described project:
Reconstruction of Main Avenue from 20th Street to 24th Street, including bicycle lanes,
4. The Recipient shall receive reimbursement for costs of authorized and approved eligible project activities from STP funds. The portion of the project costs reimbursed by STP funds shall be limited to a maximum of either 80 percent of eligible costs or the amount stipulated in the North Iowa Area Council of Governments current Transportation Improvement Program (TIP) and approved in the current Statewide Transportation Improvement Program (STIP), whichever is less.
5. The Recipient shall receive reimbursement for costs of authorized and approved eligible project activities from TAP funds. The portion of the project costs reimbursed with TAP funds shall be limited to a maximum of either 80 percent of eligible costs (other than those reimbursed with other Federal funds) or the amount stipulated in the North Iowa Area Council of Governments current Transportation Improvement Program (TIP) and approved in the current Statewide Transportation Improvement Program (STIP), whichever is less. Eligible project activities are those related to surface transportation and described in the definition of "Transportation Alternatives" Section 101(a)(29) of Title 23, United States Code (U.S.C.).
6. The Recipient shall comply with Exhibit 1, General Agreement Provisions for use of Federal Highway Funds on Non-primary Highways, which is attached hereto and by this reference is incorporated into this agreement.
7. The Recipient shall pay for all project costs not reimbursed with funds specified in this agreement.
8. The Recipient shall let the project for bids through the Department.

9. If any part of this agreement is found to be void and unenforceable, the remaining provisions of this agreement shall remain in effect.
10. It is the intent of both parties that no third party beneficiaries be created by this agreement.
11. This agreement shall be executed and delivered in two or more copies, each of which so executed and delivered shall be deemed to be an original and shall constitute but one and the same agreement.
12. This agreement and the attached exhibits constitute the entire agreement between the Department and the Recipient concerning this project. Representations made before the signing of this agreement are not binding, and neither party has relied upon conflicting representations in entering into this agreement. Any change or alteration to the terms of this agreement shall be made in the form of an addendum to this agreement. The addendum shall become effective only upon written approval of the Department and the Recipient.

IN WITNESS WHEREOF, each of the parties hereto has executed this Agreement as of the date shown opposite its signature below.

City of Clear Lake:

By _____ Date _____, _____

Title _____

I, _____, certify that I am the City Clerk of Clear Lake, and that _____, who signed said Agreement for and on behalf of the City was duly authorized to execute the same by virtue of a formal Resolution duly passed and adopted by the city on the _____ day of _____, _____.

Signed _____ Date _____, _____

City Clerk of Clear Lake, Iowa

**Iowa Department of Transportation:
Highway Division**

By _____ Date _____, _____

Robert A. Welper, P.E.
Local Systems Engineer
District 2

EXHIBIT 1
General Agreement Provisions for use of Federal Highway Funds on Non-primary Projects

Unless otherwise specified in this agreement, the Recipient shall be responsible for the following:

1. General Requirements.

- a. The Recipient shall take the necessary actions to comply with applicable State and Federal laws and regulations. To assist the Recipient, the Department has provided guidance in the Federal-aid Project Development Guide (Guide) and the Instructional Memorandums to Local Public Agencies (I.M.s) that are referenced by the Guide. Both are available on-line at: http://www.iowadot.gov/local_systems/publications/im/lpa_ims.htm. The Recipient shall follow the applicable procedures and guidelines contained in the Guide and I.M.s in effect at the time project activities are conducted.
- b. In accordance with Title VI of the Civil Rights Act of 1964 and associated subsequent nondiscrimination laws, regulations, and executive orders, the Recipient shall not discriminate against any person on the basis of race, color, national origin, sex, age, or disability. In accordance with Iowa Code Chapter 216, the Recipient shall not discriminate against any person on the basis of race, color, creed, age, sex, sexual orientation, gender identity, national origin, religion, pregnancy, or disability. The Recipient agrees to comply with the requirements outlined in I.M. 1.070, Title VI and Nondiscrimination Requirements which includes the requirement to provide a copy of the Recipient's Title VI Plan or Agreement and Standard DOT Title VI Assurances to the Department.
- c. The Recipient shall comply with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973 (Section 504), the associated Code of Federal Regulations (CFR) that implement these laws, and the guidance provided in I.M. 1.080, ADA Requirements. When pedestrian facilities are constructed, reconstructed, or altered, the Recipient shall make such facilities compliant with the ADA and Section 504.
- d. To the extent allowable by law, the Recipient agrees to indemnify, defend, and hold the Department harmless from any action or liability arising out of the design, construction, maintenance, placement of traffic control devices, inspection, or use of this project. This agreement to indemnify, defend, and hold harmless applies to all aspects of the Department's application review and approval process, plan and construction reviews, and funding participation.
- e. As required by 2 CFR 200.501 "Audit Requirements", a non-Federal entity expending \$750,000 or more in Federal awards in a year shall have a single or program-specific audit conducted for that year in accordance with the provision of that part. Auditee responsibilities are addressed in Subpart F of 2 CFR 200. The Federal funds provided by this agreement shall be reported on the appropriate Schedule of Expenditures of Federal Awards (SEFA) using the Catalog of Federal Domestic Assistance (CFDA) number and title as shown on the first page of this agreement. If the Recipient will pay initial project costs and request reimbursement from the Department, the Recipient shall report this project on its SEFA. If the Department will pay initial project costs and then credit those accounts from which initial costs were paid, the Department will report this project on its SEFA. In this case, the Recipient shall not report this project on its SEFA.
- f. The Recipient shall supply the Department with all information required by the Federal Funding Accountability and Transparency Act of 2006 and 2 CFR Part 170.
- g. The Recipient shall comply with the following Disadvantaged Business Enterprise (DBE) requirements:
 - i. The Recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any Department-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of Department-assisted contracts.
 - ii. The Recipient shall comply with the requirements of I.M. 3.710, DBE Guidelines.

- iii. The Department's DBE program, as required by 49 CFR Part 26 and as approved by the Federal Highway Administration (FHWA), is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
- h. Termination of funds. Notwithstanding anything in this agreement to the contrary, and subject to the limitations set forth below, the Department shall have the right to terminate this agreement without penalty and without any advance notice as a result of any of the following: 1) The Federal government, legislature or governor fail in the sole opinion of the Department to appropriate funds sufficient to allow the Department to either meet its obligations under this agreement or to operate as required and to fulfill its obligations under this agreement; or 2) If funds are de-appropriated, reduced, not allocated, or receipt of funds is delayed, or if any funds or revenues needed by the Department to make any payment hereunder are insufficient or unavailable for any other reason as determined by the Department in its sole discretion; or 3) If the Department's authorization to conduct its business or engage in activities or operations related to the subject matter of this agreement is withdrawn or materially altered or modified. The Department shall provide the Recipient with written notice of termination pursuant to this section.

2. Programming and Federal Authorization.

- a. The Recipient shall be responsible for including the project in the appropriate Regional Planning Affiliation (RPA) or Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP). The Recipient shall also ensure that the appropriate RPA or MPO, through their TIP submittal to the Department, includes the project in the Statewide Transportation Improvement Program (STIP). If the project is not included in the appropriate fiscal year of the STIP, Federal funds cannot be authorized.
- b. Before beginning any work for which Federal funding reimbursement will be requested, the Recipient shall contact the Department to obtain the procedures necessary to secure FHWA authorization. The Recipient shall submit a written request for FHWA authorization to the Department. After reviewing the Recipient's request, the Department will forward the request to the FHWA for authorization and obligation of Federal funds. The Department will notify the Recipient when FHWA authorization is obtained. The cost of work performed prior to FHWA authorization will not be reimbursed with Federal funds.

3. Federal Participation in Work Performed by Recipient Employees.

- a. If Federal reimbursement will be requested for engineering, construction inspection, right-of-way acquisition or other services provided by employees of the Recipient, the Recipient shall follow the procedures in I.M. 3.310, Federal-aid Participation in In-House Services.
- b. If Federal reimbursement will be requested for construction performed by employees of the Recipient, the Recipient shall follow the procedures in I.M. 3.810, Federal-aid Construction by Local Agency Forces.
- c. If the Recipient desires to claim indirect costs associated with work performed by its employees, the Recipient shall prepare and submit to the Department an indirect cost rate proposal and related documentation in accordance with the requirements of 2 CFR 200. Before incurring any indirect costs, such indirect cost rate proposal shall be certified by the FHWA or the Federal agency providing the largest amount of Federal funds to the Recipient. If approved, the approved indirect cost rate shall be incorporated by means of an amendment to this agreement.

4. Design and Consultant Services

- a. The Recipient shall be responsible for the design of the project, including all necessary plans, specifications, and estimates (PS&E). The project shall be designed in accordance with the design guidelines provided or referenced by the Department in the Guide and applicable I.M.s.
- b. If the Recipient requests Federal funds for consultant services, the Recipient and the Consultant shall prepare a contract for consultant services in accordance with 23 CFR Part 172. These regulations require a qualifications-based selection process. The Recipient shall follow the procedures for selecting and using consultants outlined in I.M. 3.305, Federal-aid Participation in Consultant Costs.

- c. If Preliminary Engineering (PE) work is Federally funded, and if right-of-way acquisition or actual construction of the project is not started by the close of the tenth fiscal year following the fiscal year in which the Federal funds were authorized, the Recipient shall repay to the Department the amount of Federal funds reimbursed to the Recipient for such PE work. PE includes work that is part of the development of the PS&E for a construction project. This includes environmental studies and documents, preliminary design, and final design up through and including the preparation of bidding documents. PE does not include planning or other activities that are not intended to lead to a construction project. Examples include planning, conceptual, or feasibility studies.

5. Environmental Requirements and other Agreements or Permits.

- a. The Recipient shall take the appropriate actions and prepare the necessary documents to fulfill the FHWA requirements for project environmental studies including historical/cultural reviews and location approval. The Recipient shall complete any mitigation agreed upon in the FHWA approval document. These procedures are set forth in I.M. 3.105, Concept Statement Instructions; 3.110, Environmental Data Sheet Instructions; 3.112, FHWA Environmental Concurrence Process; and 3.114, Cultural Resource Regulations.
- b. If farmland is to be acquired, whether for use as project right-of-way or permanent easement, the Recipient shall follow the procedures in I.M. 3.120, Farmland Protection Policy Act Guidelines.
- c. The Recipient shall obtain project permits and approvals, when necessary, from the Iowa Department of Cultural Affairs (State Historical Society of Iowa; State Historic Preservation Officer), Iowa Department of Natural Resources, U.S. Coast Guard, U.S. Army Corps of Engineers, the Department, or other agencies as required. The Recipient shall follow the procedures in I.M. 3.130, 404 Permit Process; 3.140, Storm Water Permits; 3.150, Highway Improvements in the Vicinity of Airports or Heliports; and 3.160, Asbestos Inspection, Removal and Notification Requirements.
- d. In all contracts entered into by the Recipient, and all subcontracts, in connection with this project that exceed \$100,000, the Recipient shall comply with the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act, and all their regulations and guidelines. In such contracts, the Recipient shall stipulate that any facility to be utilized in performance of or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities or is under consideration to be listed.

6. Right-of-Way, Railroads and Utilities.

- a. The Recipient shall acquire the project right-of-way, whether by lease, easement, or fee title, and shall provide relocation assistance benefits and payments in accordance with the procedures set forth in I.M. 3.605, Right-of-Way Acquisition, and the Department's Office of Right of Way Local Public Agency Manual. The Recipient shall contact the Department for assistance, as necessary, to ensure compliance with the required procedures, even if no Federal funds are used for right-of-way activities. The Recipient shall obtain environmental concurrence before acquiring any needed right-of-way. With prior approval, hardship and protective buying is possible. If the Recipient requests Federal funding for right-of-way acquisition, the Recipient shall also obtain FHWA authorization before purchasing any needed right-of-way.
- b. If the project right-of-way is Federally funded and if the actual construction is not undertaken by the close of the twentieth fiscal year following the fiscal year in which the Federal funds were authorized, the Recipient shall repay the amount of Federal funds reimbursed for right-of-way costs to the Department.
- c. If a railroad crossing or railroad tracks are within or adjacent to the project limits, the Recipient shall obtain agreements, easements, or permits as needed from the railroad. The Recipient shall follow the procedures in I.M. 3.670, Work on Railroad Right-of-Way, and I.M. 3.680, Federal-aid Projects Involving Railroads.
- d. The Recipient shall comply with the Policy for Accommodating Utilities on City and County Federal-aid Highway Right of Way for projects on non-primary Federal-aid highways. For projects connecting to or involving some work inside the right-of-way for a primary highway, the Recipient shall follow the Department's Policy for Accommodating Utilities on Primary Road System. Certain utility relocation, alteration, adjustment, or removal costs to the Recipient for the project may be eligible for Federal funding

reimbursement. The Recipient should also use the procedures outlined in I.M. 3.640, Utility Accommodation and Coordination, as a guide to coordinating with utilities.

- e. If the Recipient desires Federal reimbursement for utility costs, it shall submit a request for FHWA authorization prior to beginning any utility relocation work, in accordance with the procedures outlined in I.M. 3.650, Federal-aid Participation in Utility Relocations.

7. Contract Procurement.

The following provisions apply only to projects involving physical construction or improvements to transportation facilities:

- a. The project plans, specifications, and cost estimate (PS&E) shall be prepared and certified by a professional engineer or architect, as applicable, licensed in the State of Iowa.
- b. For projects let through the Department, the Recipient shall be responsible for the following:
 - i. Prepare and submit the PS&E and other contract documents to the Department for review and approval in accordance with I.M. 3.505, Check and Final Plans and I.M. 3.510, Check and Final Bridge or Culvert Plans, as applicable.
 - ii. The contract documents shall use the Department's Standard Specifications for Highway and Bridge Construction. Prior to their use in the PS&E, specifications developed by the Recipient for individual construction items shall be approved by the Department.
 - iii. Follow the procedures in I.M. 3.730, Iowa DOT Letting Process, to analyze the bids received, make a decision to either award a contract to the lowest responsive bidder or reject all bids, and if a contract is awarded, execute the contract documents and return to the Department.
- c. For projects that are let locally by the Recipient, the Recipient shall follow the procedures in I.M. 3.720, Local Letting Process, Federal-aid.
- d. The Recipient shall forward a completed Project Development Certification (Form 730002) to the Department in accordance with I.M. 3.750, Project Development Certification Instructions. The project shall not receive FHWA Authorization for construction or be advertised for bids until after the Department has reviewed and approved the Project Development Certification.
- e. If the Recipient is a city, the Recipient shall comply with the public hearing requirements of the Iowa Code Section 26.12.
- f. The Recipient shall not provide the contractor with notice to proceed until after receiving written notice the Department has concurred in the contract award.

8. Construction.

- a. A full-time employee of the Recipient shall serve as the person in responsible charge of the construction project. For cities that do not have any full time employees, the mayor or city clerk will serve as the person in responsible charge, with assistance from the Department.
- b. Traffic control devices, signing, or pavement markings installed within the limits of this project shall conform to the "Manual on Uniform Traffic Control Devices for Streets and Highways" per 761 Iowa Administrative Code Chapter 130. The safety of the general public shall be assured through the use of proper protective measures and devices such as fences, barricades, signs, flood lighting, and warning lights as necessary.
- c. For projects let through the Department, the project shall be constructed under the Department's Standard Specifications for Highway and Bridge Construction and the Recipient shall comply with the procedures and responsibilities for materials testing according to the Department's Materials I.M.s. Available on-line at: <http://www.iowadot.gov/erl/current/IM/navigation/nav.htm>.
- d. For projects let locally, the Recipient shall provide materials testing and certifications as required by the approved specifications.

- e. If the Department provides any materials testing services to the Recipient, the Department will bill the Recipient for such testing services according to its normal policy as per Materials I.M. 103, Inspection Services Provided to Counties, Cities, and Other State Agencies.
- f. The Recipient shall follow the procedures in I.M. 3.805, Construction Inspection, and the Department's Construction Manual, as applicable, for conducting construction inspection activities.

9. Reimbursements.

- a. After costs have been incurred, the Recipient shall submit to the Department periodic itemized claims for reimbursement for eligible project costs. Requests for reimbursement shall be made at least annually but not more than bi-weekly.
- b. To ensure proper accounting of costs, reimbursement requests for costs incurred prior to June 30 shall be submitted to the Department by August 1 if possible, but no later than August 15.
- c. Reimbursement claims shall include a certification that all eligible project costs, for which reimbursement is requested, have been reviewed by an official or governing board of the Recipient, are reasonable and proper, have been paid in full, and were completed in substantial compliance with the terms of this agreement.
- d. The Department will reimburse the Recipient for properly documented and certified claims for eligible project costs. The Department may withhold up to 5% of the Federal share of construction costs or 5% of the total Federal funds available for the project, whichever is less. Reimbursement will be made either by State warrant or by crediting other accounts from which payment was initially made. If, upon final audit or review, the Department determines the Recipient has been overpaid, the Recipient shall reimburse the overpaid amount to the Department. After the final audit or review is complete and after the Recipient has provided all required paperwork, the Department will release the Federal funds withheld.
- e. The total funds collected by the Recipient for this project shall not exceed the total project costs. The total funds collected shall include any Federal or State funds received, any special assessments made by the Recipient (exclusive of any associated interest or penalties) pursuant to Iowa Code Chapter 384 (cities) or Chapter 311 (counties), proceeds from the sale of excess right-of-way, and any other revenues generated by the project. The total project costs shall include all costs that can be directly attributed to the project. In the event that the total funds collected by the Recipient do exceed the total project costs, the Recipient shall either:
 - 1) in the case of special assessments, refund to the assessed property owners the excess special assessments collected (including interest and penalties associated with the amount of the excess), or
 - 2) refund to the Department all funds collected in excess of the total project costs (including interest and penalties associated with the amount of the excess) within 60 days of the receipt of any excess funds. In return, the Department will either credit reimbursement billings to the FHWA or credit the appropriate State fund account in the amount of refunds received from the Recipient.

10. Project Close-out.

- a. Within 30 days of completion of construction or other activities authorized by this agreement, the Recipient shall provide written notification to the Department and request a final audit, in accordance with the procedures in I.M. 3.910, Final Review, Audit, and Close-out Procedures for Federal-aid Projects.
- b. For construction projects, the Recipient shall provide a certification by a professional engineer, architect, or landscape architect as applicable, licensed in the State of Iowa, indicating the construction was completed in substantial compliance with the project plans and specifications.
- c. Final reimbursement of Federal funds shall be made only after the Department accepts the project as complete.
- d. The Recipient shall maintain all books, documents, papers, accounting records, reports, and other evidence pertaining to costs incurred for the project. The Recipient shall also make these materials available at all reasonable times for inspection by the Department, FHWA, or any authorized representatives of the Federal Government. Copies of these materials shall be furnished by the Recipient

if requested. Such documents shall be retained for at least 3 years from the date of FHWA approval of the final closure document. Upon receipt of FHWA approval of the final closure document, the Department will notify the Recipient of the record retention date.

- e. The Recipient shall maintain, or cause to be maintained, the completed improvement in a manner acceptable to the Department and the FHWA.



By: Jason Petersburg, P.E.
Updated: October 12, 2016
Project No. 383156

Project Schedule
East Main Avenue STP Street Reconstruction Project
City of Clear Lake

| <u>Task</u> | <u>Date</u> |
|--|---------------------------------|
| Review Project Scope with City Council | October 17, 2016 |
| Review Preliminary Assessments with City Council | November 21, 2016 |
| Adopt Preliminary Resolution & Set Date for Public Hearing on Resolution of Necessity | November 21, 2016 |
| 1st Publication in Newspaper | November 30, 2016 |
| Mail Notices to Property Owners | By December 2, 2016 |
| 2nd Publication in Newspaper | December 7, 2016 |
| Public Hearing on Resolution of Necessity | December 19, 2016 |
| Set Date for Public Hearing on Plans, Specifications, Form of Contract, & Estimate of Cost | December 19, 2016 |
| Publish Notice of Public Hearing | December 20 – December 29, 2016 |
| Public Hearing on Plans, Specifications, Form of Contract, and Estimate of Cost | January 2, 2017 |
| Bid Letting (By IDOT) | January 18, 2017 |
| Contract Award | February 6, 2017 |
| Approve Contract & Bond | February 20, 2017 |
| Construction* | |
| Alliant Energy Gas & Electric Relocate | April 3 – May 5, 2017 |
| Construction Start (except 20 th Street Intersection) | May 8 – July 10, 2017 |
| 20 th Street Intersection Underground & Paving, Sidewalks, and Seeding | After July 10, 2017 |

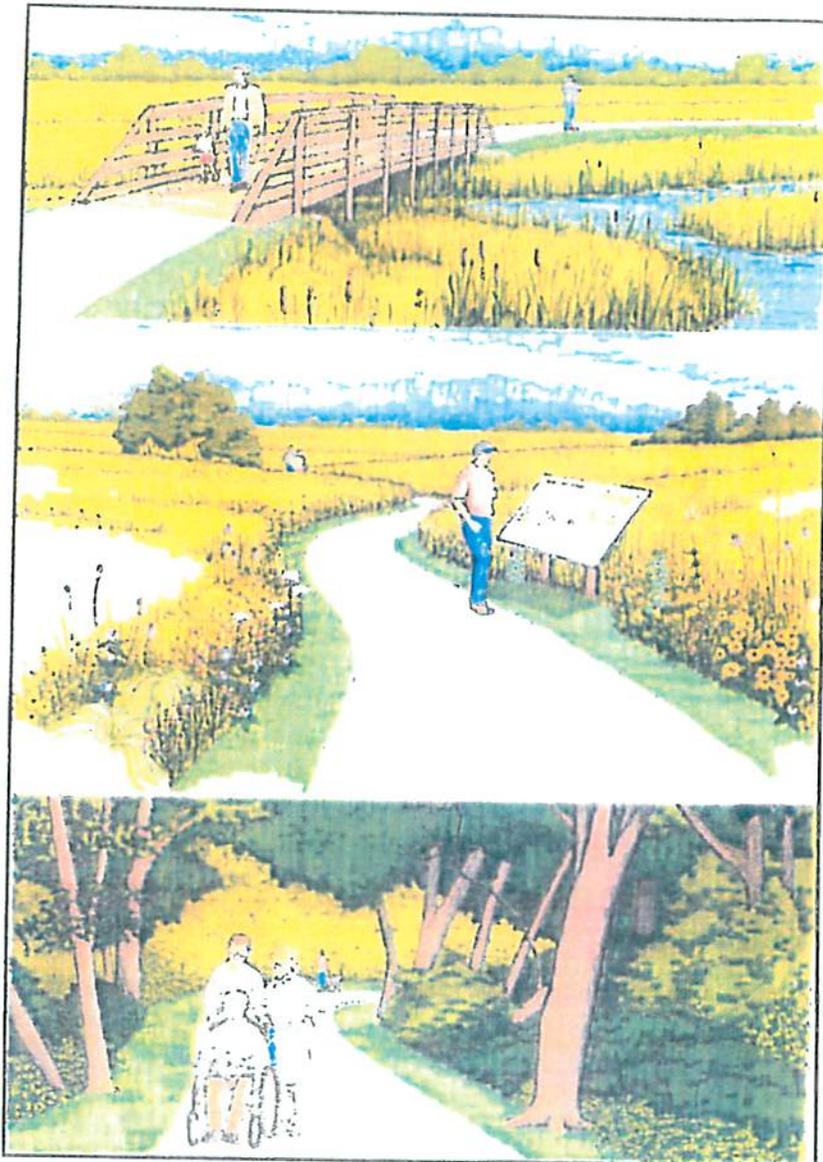
* Footnotes

East Main to be open for week of July 4, 2017. Temporary aggregate surfacing to be used to open roadway.

Contract to be let by IDOT. IDOT to calculate number of allowable working days. V&K estimate of working days is 75 working days = approximately 3 – 4 month duration with favorable weather conditions.



CERRO GORDO RECREATIONAL TRAILS PLAN



DUNBAR/JONES PARTNERSHIP

FALL 2001

Trail Type 3. Type 3 Trails are facilities within the road right-of-way and are often referred to as "shared road right-of-way" facilities. Due to the high traffic counts (greater than 800) and the heavy truck traffic along these routes, Type 3 Trails accommodate bicyclists by providing accommodations such as a paved shoulder, bike lane, or wide sidewalk. Typically, paved shoulders are in rural areas and bike lanes are in urban areas. These facilities provide opportunities for bicyclists and vehicles traveling in the same direction on the same roadway. Since vehicles and bicyclists share the same facility, safety is a major concern. When planning these types of facilities, special attention needs to be given to the specific type of facility to be provided. Signage and proper drainage needs to be provided. These trails provide connections between communities and key destinations. In *Iowa Trails 2000*, these trails are similar to On-Road Bicycle Facilities.

Trail Type 4. Type 4 Trails are also referred to as "shared road right-of-way" facilities or "shared lane" facilities. Traffic counts along these routes are low, less than 800. Therefore, no special accommodations, such as a paved shoulder or bike lane, are provided for these facilities. These trails typically have a rural section and bicyclists share the travel portion of the vehicular lane with other traffic traveling in the same direction. Since vehicles and bicyclists share the same facility, safety is a major concern. Signage is recommended, such as the "Share the Road" signs. Signage should notify vehicular traffic that bicyclists are using the roadway and notify bicyclists that the road is bike friendly. These facilities provide links between communities and key destinations. These facilities are not ideal for uses other than bicyclists, nor are they ideal for family and/or recreational rides. The additional bicycle accommodations are not provided on these facilities due to the existing conditions of the roadway. These facilities should be designed and maintained in the same manner as the roadway, i.e. surface, alignment, profile, and snowplowing. While Type 4 Trails are sufficient for bicycle accommodations, it is recommended these facilities be converted and enhanced to meet the criteria of Type 3 Trails. Type 4 Trails would fit into the classification of On-Road Bicycle Facilities, as referred to in *Iowa Trails 2000*.

RECOMMENDED TRAILS

The *Cerro Gordo Recreational Trails Plan* recommends forty-three trails, with many of these being comprised of several segments. The recommended trails fit into one of the four types of trails described above. Proposed trail segments are identified by an individual trail number. (See Figure V-3: Planned Trails, Figure V-4: Clear Lake Area Planned Trails, and Figure V-5: Mason City Area Planned Trails. Generally, the numbering system begins in the southwest corner, works to the right, then up and to the left, and then up and to the right.) For a break down of trail segments by Trail Type, see Appendix D. See Appendix E for a detailed matrix of the proposed trails.

Trail 1: Trail 1 is located within the abandoned railroad corridor from Meservey northeast to Thornton. It is recommended this abandoned railroad corridor be converted to a trail, creating a Type 2 trail.

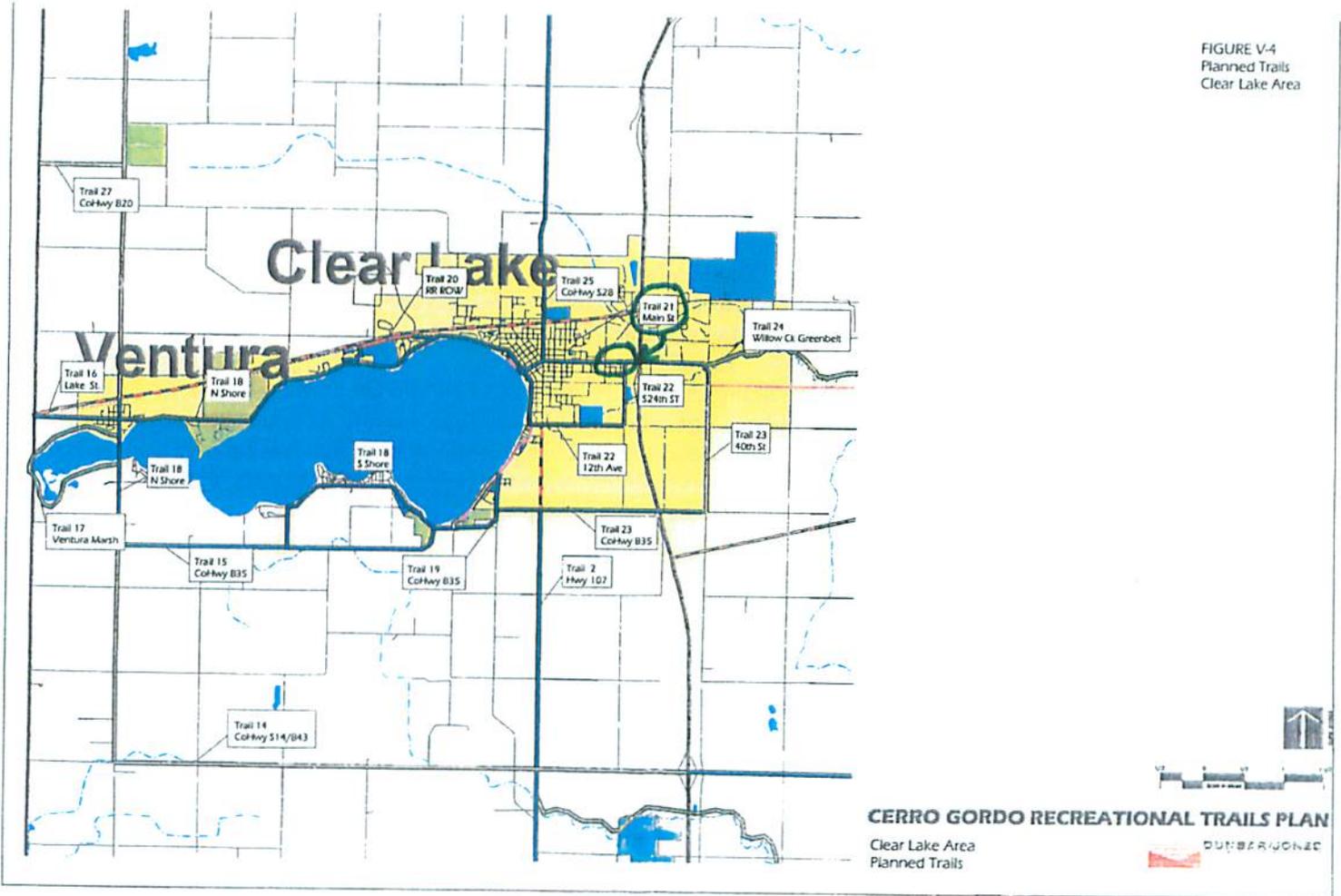
This would be a "rails-to-trails" facility. This trail is 6.27 miles.

Trail 2: Trail 2 is located along Highway 107, between Thornton and Clear Lake. The highway is 22 feet wide and has a 4 foot unpaved shoulder. To create a Type 3 trail, it is recommended the shoulder be paved in order to provide adequate bicycle accommodations, as shown in Figure VI-8. The trail is 11.53 miles.

Trail 3: Trail 3 is located along County Highway B60, between Highway 107 and Rockwell. The highway is 22 feet wide with 2 foot unpaved shoulders. To accommodate bicyclists, it is recommended paved shoulders be provided. This would create a Type 3 trail, as shown in Figure VI-8. The trail is 9.49 miles.

Trail 4: Trail 4 is located along County Highway B60, between Rockwell and County Highway S66 (to segment south to Dougherty). The highway is 22 feet wide with a 2 foot unpaved shoulder. It is recommended paved shoulders be provided along this highway, as shown in Figure VI-8. This would create a Type 3 trail to accommodate bicyclists. The trail is approximately 9.42 miles.

FIGURE V-4
Planned Trails
Clear Lake Area



appear to the automotive user as rural sections and they tend to travel above the posted limits. Traffic calming modifications could be implemented that would slow traffic down in congested areas, especially along North Shore Drive. Signage should be maximized to inform the motoring public of alternative transportation modes along the roadway.

Trail 19: Trail 19 is County Highway B35 from South Shore Court, east to the end of construction at 27th Street. The road is 23 feet wide with 4 foot paved shoulders. It is recommended this be a Type 3 trail, as shown in Figure VI-9. This segment connects with Trail 23, also County Highway B35. Maintenance on a shared roadway with paved shoulder is critical for safety. The painted line demarking the bike lane shoulder must be repainted regularly and the shoulder must be swept frequently during the year. Signage should be provided to increase safety. Trail 19 is 1.08 miles.

Trail 20: Trail 20 is an alternate route for the more congested section of Trail 18 along the North Shore Drive at the commercial district. Beginning at the intersection of West 7th Avenue North the trail will be a shared roadway. It would continue to North 16th Street West (County Highway S18) then west along the south side of the railroad right of way where it would become a Type 2 trail as a "rails-with-trails" project. Continuing along the north side of All Vets Golf Course, it will intersect with Shorewood Drive and would become a shared roadway again. It will follow Fairway Drive, Orchard Lane and Orchard Court and intersect with Trail 18. Trail 20 is 7,075 feet with 3,661 feet of Type 2 trail.

Trail 21: Trail 21 is Main Street from South Shore Court, east to S 40th Street. It will connect to Trail 23 and Trail 24 (Willow Creek Greenway). The road is 41 feet wide from South Shore Drive to 24th Street. Parking is allowed and a Type 3 trail is proposed. This section would accommodate a bike lane adjacent to the parking as described in Figure VI-10. The next segment from 24th Street to 40th Street has a pavement width of 21 feet and parking is not allowed. Main Street is scheduled for reconstruction in 2004 and should be designed to accommodate a 5-foot bike lane. This segment connects with Trail 23 and the Trolley Trail. Trail 21 is 2.20 miles.

Trail 22: Trail 22 is 12th Avenue from South Shore Drive to 24th Street and 24th Street to Main Street. It provides a connection to the softball complex. This segment will be a Type 3 trail. At South Shore Drive, east to Highway 107 (S 8th Street) the pavement width is 24 feet and 4-foot bike lanes should be added, as shown in Figure VI-9. It then narrows to 24 feet and no shoulder. The shoulders would be widened to four feet and/or sidewalks added to both sides of the street. From the softball complex to Main Street the surface is gravel. When this section is paved, it should accommodate a four-foot bike lane. Trail 22 is 1.71 miles.

Trail 23: Trail 23 is County Highway B35 and 40th Street. It provides a connection to the Trolley Trail and Main Street. Three segments comprise this trail. B35 would require shoulder improvements, 40th Street would become a Type 4 shared roadway segment, and the north section past the Trolley Trail would require road improvements with a four-foot bike lane. This segment will be a Type 3 shared roadway trail. Trail 23 is 4.23 miles.

Trail 24: Trail 24 is located along the Willow Creek Greenbelt between Clear Lake and Mason City. It is recommended Trail 24 be a Type 1 facility, as shown in Figure VI-3. This trail is 8.49 miles.

Trail 25: Trail 25 is located along County Highway S28, between County Highway B20 and Main Street in Clear Lake. This trail is divided into two segments, for a total length of 4.25 miles.

1. The segment along Highway B20 north of Highway 18, has street paving 22 feet wide with 2 foot unpaved shoulders. It is recommended this be a Type 3 facility by providing a 4 foot paved shoulder, as described in Figure VI-8. This section is 3.8 miles.
2. This segment, located in Clear Lake, has a 22 foot wide road, but there is no shoulder. It is recommended this be a Type 3 facility by providing a 4 foot bike lane, as shown in Figure VI-9. This section south of Highway 18 is 0.45 miles.

Trail 26: Trail 26 is located along County Highway S14 and is divided into four segments. The total length of this trail is 8.91 miles.

