

Mayor
NELSON P.
CRABB

January 16, 2015

City
Administrator
SCOTT
FLORY

HONORABLE MAYOR & CITY COUNCIL MEMBERS:

The next meeting of the Clear Lake City Council is scheduled for Monday, **January 19, 2015**, at 6:30 p.m., in the Council Chambers, at the Clear Lake City Hall. Please refer to the enclosed agenda for the items discussed below.

COUNCIL MEMBERS

DANA
BRANT
Ward 1

TONY J.
NELSON
Ward 2

JIM
BOEHNKE
Ward 3

MIKE
CALLANAN
At Large

GARY
HUGI
At Large

ITEM #6A. **2015 Sewer Rehabilitation Project**. For many years now, the City has aggressively pursued sanitary sewer lining projects designed to address inflow/infiltration issues. The technology allows rehabilitation of failing sewer mains in place without having to resort to costly excavation. The method is not only more cost effective; it also prevents degradation of the roadway structural integrity that inevitably follows the traditional trench and replace method.

Funding for this work comes from the City's enterprise funds. The 2015 Sanitary Sewer and Storm Sewer budgets provided \$200,000 and \$100,000, respectively, to complete a major capital improvement sewer lining project. Both funds have adequate balances available to fund the Project. Revenues in these funds are derived from utility fees, which can only be used for related purposes.

The Project was discussed in detail at the January 5th City Council meeting. The Council indicated that staff should proceed with preparation of final design plans & specifications. It is recommended that the Council set the date for a Project bid letting for February 11th, at 11:00 a.m. and establish the date for the public hearing on the plans & specifications, as well as consideration of an award of contract for February 16th, at 6:30 p.m.

The Project scope involves the rehabilitation of approximately 5,300 LF of sewer pipe, with point repairs and manholes, using the Cured-In-Place Pipe Technology. This "trenchless" method allows the pipe to be rehabilitated in place without having to perform excavation and pipe replacement. The CIPP is a jointless, seamless, pipe-within-a-pipe, consisting of a resin-impregnated flexible tube. The flexible tube is inserted and pulled through the existing pipe from manholes and is then cured, using either hot water under hydrostatic pressure or steam pressure, to expand the tube to tightly bond with the interior of the existing pipe.

The estimated cost of construction is \$294,125. Authorization to commence with construction is anticipated to be given in early-April. The Project completion date is June 26th.



ITEM #6B. Loader-Mounted Rotary Snow Blower. As part of the 2015 fiscal year budget, the Council allocated \$160,000 for the purchase of a new front-end loader-mounted rotary snow blower for the Public Works department. The funding would come from Road Use Tax revenues. The proposed new unit would be utilized on either the City's 2009 CAT 938H or the 2004 Case 721D.

The City's newest front-end loader-mounted rotary snow blower, which was purchased in 2001, is a SnoGo MP3D, with approximately 527 hours on it, and is used primarily on the City's Case 721D front-end loader. The City currently relies on a 1979 IHC loader, with a 1961 and a 1973 SnoGo rotary snow blower head(s) as back-up. The back-up unit does require substantial maintenance and parts are becoming more difficult to locate. Additionally, newer units, of course, are more easily operated (reducing operator time) and are more environmentally friendly, as well as fuel efficient.

At its regular meeting on January 5th, the Council authorized the issuance of a Request for Proposals (RFP) authorizing proposals to be solicited and received by the City. Proposals were received by the Public Works Director on January 13, 2015. A total of two proposals were submitted. The City staff recommends the purchase of the SnoGo MP3D, with trade of the 1979 IHC with 1973 SnoGo, for a net price of \$140,858. Although not the least costly proposal received, design issues, including weight, as well as performance history factored strongly into the staff recommendation to purchase the 2015 SnoGo Loader-Mounted Rotary Snow Blower. Delivery is anticipated within 120 days of order.

ITEM #6D. State Electrical Permitting & Inspection Program. The State of Iowa has recently adopted administrative rule changes that require all electrical inspectors to be licensed by the State. The effective date was January 1, 2015. Electrical contractors and electricians have been licensed under the auspicious of the State for approximately 4-5 years now. At one time, local licensing of electricians was approved by the City Council.

Last winter, the City's building official provided notice of intent to retire by 12/31/14, which was later mutually extended to April of 2015, therefore he did not seek licensure under the State to continue to be able to perform electrical inspections. The majority of cities in Iowa have discontinued their local electrical permitting & inspection programs and now defer to the State of Iowa to perform those functions. For example, cities such as: Coralville, Charles City, Algona, Grinnell, Iowa Falls, etc. all utilize the State of Iowa's Electrical Permitting & Inspection Program. There is no cost to the City to do so. A small number of Iowa's larger cities do continue to perform their own local electrical permitting & inspections. The State has assigned an electrical inspector to each of Iowa's 99 counties. Most electrical contractors and electricians are already very familiar with the program, which is largely coordinated electronically.

It is recommended that the City discontinue its local electrical permitting & inspection program and request that work be performed by and under the aegis of the State. If the City would wish at some later point to re-establish such a program, that opportunity is not precluded in any way by participating in the State program at this time.

Smart Quote: "You must not lose faith in humanity. Humanity is like an ocean; if a few drops of the ocean are dirty, the ocean does not become dirty." -- Mahatma Gandhi, Indian independence movement leader

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, JANUARY 19, 2015
6:30 P.M.

1. Call to Order and Pledge of Allegiance led by Mayor Pro-Tem Mike Callanan.
2. Approval of Agenda.
3. Consent Agenda:
 - A. Minutes – January 5, 2015
 - B. Approval of the bills & claims.
 - C. Licenses & Permits:
 - **Liquor License**: Class E Liquor License, Class B Wine Permit, Class C Beer Permit (Carryout Beer), Fareway Stores; Class B Wine Permit and Class C Beer Permits with Sunday Sales, Back Alley Wine of Clear Lake; (renewals).
4. Citizen's 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:
6. New Business:
 - A. 2015 Sanitary Sewer Rehabilitation Project:
 - Review of request, Scott Flory, City Administrator.
 - **Motion to approve Resolution #15-01**, "A Resolution fixing the date for a public hearing on plans, specifications, form of contract, and estimate of cost, and setting the date for a bid letting on the proposed 2015 Sewer Rehabilitation Improvement Project."
 - Discussion and consideration of **Motion** by City Council.

B. Purchase of a front-end loader-mounted commercial rotary snow blower:

- Introduction by Scott Flory, City Administrator
- Review of competitive quotes and recommendation, Joe Weigel, Public Works Director.
- **Motion** to approve and authorize the purchase by City Council.
- Discussion and consideration of **Motion** by City Council.

C. City Hall/Police Department Renovation Project:

- Project update and review of Pay Estimate #11, Scott Flory, City Administrator.
- **Motion** to approve Pay Estimate #11 by City Council.
- Discussion and consideration of **Motion** by City Council.

D. State of Iowa Electrical Permitting & Inspection Program:

- Introduction by Scott Flory, City Administrator.
- Review of proposal, John Marino, Building Official.
- **Motion** to submit letter of request to State of Iowa to perform local electrical permitting & inspection functions by City Council.
- Discussion and consideration of **Motion** by City Council.

E. North Iowa Corridor EDC Quarterly Report”

- Review and update of activities, Chad Schreck, Executive Director.
- Questions and discussion by City Council.

F. Veterans Memorial Golf Club Foundation Annual Report:

- Review of annual report, Shane Cooney, Board member.
- Questions and discussion by City Council.

G. 2015 City-Wide Strategic Sidewalk Plan:

- Review of draft report by Jason Petersburg, P.E., Veenstra & Kimm.
- Questions and discussion by City Council.

7. Chief of Police’s Report:

8. Mayor’s Report:

9. Public Works Director’s Report:

10. City Administrator’s Report:

11. City Attorney's Report:

12. Other Business:

13. Adjournment.

NEXT REGULAR MEETING – FEBRUARY 2, 2015

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

RESOLUTION No.

A RESOLUTION FIXING THE DATE FOR A PUBLIC HEARING ON PLANS, SPECIFICATIONS, FORM OF CONTRACT & ESTIMATE OF COST, AND SETTING THE DATE FOR A BID LETTING ON THE PROPOSED 2015 SEWER REHABILITATION PROJECT FOR THE CITY OF CLEAR LAKE, IOWA AND FOR TAKING OF BIDS THEREFOR

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLEAR LAKE, IOWA:

That the "2015 Sewer Rehabilitation Project" (hereinafter referred to as the "Project") is hereby ordered to be advertised for bids of construction.

BE IT FURTHER RESOLVED, that the detailed plans & specifications, as submitted for the Project, by Veenstra & Kimm, for the construction of the Project and the Form of Contract and Notice to Bidders, as approved by the Attorney, be and the same are hereby approved, subject to hearing thereon, and are hereby ordered placed on file in the Office of the City Clerk for public inspection.

BE IT FURTHER RESOLVED, that the amount of security to accompany each bid shall be in an amount, which shall conform to the provisions of the notice to bidders hereby approved as part of said specifications.

BE IT FURTHER RESOLVED, that the Clerk be and is hereby empowered and directed to publish notice to bidders once in the "Clear Lake Mirror Reporter", a legal newspaper, printed wholly in the English language, published at least once weekly, and having a general publication in this City. In accordance with Section 384.96 of the Code of Iowa, publication shall be not less than four (4) nor more than forty-five (45) clear days prior to February 11, 2015, which date is fixed as the date for receiving bids. Said bids are to be filed prior to 11:00 a.m. on said date.

In accordance with Section 384.100 of the Code of Iowa, bids shall be received and opened as provided in the public notice and the results of said bids shall be considered at the meeting of this City Council on February 16, 2015 at 6:30 p.m.

BE IT FURTHER RESOLVED, that, in accordance with Section 384.102 of the Code of Iowa, the Clerk is hereby empowered and directed to publish notice of hearing once in said newspaper, said publication to be not less than four (4) nor more than twenty (20) clear days prior to the date hereinafter fixed as the date for the public hearing on the plans, specifications, form of contract and estimate of costs for said project, said hearing to be held at 6:30 p.m. on February 16, 2015.

PASSED AND APPROVED this 19th day of January, 2015.

Nelson P. Crabb, Mayor

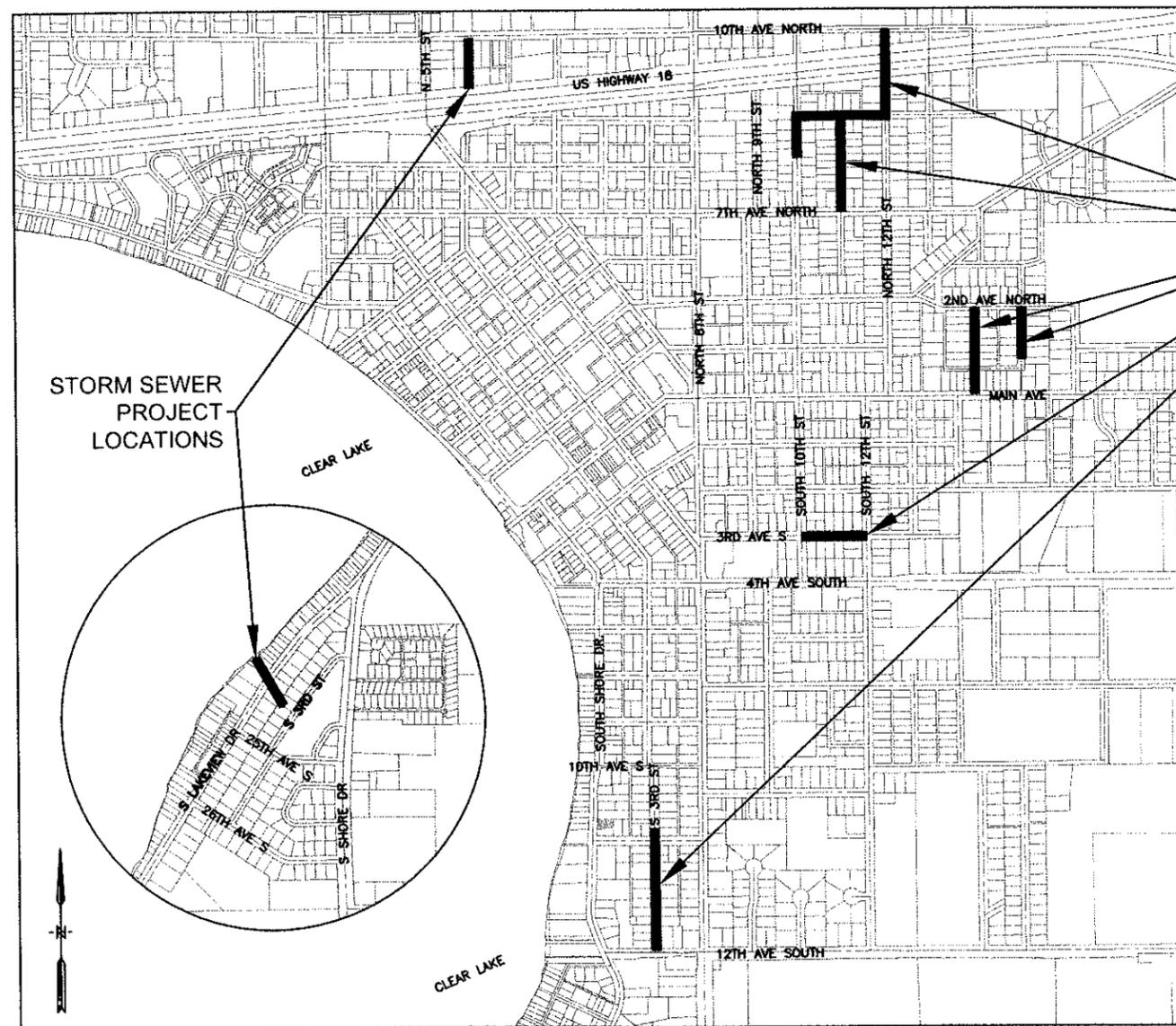
ATTEST:

Jennifer Larsen, City Clerk

PLANS FOR 2015 SEWER REHABILITATION PROJECT CITY OF CLEAR LAKE, IOWA

PLOTTED: Wednesday, January 14, 2015 4:01:17 PM

X-REFS: Map for cover sheet
FILE PATH: V:\VEENSTRA & KIMM\Clients\Municipal\CLEAR LAKE\PROJECT FILES\2014 - 2015 SEWER REHABILITATION PROJECT\383137 - 383138\DRAWINGS\CONSTRUCTION PLANS\A.01 - COVER



VICINITY MAP
NOT TO SCALE

SANITARY SEWER
PROJECT LOCATIONS

STORM SEWER
PROJECT
LOCATIONS

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Sheet Number	Sheet Title
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A.06	Structure Photos
C.01	Pipe Tabulations
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D.01	Sanitary Sewer - Priority 1
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D.05	Sanitary Sewer - Priority 3
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D.08	Sanitary Sewer - Priority 5
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U.01	Standard Drawings & Details
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U.03	Standard Drawings & Details
U.04	Standard Drawings & Details
U.05	Standard Drawings & Details
U.06	Standard Drawings & Details
U.07	Standard Drawings & Details
U.08	Standard Drawings & Details
U.09	Standard Drawings & Details
U.10	Standard Drawings & Details
U.11	Standard Drawings & Details
U.12	Standard Drawing & Details
U.13	Standard Drawings & Details
U.14	Standard Drawings & Details



THE VEENSTRA & KIMM PROJECT SPECIFIC
CONSTRUCTION SPECIFICATIONS MANUAL SHALL
APPLY TO THIS PROJECT.

IOWA
ONE CALL
1-800-292-8989 | 811
www.iowaconecall.com

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.

SIGNATURE: _____
NAME: JASON A PETERSBURG
DATE: _____
MY LICENSE RENEWAL DATE IS DECEMBER 31, 2016
PAGES COVERED BY THIS SEAL: ALL SHEETS IN INDEX

PRELIMINARY



DATE	REVISIONS	SCALE	AS NOTED
		DRAWN	CALLEN
		CHECKED	###
		APPROVED	###
		DATE	12/30/2014
		ISSUED FOR	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

V&K
VEENSTRA & KIMM, INC.

2015 SEWER REHABILITATION PROJECT
CLEAR LAKE, IOWA

2800 Fourth Street SW • Suite 9 • Mason City, Iowa 50401-1596
641-421-8008 • 641-380-0313(FAX) • 877-241-8008(WATS)

COVER

DWG. NO.
A.01
PROJECT 383-137

NOTICE OF HEARING AND LETTING
NOTICE TO BIDDERS

NOTICE OF PUBLIC HEARING ON PROPOSED PLANS, SPECIFICATIONS, FORM OF CONTRACT AND ESTIMATE OF COST FOR THE CONSTRUCTION OF 2015 SEWER REHABILITATION PROJECT FOR THE CITY OF CLEAR LAKE, IOWA, AND FOR THE TAKING OF BIDS THEREFOR

Sealed proposals will be received by the City Clerk of the City of Clear Lake, Iowa, in the Council Chambers at City Hall, 15 North Sixth Street, PO Box 185 Clear Lake, Iowa, 50428, until 11:00 o'clock A.M. on the 11th day of February, 2015, for the construction of the 2015 Sewer Rehabilitation project as described in the plans and specifications therefore, now on file in the office of the City Clerk.

Proposals will be opened and the amount of the bids announced by the City Clerk at the time and date specified above.

Also, at 6:30 P.M. on the 16th day of February, 2015, the City Council of said City will, in said Council Chambers, hold a hearing and said Council proposes to adopt plans, specifications, form of contract and estimate of cost.

At said hearing, the City Council will consider the proposed plans, specifications, form of contract and estimate of cost for the project, the same now being on file in the office of the City Clerk, reference to which is made for a more detailed and complete description of the proposed improvements, and at said time and place the said Council will also receive and consider any objections to said plans, specifications and form of contract or to the estimated cost of said improvements made by any interested party.

Also, at ^{6:30}~~7:00~~ P.M. on the 16th day of February, 2015, or at such time, date and places as then may be fixed, the Council will act upon proposals for the construction of said improvements.

The nature and extent of the improvements are as follows:

2015 SEWER REHABILITATION PROJECT

Including all materials, labor, and equipment necessary for rehabilitating 16 manholes including removing and replacing castings, installing chimney seals, lining manholes, manhole replacement, and rehabilitating sanitary sewer collection system by lining of approximately 5,300 linear feet of 8-inch through 24-inch main, point repairs, surface restoration, and miscellaneous associated work including cleanup.

The method of construction of all improvements shall be by contract in accordance with the plans and specifications and general stipulations for said improvements approved by the City Council.

All proposals and bids in connection therewith shall be submitted to the City Clerk of said City on or before the time herein set for receiving bids. All proposals shall be made on official bidding blanks furnished by the City or Engineer, and any alterations in the official form of proposal will entitle the City Council, at its option, to reject the proposal involved from consideration. Each proposal shall be sealed and plainly identified.

Each proposal shall be accompanied by a bid security in a sealed envelope by either (1) a certified or cashier's check drawn on a solvent Iowa bank or a bank chartered under the laws of the United States, or a certified share draft drawn on a credit union in Iowa or chartered under the laws of the United States, in an amount equal to 5% of the bid, or (2) a bid bond executed by a corporation authorized to contract as a surety in the State of Iowa, in the penal sum of 5% of the bid. Contractor shall determine amount of bid bond based on the amount of the base bid and all alternate construction bid items.

The bid security should be made payable to THE CITY OF CLEAR LAKE, IOWA. The bid security must not contain any conditions either in the body or as an endorsement thereon. The bid security shall be forfeited to the City as liquidated damages in the event the successful bidder fails or refuses to enter into a contract within 10 days after the award of contract and post bond satisfactory to the City insuring the faithful fulfillment of the contract and the maintenance of said work, if required, pursuant to the provisions of this notice and other contract documents. Bidders shall use the bid bond form included in the specifications.

Pursuant to Chapter 73 of the Code of Iowa, out of state bidders are hereby advised of the Iowa Bidding Preference Law extending to Iowa firms any preference out of state competitors receive in their own states. Such preference may be (a) strict preference, (b) reciprocal preference, or combination preference and reciprocal. Application for such preference will be extended for any "public improvement" as defined in Chapter 73A.1 of the Code of Iowa.

By virtue of statutory authority, a preference will be given to products and provisions grown and coal produced within the State of Iowa, and to Iowa domestic labor, to the extent lawfully required under Iowa Statutes.

The City reserves the right to reject any or all bids, to waive informalities or technicalities in any bid and to enter into such contract as it shall deem for the best interest of the City.

The City reserves the right to defer acceptance of any proposal for a period not to exceed thirty (30) calendar days from the Bid Opening.

The successful bidder will be required to furnish a bond in an amount equal to one hundred (100) percent of the contract price, said bond to be issued by a responsible surety approved by the City Council and listed in the U.S. Treasury Department's most current list (Circular 570, as amended) and authorized to transact business in the State of Iowa and shall guarantee the faithful performance of the contract and the terms and conditions therein contained and shall guarantee the prompt payment for all materials and labor to all persons, firms, subcontractors, and corporations furnishing materials for or performing labor in the prosecution of the work and protect and save harmless the City from claims and damages of any kind caused by the operations of the Contractor, and shall guarantee the work against faulty workmanship and materials for a period as required by the specifications after its completion and acceptance by the City Council.

It is anticipated Notice to Proceed will be issued by April 6, 2015. Work for the base bid items shall be substantially completed no later than June 26, 2015. However, once Contractor begins work on the project, work shall progress in a continuous manner.

In accordance with the requirements of the Iowa Department of Labor all bidders must submit a fully completed Bidder Status Form (See Section 00350 - Bidder Status Form). The Bidder Status Form must be included with and is considered an essential attachment to the Proposal. Any Proposal that does not include a fully completed Bidder Status Form may result in the Proposal being determined non-responsive.

Bidders shall be expected to comply with Chapters 91C and 103A of the Code of Iowa concerning the registration and bonding of construction contractors and the successful bidder shall be required to supply the City of Clear Lake with proof of said compliance.

Payment of the cost of said project will be made from any one or a combination of all lawful sources of city revenue at the sole discretion of the City Council.

Payment will be made to the Contractor based on monthly estimates in amounts equal to ninety-five (95) percent of the contract value of the work completed. Monthly estimates will be prepared by the Engineer and payment will be made to the Contractor on or about thirty (30) days thereafter. Payment shall be made for materials stored on site. Final payment will not be made sooner than thirty (30) days following Final Acceptance of the Work by the City of Clear Lake.

The bidder's attention is called to the prompt payment to the subcontractors, under Chapter 573.12 of the Code of Iowa.

Liquidated damages in the amount of Four Hundred Dollars (\$400.00) per calendar day will be assessed for each calendar day that work on the total project, or portions of the contract where specific completion dates are specified or otherwise agreed to, that remain uncompleted after the end of the contract period, with due allowance for extensions of the contract period due to conditions beyond the control of the contractor.

The Contractor will indemnify and save the City of Clear Lake or the City of Clear Lake's agents harmless from all claims growing out of the lawful demands of subcontractors, laborers, workmen, mechanics, materialmen, and furnishers of machinery and parts thereof, equipment, tools, and all supplies, incurred in the furtherance of the performance of the work. The Contractor shall furnish satisfactory evidence that all obligations of the nature designated above have been paid, discharged, or waived. If the Contractor fails to do so the City of Clear Lake may, after having notified the Contractor, either pay unpaid bills or withhold from the Contractor's unpaid compensation a sum of money deemed reasonably sufficient to pay any and all such lawful claims until satisfactory evidence is furnished that all liabilities have been fully discharged whereupon payment to the Contractor shall be resumed, in accordance with the terms of the contract documents, but in no event shall the provisions of this sentence be construed to impose any obligations upon the City of Clear Lake to either the Contractor, his Surety, or any third party. In paying any unpaid bills of the Contractor, any payment so made by the City of Clear Lake shall be considered as a payment made under the contract documents by the City of Clear Lake to the Contractor and the City of Clear Lake shall not be liable to the Contractor for any such payments made in good faith.

Upon completion and acceptance of the work, the Engineer shall issue a certificate that the work has been accepted by him under the conditions of the contract documents. Final payment will be made not less than thirty-one (31) days after completion of the work and acceptance by the City subject to the conditions and in accordance with the provisions of Chapter 573 of the Code of Iowa.

The City will issue a sales tax exemption certificate applicable for all materials purchased for the project.

Plans and specifications governing the construction of the proposed improvements have been prepared by VEENSTRA & KIMM, INC. of Mason City, Iowa, said plans and specifications and the prior proceedings of the City Council referring to and defining said proposed improvements are hereby made a part of this notice and the proposed contract by reference, and the proposed contract shall be executed to comply therewith.

Copies of said plans and specifications and form of contract are now on file in the office of the City Clerk and may be examined at City Hall. The ENGINEER shall make available and distribute plans and specifications in accordance with Senate File 2389. Complete sets of the Bidding Documents may be obtained from ENGINEER at the ENGINEER'S office located at 2800 Fourth Street SW, Suite 9, Mason City, Iowa 50401 upon payment of plan deposit in the sum of Forty Dollars (\$40.00). This payment is refundable upon return of the bidding documents within fourteen (14) days after award of the project in good reusable condition. If the contract documents are not returned in a timely manner and in good reusable condition, the deposit shall be forfeited to the City of Clear Lake. Plan deposit checks shall be made out to VEENSTRA & KIMM, INC.

Bidders who request bidding documents be mailed or shipped to them shall designate a mailing address and pay shipping / mailing costs in the amount of Ten Dollars (\$10.00) for standard USPS mail delivery or normal UPS ground deliver. Any special shipping / mailing requests will be at bidders cost. Checks for shipping / mailing shall be made out to Veenstra & Kimm, Inc.

This notice is given by order of the Council of the City of Clear Lake, Iowa.

CITY OF CLEAR LAKE

Nelson Crabb, Mayor

ATTEST:

Scott Flory, City Administrator



VEENSTRA & KIMM, INC.

2800 Fourth Street SW, Suite 9 • Mason City, Iowa 50401-1596
641-421-8008 • 641-380-0313(FAX) • 877-241-8008(WATS)

ENGINEER'S OPINION OF PROBABLE COST

Project: 2015 SEWER REHABILITATION PROJECT
 Owner: CITY OF CLEAR LAKE
 Location: CLEAR LAKE, IOWA

Job No.: 383137
 Date: 12/30/2014
 Revised: 1/14/2015
 Quantities By: CALLEN
 Estimated By: CALLEN
 Reviewed By: JAP

Item No.	Description	Unit	Estimated Quantity	Unit Price	Extended Price
1	Mobilization	LS	1	XXXX	\$10,000
2	Traffic Control	LS	1	XXXX	\$3,500
3	Pavement Removal	SY	276	\$12.00	\$3,312
4	Sewer Flow Control	LS	1	XXXX	\$5,000
5	Sewer Main Cleaning				
5a	8" Pipe	LF	4531	\$1.00	\$4,531
5b	12" Pipe	LF	398	\$1.00	\$398
5c	24" Pipe	LF	359	\$1.50	\$539
6	Sewer Main Root Cutting (assumed quantity)	LF	1000	\$0.75	\$750
7	Sewer Main Reaming	LF	345	\$10.00	\$3,450
8	Television Inspection - Pre Rehabilitation Lining Work	LF	5288	\$0.75	\$3,966
9	Sewer Main Pipe Lining				
9a	8" Pipe	LF	4531	\$24.00	\$108,744
9b	12" Pipe	LF	398	\$40.00	\$15,920
9c	24" Pipe	LF	359	\$95.00	\$34,105
10	Service Connection Reinstatement	EA	111	\$150.00	\$16,650
11	Television Inspection - Post Rehabilitation Lining Work	LF	5288	\$1.00	\$5,288
12	Sewer Main Point Repair				
12a	Pipe Point Repair	EA	1	\$3,000.00	\$3,000
12b	8" Pipe	LF	20	\$60.00	\$1,200
13	Sanitary Sewer Wye	EA	6	\$400.00	\$2,400
14	Sanitary Sewer Service Pipe	LF	60	\$50.00	\$3,000
15	Cut Protruding Service Connection / Tap	EA	5	\$200.00	\$1,000
16	Remove & Replace Sanitary Manhole	EA	5	\$5,000.00	\$25,000
17	Sprayed on Liner - Manhole	VF	113	\$240.00	\$27,120
18	Remove & Replace Casting & Adjusting Rings; Install New Internal Chimney Seal	EA	3	\$1,600.00	\$4,800
19	Invert Repair - Sanitary Manhole	EA	2	\$1,000.00	\$2,000
20	Granular Backfill Material (assumed quantity)	TON	100	\$20.00	\$2,000
21	Aggregate Base Course - 6"	TON	104	\$18.00	\$1,872
22	Temporary Aggregate Surfacing	TON	104	\$20.00	\$2,080
23	Full Depth HMA Patch - 6"	SY	0	\$60.00	\$0
24	New Manhole Testing	LS	1	XXXX	\$1,500
25	Earthwork & Pavement Testing	LS	1	XXXX	\$1,000
Total Engineer's Opinion of Probable Cost					\$294,125



VEENSTRA & KIMM, INC.
2800 Fourth Street SW, Suite 9 • Mason City, Iowa 50401-1596
641-421-8008 • 641-380-0313(FAX) • 877-241-8008(WATS)

By: Jason Petersburg, P.E.
Updated: December 30, 2014
Project No. 383137

Project Schedule
2015 Sewer Rehabilitation Project
City of Clear Lake

<u>Task</u>	<u>By</u>	<u>Date</u>
Design		
Authorization to Proceed with Engineering Services	City	July 9, 2014
Prepare Preliminary Plans	V&K	By October 31, 2014
Review Project Scope and Preliminary Plans with City Staff	V&K / City	November 4, 2014
Prepare Final Plans and Engineer's Opinion of Probable Cost	V&K	By December 30, 2014
Review Plans, Engineer's Opinion of Probable Cost, and Proposed Schedule With Council	V&K / City	January 5, 2015
Bidding		
Prepare Final Plans, Specifications, Bidding & Contract Documents	V&K	By January 14, 2015
Set Date for Public Hearing on Plans, Specifications, Form of Contract, & Estimate of Cost	City	January 19, 2015
Publish Notice of Public Hearing & Letting	City	January 28, 2015
Bid Letting	City / V&K	February 11, 2015
Public Hearing on Plans, Specifications, Form of Contract, and Estimate of Cost	City	February 16, 2015
Contract Award	City	February 16, 2015
Construction		
Approve Contract & Bond	City	March 2, 2015
Construction	Contractor	April 6 – June 26, 2015

Approximately 7 weeks of actual construction work to be completed. However, Lining Contractors currently have a 5 – 6 month backlog. As such, construction timeline extended to provide adequate time for lining contractors to schedule this project into their workload which should result in more favorable bids.

"Sailing Ahead" With the City of



"Where People Make the Difference"

CITY OF CLEAR LAKE

15 North 6th Street • P.O. Box 185 • Clear Lake, IA 50428
Phone (641) 357-5267 • Fax (641) 357-8711
www.cityofclearlake.com

Mayor
NELSON P.
CRABB

CITY OF CLEAR LAKE

Bid Summary For

2015 Loader Mounted Rotary Snow Blower

City
Administrator
SCOTT
FLORY

Mid-Iowa Solid Waste Equipment Co. Inc. – Johnston, Iowa

LARUE – Model D50

Manufacturer's Purchase Price	\$ 143,242.00
Less Trade – 1979 IHC with 1973 Snogo	\$ - 12,580.00
1961 Snogo Assembly	\$ - 3,000.00 (delete)

COUNCIL
MEMBERS

Total Net Price \$130,662.00

DANA
BRANT
Ward 1

TONY J.
NELSON
Ward 2

JIM
BOEHNKE
Ward 3

Trans-Iowa Equipment, LLC – Ankeny, Iowa

Snogo Model MP3D	
Manufacturer's Purchase Price	\$ 145,858.00
Less Trade – 1979 IHC with 1973 Snogo	\$ - \$5,000.00
1961 Snogo Assembly	\$ - \$1,000.00 (delete)

MIKE
CALLANAN
At Large

Total Net Price \$ 140,858.00

GARY
HUGI
At Large





CITY OF CLEAR LAKE

PUBLIC WORKS DEPARTMENT

1419 2nd Avenue South • P.O. Box 185 • Clear Lake, IA 50428
Phone (641) 357-6135 • FAX (641) 357-6150
www.cityofclearlake.com

2015 LOADER MOUNTED ROTARY SNOW BLOWER RECOMMENDATION

After review of the bids and specifications of each blower, and taking into consideration previous experience and quality of service and serviceability of the blower, City Staff believes that the best bid is from Trans-Iowa Equipment in Ankeny, IA. We recommend taking the trade allowance for the 1979 IHC truck with 1973 Snogo assembly for a total net price of \$140,858 for the 2015 Loader Mounted Rotary Snow Blower.

There were two major differences between the Snogo and Larue blower which were the weight and the design and location of the loading chute. The Larue unit is approximately 1800 lbs. heavier and the loading chute is enclosed and located on the left side of the unit versus the right with Snogo. We load trucks off to the right of the blower to keep the loading operation going with the flow of traffic.

We budgeted \$160,000 in FY 2015 for the purchase of a new front-end Loader Mounted Rotary Snow Blower.

S/ Joe Weigel
Joe Weigel

S/ Dave Whitehurst
Dave Whitehurst

LARUE

Detachable snowblower



D50



Detachable snowblower

Performance¹

Capacity: up to 2,750 tons/hour
Casting distance: up to 46 m (150 ft.)

Dimensions²

Length from attach plate to front: 2,083 mm (82 in.)
Overall width: 2,800 - 2,900 mm (110 - 114 in.)
Overall height³: 3,530 - 3,990 mm (139 - 157 in.)
Working height: 1,400 mm (55 in.)
Weight³: 4,445 kg (9,800 lb)

Engine

Various makes
Power: from 186 kW (250 hp) to 205 kW (275 hp)

Driveline system

Mechanical type equipped with clutch and protecting devices.

Hydraulic system

Pump: direct drive
Filter with replaceable cartridge
Valves electro-hydraulic type
Controlled by in-cab multifunctional joystick

Impeller

Easy replaceable blades
Heavy duty spoke type
Impeller casing made of steel (highly abrasive resistant)
Hydraulic impeller casing rotation

Conveyor

2 heavy duty augers
Ice-cutting teeth

Truck loading chute

Hydraulically controlled
Horizontal rotation angle: 300°
Casting distance: 1.2 m (4 ft.) to 15 m (50 ft.)
Telescopic section of 472 mm (18 in.) (optional)

Options

Engine: 224 kW (300 hp)
Female quick attach
Hydraulic steering vanes
Impeller casing having a 140° adjustable cast angle: Flat from the right to 40° to the left.
Carbide type: impeller casing, loading chute, scraper blade and/or skates
Residential type muffler
High resistance rubber scraper blade
Replaceable conveyor ice cutting teeth
Battery charger and/or battery heater
Trumpet horn
Telescopic loading chute

Notes:

1. Theoretical and depends on snow conditions.
2. Varies with options, measured without fuel.
3. With telescopic truck loading chute option.



Due to continuous improvement, the specifications in this brochure may change without prior notice.

For more information, please contact the manufacturer J.A. Larue Inc. or your local distributor.

Deposit brand 1999, all right reserved | Manufactured by: J.A. Larue Inc.
660, Lenoir, Quebec (Quebec) Canada G1X 3W3
Tel: 418-658-3003 | Toll free: 1-877-658-3013 | Fax: 418-658-6799
Web site: www.jalarue.com | E-mail: jalarue@jalarue.com

Your authorized distributor:

For information please call:

MID-IOWA
SOLID WASTE EQUIPMENT CO., INC.

(515) 276-3352 / 800-REFUSE-1

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- JETTER CAMERAS
- NOZZLES
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- GARBAGE TRUCKS



SNOGO®



- Performance from 1,200—2,800 tons/hour
- Truck loading or casting up to 150 feet
- Two-stage, 3-auger design
- Mechanical drive
- Turntable and telescopic loading chute

Standard equipment includes:

- Block heater
- Air cleaner with air restriction indicator
- Cab mounted control box
- Low oil pressure/high engine temperature shutdown



KEEPING AHEAD OF THE CUTTING EDGE™

SNOGO LOADER MOUNTED SNOW BLOWERS



MODEL WK-800

- Capacity of 1200-1500 TPH minimum
- Two-stage design, triple augers feeding an impeller
- Three, 12" horizontal augers, 42" cutting height
- 38" impeller with replaceable blades
- Telescopic chute for truck loading or spot casting snow
- Rotating impeller housing for free casting snow
- 102" cutting width
- Shear pin protected augers and impeller
- Operating weight approximately 6,100 lbs.
- Sized for 1-1/2 - 2 cubic yard loaders

MODEL MP-3D

- Capacity of 1500-1800 TPH minimum
- Two-stage design, triple augers feeding an impeller
- Three, 14" horizontal augers, 48" cutting height
- 38" impeller with replaceable blades
- Telescopic chute for truck loading or spot casting snow
- Rotating impeller housing for free casting snow
- Cutting widths of 100", 103" or 114" available
- Shear pin protected augers and impeller
- Operating weight approximately 7,800 lbs.
- Sized for 3 - 3-1/2 cubic yard

MODEL MP-318

- Capacity of 2500 TPH minimum
- Two-stage design, triple augers feeding an impeller
- Three, 18" horizontal augers, 60" cutting height
- 41" impeller with replaceable blades
- Telescopic chute for truck loading or spot casting snow
- Rotating impeller housing for free casting snow
- Cutting widths of 100 & 120 inches available
- Shear pin protected augers and impeller
- Operating weight approximately 10,500 lbs.
- Sized for 4 cubic yard loaders

SNOGO TU-3 CHASSIS-MOUNTED SNOW BLOWERS



MODEL TU-3

- Cutting width: 101-5/8" - Cutting Height: 60"
- Height to top of cutter bar: 87"
- Depth of rotary head (front to back): 50-1/2"
- Dimensions w/ Opt. Turret Loading & Casting Chute:
- Height: ground to top of tip section, chute up - tip up-145"
- Height: ground to bottom edge of tip section chute up - tip up: 130-3/4"
- Height: ground to bottom edge of tip section chute up - tip down: 120 3/4"
- Height base section to top of tip section chute retracted: 76"
- Height: ground to top - chute retracted:-125"
- Snow removal capacity: 2000-2400 TPH
(Minimum - dependent on snow density)
- Snow casting distance: 175'
(Dependent on snow density)
- Weight of complete unit less chassis & turret-loader: 5,000 Lbs. (approx. dependent on components)
- Complete two-stage design
- Mountable on approved four-wheel drive chassis
- Augers:
- Three (3) 18" diameter augers
- Center & bottom auger: full height-5/16"/flight-4.50"O.D.
- Top auger: tapered flight 5/16" flight: 4.50" O.D.
tapered flight to reduce boil over of snow
- All augers mounted on self-aligning bearings
- Auger Drive:
- Shear bolt protected: two (2) bolts required 1.750" diameter alloy shaft
- Impeller And Associated Parts:
- Heavy-duty steel impeller weldment: 41" diameter
- Impeller shear bolt protected: three (3) bolts required
- Six (6) alloy steel replaceable fan blades
- Heavy steel fan housing: 3/16" steel plate
- Fan housing throat size: 16" diameter
- Fan housing rotates thru arc of 130° controlled from cab
- Snow stream direction/elevation can be instantly changed without stopping or interrupting operation.

Wausau Equipment Company, Inc.
1905 South Moorland Road
New Berlin, WI 53151-2321
U.S.A.

800-788-6066 ~ 262-784-6066
262-784-6720 - fax
www.wausau-everest.com
ISO 9001:2000 Certified

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HEAVY-DUTY SNOW & ICE CONTROL



Wausau-Everest L.P. reserves the right to change products and specifications without notice.
FRINK-AMERICA is a registered trading style of Everest Equipment Co.

Visit us at www.wausau-everest.com

Everest Equipment Co.
1077 Westmount
Ayer's Cliff, Quebec J0B 1C0
CANADA

819-838-4257
819-838-5653 - fax
www.wausau-everest.com

APPLICATION AND CERTIFICATE FOR PAYMENT

TO: City of Clear Lake
15 N. 6th Street
Clear Lake, IA 50428

PROJECT: Clear Lake Municipal Building Renovation

APPLICATION NO: 11
PERIOD TO: 12/31/14
PROJECT NOS.: 11012

Distribution to:
 OWNER
 ARCHITECT
 CONTRACTOR
 TITLE COMPANY

FROM: King-Knutson Construction, Inc.
101 N. 8th Street
Clear Lake, IA 50428

VIA ARCHITECT: Bergland & Cram

CONTRACT DATE: 01/20/14

REF. NUMBER: 11012

INVOICE NO.: CLMB-11
TM JOB NO.:

CONTRACT FOR: City of Clear Lake

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract Continuation sheet, AIA Document G703, is attached

1. ORIGINAL CONTRACT SUM \$ 1,140,381.00
2. Net change by Change Orders \$ 9421.90
3. CONTRACT SUM TO DATE (Line +/- 2) \$ 1,149,802.90
4. TOTAL COMPLETED AND STORED TO DATE (Column G on G703) \$ 1,095,589.83
5. RETAINAGE
 - a. 0 % of Labor Only (Column D + E on G703) \$ _____
 - b. 0 % of Stored Material (Column F on G703) \$ _____
 Total Retainage (Line 5a + 5b or Total in Column 1 of G703) \$ 54,779.49
6. TOTAL EARNED (Line 4 less Line 5 total) \$ 1,040,810.34
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from Prior Certificate) \$ 998,660.36
8. CURRENT PAYMENT DUE \$ 42,149.98
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6) \$ 108,992.56

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by owner	6,557.90	
Total approved this month	2,864.00	
TOTALS	9,421.90	
NET CHANGES by Change Order	9421.90	

The undersigned Contractor certifies that to the best of the Contractors Knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the owner, and that current payment shown herein is now due.

CONTRACTOR:

BY: [Signature] DATE: 12/30/14

State of: Iowa
County of: Cerro Gordo
Subscribed and sworn to before me this 30th day of December 2014



Notary Public: [Signature]
My Commission expires: 03/17/2017

ARCHITECT'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on on-site observations and the data comprising the above application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED. \$42,149.98 *df*

AMOUNT CERTIFIED \$ 108,992.56

(Attach explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed conform to the amount certified.)

ARCHITECT:

By: [Signature] Date: 1/8/14
This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

AIA DOCUMENT G703 CONTINUATION SHEET

CONTRACTOR APPLICATION FOR PAYMENT

PROJECT:	Clear Lake Municipal Building Renovation and Remodeling	APPLICATION NO.:	11
CONTRACTOR:	King-Knutson Construction, Inc	APPLICATION DATE:	December 30, 2014
		PERIOD TO:	December 31, 2014
		PURCHASE ORDER NUMBER:	11012

A PHASE NO.	B DESCRIPTION OF WORK	C SCHEDULED VALUE	D WORK COMPLETED		F MATERIALS PRESENTLY STORED (NOT IN D OR E)	G TOTAL COMPLETED AND STORED TO DATE (D + E + F)	H % (G/C)	I BALANCE TO FINISH (C-G)	RETAINAGE
			FROM PREVIOUS APPLICATION (D+E)	THIS PERIOD					
1.	General Conditions	17,187.00	16,155.78	343.74		16,499.52	96%	687.48	824.98
2.	Demolition	36,120.00	35,758.80	361.20		36,120.00	100%	0.00	1,806.00
3.	Concrete Work	26,229.00	26,229.00			26,229.00	100%	0.00	1,311.45
4.	Masonry Work	120,524.00	120,524.00			120,524.00	100%	0.00	6,026.20
5.	Masonry Restoration	21,656.00	21,656.00			21,656.00	100%	0.00	1,082.80
6.	Metals	2,772.00	2,772.00			2,772.00	100%	0.00	138.60
7.	Rough Carpentry	21,396.00	19,256.40	2,139.60		21,396.00	100%	0.00	1,069.80
8.	Finish Carpentry	18,144.00	15,207.80	2,029.00		17,236.80	95%	907.20	861.84
9.	Architectural Woodwork	36,472.00	27,354.00			27,354.00	75%	9,118.00	1,367.70
10.	Insulation	29,228.00	21,921.00	7,307.00		29,228.00	100%	0.00	1,461.40
11.	Rough Patching	8,106.00	8,106.00			8,106.00	100%	0.00	405.30
12.	Joint Sealants	6,927.00	6,770.25	156.75		6,927.00	100%	0.00	346.35
13.	Metal Doors and Frames	79,118.00	67,250.30			67,250.30	85%	11,867.70	3,362.52
14.	Special Doors	7,387.00	7,387.00			7,387.00	100%	0.00	369.35
15.	Aluminum Store Front	51,093.00	48,603.00	957.21		49,560.21	97%	1,532.79	2,478.01
16.	Acoustical Ceiling	10,112.00	6,546.20			6,546.20	65%	3,565.80	327.31
17.	Flooring	38,824.00	29,118.00			29,118.00	75%	9,706.00	1,455.90
18.	Painting	29,936.00	20,955.40	7,483.80		28,439.20	95%	1,496.80	1,421.96
19.	Specialties	4,720.00	4,180.00			4,180.00	89%	540.00	209.00
20.	Garage Fence	4,397.00	4,397.00			4,397.00	100%	0.00	219.85
21.	Wire Mesh Partitions	2,835.00	2,835.00			2,835.00	100%	0.00	141.75
22.	Lockers	4,069.00	4,069.00			4,069.00	100%	0.00	203.45
23.	Evidence Weapon Storage	20,160.00	20,160.00			20,160.00	100%	0.00	1,008.00
24.	Window Blinds	1,639.00	819.50			819.50	50%	819.50	40.98
25.	Plumbing and Mechanical	159,760.00	151,772.00	1,647.60		153,419.60	96%	6,340.40	7,670.98
26.	Electrical	381,570.00	354,860.10	19,078.50		373,938.60	98%	7,631.40	18,696.93

AIA DOCUMENT G703 CONTINUATION SHEET

CONTRACTOR APPLICATION FOR PAYMENT

PROJECT: Clear Lake Municipal Building Renovation and Remodeling		APPLICATION NO.: 11							
CONTRACTOR: King-Knutson Construction, Inc		APPLICATION DATE: December 30, 2014							
		PERIOD TO: December 31, 2014							
		PURCHASE ORDER NUMBER: 11012							
A	B	C	D	E	F	G	H	I	
PHASE NO.	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D OR E)	TOTAL COMPLETED AND STORED TO DATE (D + E + F)	% (G/C)	BALANCE TO FINISH (C-G)	RETAINAGE
			FROM PREVIOUS APPLICATION (D+E)	THIS PERIOD					
27.	Change Order #1	3,693.00	3,693.00			3,693.00	100%	0.00	184.65
28.	Change Order #2	990.00	990.00			990.00	100%	0.00	49.50
29.	Change Order #3	385.00	385.00			385.00	100%	0.00	19.25
30.	Change Order #4	412.50	412.50			412.50	100%	0.00	20.63
31.	Change Order #5	-4,531.00	-4,531.00			-4,531.00	100%	0.00	-226.55
32.	Change Order #6	5,608.40	5,608.40			5,608.40	100%	0.00	280.42
33.	Change Order #7	2,864.00		2,864.00		2,864.00	100%	0.00	143.20
34.						0.00	#DIV/0!	0.00	0.00
35.						0.00	#DIV/0!	0.00	0.00
36.						0.00	#DIV/0!	0.00	0.00
	TOTALS	1,149,802.90	1,051,221.43	44,368.40	0.00	1,095,589.83	95%	54,213.07	54,779.49

"Sailing Ahead" With the City of



"Where People Make the Difference"

CITY OF CLEAR LAKE

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

Phone (641) 357-5267 • Fax (641) 357-8711

www.cityofclearlake.com

Mayor
NELSON P.
CRABB

January 19, 2015

City
Administrator
SCOTT
FLORY

Mr. Brian Young
Chief Electrical Inspector/Executive Secretary
Iowa Department of Public Safety
State Fire Marshals Office
Electrical Bureau
215 E 7th Street
Des Moines, IA 50319-0047

COUNCIL
MEMBERS

DANA
BRANT
Ward 1

Mr. Young:

TONY J.
NELSON
Ward 2

The City of Clear Lake hereby requests that the State of Iowa provide electrical permitting and inspections in our jurisdiction after January 19, 2015, upon approval in your office.

JIM
BOEHNKE
Ward 3

The City understands if we wish to have our electrical program be re-established, the City may petition the Electrical Examining Board with a request for re-instatement. The City also understands the electrical inspections will be done as set forth in Iowa Code Chapter 103.

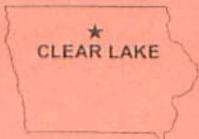
MIKE
CALLANAN
At Large

Thank you for your consideration. I can be reach at 641-357-5267 or slawrenceflory@netins.net.

GARY
HUGI
At Large

Sincerely,

Scott Flory
City Administrator



City of Coralville

MEMORANDUM



Date: 12/19/2014
To: All Electrical and General Contractors
From: Jim Kessler
Title: Building & Zoning Official

Re: State Electrical Permits/Inspections

Effective January 1, 2015, the City of Coralville will utilize the State of Iowa Electrical Licensing and Inspection Program for permitting and inspection of all electrical work done in the City of Coralville. This change applies to commercial and residential electrical work that is permitted after January 1st. Any projects that began prior to January 1, 2015 will continue to be inspected by the City of Coralville.

After January 1st, to apply for an electric permit and schedule electrical inspections, please visit <https://iowaelectrical.gov>. At this website you may sign up as a new user, apply for an electrical permit, pay permit fees and schedule electrical inspections. All electrical inspections and electrical releases will be done by State Electrical Inspector, Pat Hansen. You may contact Pat Hansen at 319-430-4916 or phansen@dps.state.ia.us. For additional information and general questions regarding State of Iowa electrical inspections and permitting, please email einspinfo@dps.state.ia.us.

For more information, please contact the City of Coralville Building Department at 319-248-1720 or Jim Kessler, Building and Zoning Official jkessler@ci.coralville.ia.us.

Thank you.

112 W. Call St.
Algona, IA 50511
www.ci.algona.ia.us



Phone: 515.295.2411
FAX: 515.295.4897

RECEIVED
NOV 17 2014

November 13, 2014

Iowa Electrical Examining Board
502 East Ninth St.
Des Moines, IA 50319

Chairperson,

The City of Algona would like to formally request that the State of Iowa provide electrical inspections in our jurisdiction after January 1, 2015 upon approval in your office.

The City understands if we wish to have our electrical program be re-established, the City may petition the Electrical Examining Board with a request for re-instatement. The City also understands that electrical inspections will be done as set forth in Iowa Code Chapter 103.

Thank you for your consideration. I can be reached at 515-295-2411 or jetnyre@ci.algona.ia.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason C. Etnyre".

Jason C. Etnyre
Public Works Director

VETERANS MEMORIAL GOLF CLUB
Balance Sheet
As of October 31, 2014

	Oct 31, 14
ASSETS	
Current Assets	
Checking/Savings	
Checking Acct	29,636.49
Total Checking/Savings	29,636.49
Other Current Assets	
Jr Golf Fund	1,370.12
Improvements Fund	10,819.99
Clubhouse Inventory	6,489.45
Cash on Hand	200.00
Total Other Current Assets	18,879.56
Total Current Assets	48,516.05
Fixed Assets	
Depreciable Assets	145,008.79
A/D - Depr Assets	-40,627.54
Total Fixed Assets	104,381.25
TOTAL ASSETS	152,897.30
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Gift Certificates	1,786.03
Sales Tax Payable-	670.54
Payroll Liabilities	6,150.61
Total Other Current Liabilities	8,607.18
Total Current Liabilities	8,607.18
Long Term Liabilities	
Mower Loan II	30,566.26
Total Long Term Liabilities	30,566.26
Total Liabilities	39,173.44
Equity	
Unrestricted Net Assets	81,550.90
Net Income	32,172.96
Total Equity	113,723.86
TOTAL LIABILITIES & EQUITY	152,897.30

VETERANS MEMORIAL GOLF CLUB

Profit & Loss

January through October 2014

	Jan - Oct 14
Ordinary Income/Expense	
Income	
Season Passes	98,386.91
Revenues	
Golf Carts	33,361.81
USGA Handicap Cards	3,280.00
Merchandise Sales	16,730.14
Clubhouse Sales	101,970.85
Golf Sales (Fees, etc.)	97,882.79
	253,225.59
Total Revenues	253,225.59
Friends of	2,650.00
	354,262.50
Total Income	354,262.50
Cost of Goods Sold	
Cost of Goods Sold	89,573.58
	89,573.58
Total COGS	89,573.58
Gross Profit	264,688.92
Expense	
Clubhouse Expenses	
Miscellaneous - C	514.96
Office - C	3,803.52
Payroll - C	54,340.47
Payroll Taxes - C	4,859.43
Permits - C	1,596.50
Repairs/Maint - C	4,013.51
Supplies - C	5,192.65
	74,321.04
Total Clubhouse Expenses	74,321.04
Grounds Expenses	
Interest Exp - G	843.92
Chem, Fert, Seed, Etc. - G	12,385.38
Fuel - G	8,581.43
Payroll - G	64,508.34
Payroll Taxes - G	5,700.59
Repairs/Maint - G	11,763.86
Supplies - G	1,254.12
Board Approved Exp - G	16,982.62
	122,020.26
Total Grounds Expenses	122,020.26
Overhead	
Miscellaneous - O	99.00
Friends Appreciation - O	219.31
Professional Fees - O	1,300.00
Advertising - O	1,419.54
Bank Service Charges - O	37.21
Credit Card Fees - O	4,109.97
Dues and Subscriptions - O	677.95
Insurance - O	1,919.00
Telephone - O	3,991.94
Utilities - O	11,803.49
Refunds - O	800.01
	26,377.42
Total Overhead	26,377.42
Other Expenses	
Depreciation Expense	12,603.60
	12,603.60
Total Other Expenses	12,603.60
Total Expense	235,322.32
Net Ordinary Income	29,366.60
Other Income/Expense	
Other Income	11,141.24

VETERANS MEMORIAL GOLF CLUB

Profit & Loss

January through October 2014

	<u>Jan - Oct 14</u>
Other Expense	8,334.88
Net Other Income	<u>2,806.36</u>
Net Income	<u><u>32,172.96</u></u>

Jan - Dec 2015 - Proposed Operating Budget

Income		
Total Season Passes	100,000.00	
Total Golf Carts	34,000.00	
USGA Handicap Cards	3,300.00	
Merchandise Sales	17,500.00	
Total Clubhouse Sales	105,000.00	
Total Golf Sales (Fees, etc.)	<u>100,000.00</u>	
Total Revenues		359,800.00
Friends of		<u>2,750.00</u>
Total Income		362,550.00
Cost of Goods Sold		<u>(92,000.00)</u>
Gross Profit		270,550.00
Expense		
Clubhouse Expenses		
Miscellaneous - C	1,000.00	
Office - C	2,000.00	
Payroll - C	60,000.00	
Payroll Taxes - C	6,000.00	
Permits - C	1,500.00	
Repairs/Maint - C	2,500.00	
Supplies - C	<u>5,000.00</u>	
Total Clubhouse Expenses		78,000.00
Grounds Expenses		
Chem, Fert, Seed, Etc. - G	10,000.00	
Fuel - G	8,000.00	
Interest Exp - G	900.00	
Miscellaneous - G	100.00	
Payroll - G	72,500.00	
Payroll Taxes - G	7,250.00	
Repairs/Maint - G	10,000.00	
Supplies - G	<u>1,250.00</u>	
Total Grounds Expenses		110,000.00

Overhead		
Friends Appreciation - O	250.00	
Professional Fees - O	1,800.00	
Advertising - O	1,500.00	
Credit Card Fees - O	4,500.00	
Dues and Subscriptions - O	750.00	
Insurance - O	2,000.00	
Telephone - O	4,500.00	
Utilities - O	<u>13,000.00</u>	
Total Overhead		<u>28,300.00</u>
Total Expense		<u>216,300.00</u>
	Net Income before Depreciation (Loan Pmts)	54,250.00
Other Expenses		
Depreciation Expense (Loan Pmts)	16,500.00	
Total Other Expenses		<u>16,500.00</u>
	Net Income after Depreciation (Loan Pmts)	<u><u>37,750.00</u></u>



January 9, 2015

Mayor Nelson Crabb
City of Clear Lake
15 North 6th Street
Clear Lake, IA 50428

Veterans Memorial Golf Club Annual Report

Dear Mayor Crabb and Council Members,

The Veterans Memorial Golf Club Foundation is pleased to provide you with this annual report and summary. In the fourth season of Veterans Memorial, the operation realized it's most successful season to date. Many significant improvements to the facilities and grounds were addressed. We would like to thank the City of Clear Lake for their continued support. We believe that the partnership between the City of Clear Lake and the Veteran's Memorial Golf Club Foundation has charted a course for long term sustainability.

2014 Financial Review

Attached you will find the season ending financial documents for VMGC Foundation's 2014 operation. As you will note, VMGC realized gross revenues of \$354,262 (\$264,689 net after COGS). Expenses increased 7.4% vs. the 2013 season at \$235,322. We ended the golfing season with a Net Income of \$32,172 (as of 10/31/2014). Revenues were up 14% vs. 2013 revenues, reversing the slight decrease we saw from 2012 to 2013. We are pleased that we were able to realize our fourth season of positive net income and believe that the operation can be managed profitably long-term.

Working in partnership with the City and a strong base of donors, we were able to make significant improvements to the grounds and facilities. We replaced the failed retaining wall behind the clubhouse (on the first tee) with a new boulder wall. We removed the heaved concrete patio and uneven ramp and replaced it with a new paver patio, built to ADA standards. We constructed a new deck and purchased a new gas grill. Additionally, thanks to generous donations from Snyder Construction and the VFW we added a 30 foot flag pole and a memorial boulder to

our first tee. Inside the clubhouse, we added a new lake-view window, barstools, deck furniture, and umbrellas, nearly all funded by members/donors.

This spring, we finalized the construction of three new forward tees to better serve our women and senior players. The project included significant dirt work and grading along with expansion of the water distribution system. Additionally, in 2014 we paid off the note on the Rough Mower that we purchased in our first season and financed the purchase of a new Greens Mower.

In total, we invested over \$36,500 back into the course during the 2014 season. We would like to thank the City of Clear Lake for assistance on several of these projects. Without your support these needed improvements would not be possible.

VMGC ended the 2014 season with 222 season pass holders (up 15% from 2013). Additionally, there are 64 members of the Friends of Veterans Memorial Golf Club Foundation. Each of the 64 voting-members have contributed financially to the Foundation and many have volunteered their time and/or served on boards or committees.

We have received overwhelmingly positive feedback from our members and guests. The general direction of the club and the enhanced condition of the course has been very well received. In fact, VMGC was recognized by the Iowa Golf Association as the State of Iowa's 9-hole course of the year for 2014! This is an honor we were very proud to receive.

Golf Course Capital Improvement Fund

Consistent with our operating agreement with the City of Clear Lake, we have established a capital improvement reserve fund. This holding account is where any excess funds from the operation will be held for future capital projects. From this season's \$32,172 net income we anticipate needing to carry-over \$27,000 to pay overhead expenses through the winter and to handle any unexpected expenses. The remaining \$5,000 will be transferred to the reserve fund for future capital improvement projects. The current improvement fund value, after the transfer, is \$15,820.

2015 Pricing

As you know, we have carefully studied our fees vs. the fees charged by other courses in our region. We believe the fees we charged for the 2014 season represented a fair value to our members and guests. However, the costs associated with operating a golf course and making improvements deemed necessary for the operation continue to rise annually. To address that trend, in 2015 we have adopted a 5% increase in most of our fees. It has been two years since any increase has been adopted. Additionally, we gave our season pass holders the opportunity to pay a discounted rate (discounted to the previous-2014- level) if they paid prior to the end of 2014. We will continue to closely monitor our fee structure to ensure that it remains competitive.

2015 Operating Budget

Enclosed, you will find a proposed 2015 Budget. After our first four golfing seasons we feel we have a much better handle on the potential for revenues and expenses at Veteran's Memorial Golf Club. You will note that we are forecasting similar revenues and expenses for next season. We are budgeting for revenues and expenses to increase slightly year over year.

Tree Program

As required by our operating agreement and as a follow up to information that has been provided to you over the last few years, we would like to advise you that we are continuing an aggressive tree removal and replacement program. The primary purpose for removing the trees is in anticipation of the impending arrival of the Emerald Ash Borer in North Iowa. The Emerald Ash Borer has killed tens of thousands of Ash trees in the United States since its arrival in 2003. It was first detected in Iowa in the spring of 2010. It is only a matter of time before it appears in Clear Lake. Unfortunately, Veterans Memorial Golf Club is heavily populated with Ash trees. We have removed a number of the trees and plan to remove many more through-out the course. We have planted 43 new trees so far and will continue to replant new species to take the place of the removed trees. To date we have invested over \$27,500 in the tree removal and replacement program, including \$12,500 during the 2014 season. Your support, primarily with the disposal and hauling of the dropped trees, has been greatly appreciated.

Staff

We have renewed Course Superintendent, Jeremy Amosson's, contract for the 2015 season. Jeremy's knowledge and experience have been a tremendous asset to the course and the quality of his work has been evident.

Additionally, Mike Oimoen has been retained as our Director of Golf and clubhouse manager. Mike has brought a very positive energy to the operation and has proven to be a knowledgeable leader. Mike has reintroduced a junior golf program to VMGC and plans to build upon its' success in 2015.

Conclusion

As you know, on December 5th 2012 VMGC was notified that we were granted a 501c(3), tax-exempt, designation. Given our experience of positive net income over the first four seasons we believe that Veteran's Memorial Golf Club can be operated profitably. As a non-profit organization, the City of Clear Lake and its residents can be assured that all of the potential proceeds from the operation will be reinvested back into the property and its operation. We believe the non-profit business model coupled with the strong support of the City of Clear Lake gives Veterans Memorial Golf Club the best chance for long-term sustainability.

Thank you again for your leadership when the property was in jeopardy. And thank you for your support since we began operations. We look forward to a long-term partnership all for the betterment of this important community attraction.

Sincerely,

Veterans Memorial Golf Club Foundation

Jason Barragy, President

Shane Cooney, Vice President

Tom Lovell, Past-President

Tom Alexander, Treasurer

Vicki Hensley, Secretary

Matt Mixdorf

Ed Halbach

Steve Johnson

Jim Boehnke, City Liaison

Enclosures: October 2014 Financials; 2015 Proposed Budget



January 14, 2015

Mr. Scott Flory
City of Clear Lake
15 North Sixth Street
P.O. Box 185
Clear Lake, IA 50428

PROJECT UPDATE - CITY COUNCIL PACKET INFORMATION
SIDEWALK STRATEGIC PLAN
CLEAR LAKE, IA
383136

Dear Scott,

Enclosed for the City Council Packets for the January 19, 2015 City Council Meeting please find the following:

- 1 - Sidewalk Strategic Plan Process
- 2 - Public Input Summary
- 3 - Map of Priority Pedestrian Routes and Pedestrian Traffic Generators
- 4 - Sidewalk Inventory Example Map and Inventory Data Sheets
- 5 - Priority Rating Matrix, Draft and Final
- 6 - Prioritization Ranking Example

Items 1, 3, and 5 listed above were presented and discussed at the Public Input Meetings in draft format. Feedback received at the meetings was evaluated and used to modify the criteria in the Priority Rating Matrix. The Priority Rating Matrix was modified so the criteria the public felt was more important was weighted higher than other criteria.

Note the Priority Rating Matrix scores each sidewalk (or potential) sidewalk segment from 0 to 100 points with 100 points being the highest. Note for a sidewalk to score 100 it would have to be on a street that sees over 6,000 vehicles per day, with a speed limit over 46 mph, that has adequate room to easily install sidewalk that is on a priority route and has greater than four destinations, with at least one of them being a school. There were no such areas in Clear Lake.

The prioritization example sheet provided includes only the the highest scoring (and

ranking) prioritized sidewalk segments. Note the entire community was evaluated on a block by block basis looking at each side of the street separately. There were a total of 1,443 segments prioritized. The following is a brief conclusion that can be drawn from the prioritization table:

- 1 - Sidewalk segments located on priority routes around the Lake (North Shore Drive, South South Drive, South Lakeview Drive) ranked higher than other areas.
- 2 - Sidewalk segments in the downtown area ranked high. Even though there is existing sidewalk on both sides of the street which gave it a zero score in pedestrian opportunity areas, the Main Avenue segments scored highest in the number of destinations as well as for being on priority routes. Furthermore, many of the brick paver sidewalks are uneven and have trip hazards. As such they were noted as needing to be replaced which scores as high as no sidewalk at all in some categories.
- 3 - Sidewalk segments closer to schools (12th Avenue South, North 20th Street, etc.) and Opportunity Village scored higher than other areas.
- 4 - Sidewalk segments located in the immediate area of other businesses throughout the community (Fareway, Buddy Holly and Highway 18, and Fieldstone areas) ranked high.

A preliminary list of potential sidewalk projects (in no particular order) would be as follows:

- 1 - Buddy Holly from 8th Avenue North to Highway 18.
- 2 - South Shore Drive from 12th Avenue South to 20th Avenue South
- 3 - Main Avenue to repair the existing brick paver sidewalks
- 4 - North Shore Drive in all areas currently missing sidewalks
- 5 - North 20th Street from 7th Avenue North to 16th Avenue North as well as filling in gaps on North 20th Street south of 7th Avenue North.
- 6 - 12th Avenue South in the area of Clear Creek School

Another factor to consider when preparing potential projects for implementation will be

other capital projects the City is considering. For example, City Staff has identified reconstruction of Buddy Holly Place from 8th Avenue North to Highway 18 as a potential project to be included in the City Budget for FY18. Both the street and potential sidewalk improvements will require significant railroad crossing improvements and as such should be constructed together.

South Shore Drive from 27th Avenue South to 20th Avenue South may be an area where the City could consider a wider sidewalk or trail on one side of the street only since there appears to be a non-typical wide right-of-way which would provide ample room for constructing a wider walkway.

12th Avenue South, while a good candidate for sidewalk improvements, needs curb and gutter and drainage improvements along with the sidewalk improvements. Furthermore, water main work needs to be completed before sidewalk is installed.

On Main Avenue the infrastructure and street are in good condition. Knowing that there is no work to be completed other than sidewalk work would make this a good candidate for immediate implementation of a project as there would be little other ancillary improvements required for the City's other infrastructure.

The West 7th Avenue North segments from 19th Street West to North Shore Drive rank 100 - 105 out of a total of 1,443 segments evaluated. With the watermain project that the City is considering along this segment, sidewalk improvements should also be considered. At the very least any driveway or street restoration associated with the water main work should be designed to accommodate future sidewalk improvement and fire hydrants should be located in such a manner to not cause obstructions for a future sidewalk.

South Lakeview Drive also ranked fairly high overall. However, City staff has included the Preliminary Engineering for comparing alternates for rehabilitating South Lakeview Drive as a budget item for FY16. As such, potential sidewalk improvements along this segment should be further evaluated in conjunction with the Preliminary Engineering for the street improvements.

Now that the investigation and prioritization has been completed, Veenstra & Kimm, Inc. requests a meeting with City Staff to discuss the prioritization in more detail as well as select future projects. **City Staff and or City Council will need to provide information regarding the amount of funding they may consider budgeting on a yearly basis for future sidewalk improvements as well as any specific areas that should be excluded due to other potential future projects that would incorporate sidewalks.** Veenstra & Kimm, Inc. will use this information to prepare a five year capital improvement plan which will complete the report.

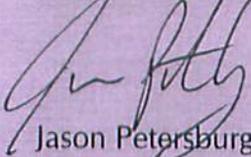
During the Public Input Process some citizens pointed out specific trip hazards within their neighborhood that concern them. While these single sidewalk panels are critical to the overall pedestrian network, this level of detail is beyond the scope of this report. As such, Veenstra & Kimm, Inc. recommends that City staff follow up on these specific locations to determine if they are in violation of City Ordinance. Furthermore, Veenstra & Kimm, Inc. recommends the City formalize a sidewalk complaint process that not only gives citizens an effective tool in reporting hazards but also provides City staff direction in how to handle complaints and remedy any specific deficiencies.

The undersigned plans to attend your January 19, 2015 City Council Meeting to provide an update on the Sidewalk Strategic Plan and answer any questions the City Council may have at this time. After Veenstra & Kimm, Inc. receives City input regarding funding and prioritization the Capital Improvement Projects will be defined, cost estimates will be prepared, and a 5 year Sidewalk Capital Improvement Plan will be developed to complete the report.

If you have any questions or comments please feel free to call or email the undersigned.

Sincerely,

VEENSTRA & KIMM, INC.



Jason Petersburg, P.E.
Project Engineer

Enclosures:

cc: Joe Weigel, Public Works Director, w/encl.

PROPOSED PROCESS

SELECT CONSULTANT

DEFINE SIDEWALK ASSESSMENT CRITERIA

PUBLIC INPUT

DEFINE PRIORITY PEDESTRIAN ROUTES

DEVELOPMENT OF PRIORITY RATING MATRIX

SIDEWALK INVENTORY

ANALYSIS AND PRIORITIZATION

DEFINE IMPROVEMENT PROJECTS / PREPARE BUDGETARY COST ESTIMATES

FINAL CAPITAL IMPROVEMENT PLAN

FINAL REPORT

SIDEWALK STRATEGIC PLAN PROJECT

CITY OF CLEAR LAKE, IOWA



The Goal of the Sidewalk Strategic Plan is to ensure maximum value for pedestrian facility investments made by The City of Clear Lake over the short and long term.



Define Acceptable Sidewalk Conditions



Guide the City of Clear Lake in Regards to Installing New Sections of Sidewalk



Provide Guidance for the Replacement of Deficient Sidewalk Sections



Develop a Program for Constructing Sidewalk Access Ramps on Existing Sidewalks to Ensure the City Complies with Current ADA Standards

DEVELOPING A STRATEGIC PLAN FOR MAKING SIDEWALK IMPROVEMENTS WILL BENEFIT THE CITY OF CLEAR LAKE IN A NUMBER OF WAYS.

BENEFITS TO THE COMMUNITY INCLUDE:

- Provide Efficient Pedestrian Walkways throughout the Community
- Facilitate Accessible Pedestrian Links from one area of the Community to another
- Develop a Safe Walking Environment for Pedestrian Traffic
- Encourage Healthy Walking
- Reduce Infrastructure Construction Costs through Coordination of other Utility and Roadway Improvements
- Facilitate Implementation of ADA features in Future Sidewalk Improvements

2.3 Public Input Plan (PIP)

As noted earlier, the Public Input meetings were designed to accomplish the following objectives:

1. Communicate, inform and educate.
2. Provide the Public with an opportunity for meaningful input on the process in general and more specifically on the matrix proposed for analyzing and prioritizing sidewalk improvements.
3. Identify affected property owners, stakeholders, businesses and develop specific strategies to be responsive to their needs.
4. Clearly demonstrate to the public that the Sidewalk Strategic Plan will be developed pursuant to a well executed PIP.
5. Notify the public in advance of potential impacts.

There was one Public Input meeting conducted in each of the City's three Wards. There was also one general Public Input meeting held for the community at-large. These meetings were held in March and April of 2014 at the City's direction.

A well defined Agenda was prepared and followed at each of the four Public Input meetings to ensure continuity and consistency from one meeting to the next. Background information was made available for public viewing by means of series of presentation boards with various maps and graphics which identified the following data:

- Priority Streets / Street Classification Maps
- Traffic Volume Map
- Traffic Speed Map
- Ward Map
- Land Use / Zoning Maps
- Pedestrian Traffic Generators Map
- Copies of the City Code of Ordinance; Chapter 136 – Sidewalk Regulations
- Copies of the City Code of Ordinance; Chapter 63 – Speed Regulations
- Copies of ADA Regulation for Handicap Access
- Walk Score

In addition, several handouts were distributed to all attendees. The handouts included:

- Sidewalk Strategic Plan Project – Proposed Process
- The Four Key Objectives of the Sidewalk Strategic Plan
- A Map Identifying the Three Wards in the Community along with a Listing of the Proposed Sidewalk Assessment Criteria and a Listing of the Priority Pedestrian Routes
- A DRAFT copy of the Proposed Priority Rating Matrix
- A copy of the Sidewalk Inventory & Assessment Form to be used by Veenstra & Kimm, Inc. for collecting the field data on each sidewalk segment which collectively makes up the Sidewalk Inventory
- The Public Input Survey form

Copies of these materials are included in Appendix C of this report.

After a brief welcome by one of the City's elected officials, Veenstra & Kimm, Inc. provided an overview of the project and the attendees were provided an opportunity to leave their seats to view each of the background presentation boards individually. A portion of the meeting was set aside for the attendees to ask questions and offer verbal input at the meetings.

The Public Input Survey forms were then distributed to each attendee so they could either complete the survey at the meeting before leaving or the attendees could take the Public Input Survey home to complete and then mail or drop off to City Hall. A copy of the Public Input Survey form is shown in Figure 2-1.

As can be seen on Figure 2-1, a total of 10 questions were included on the Public Input Survey. The survey included some basic demographic questions regarding age and which ward the respondent lived in, and then asked a series of questions wherein the respondent could prioritize which types of pedestrian destinations were important to them, what concerns they had when using public sidewalks and why public sidewalks are important to them. **One of the key questions on the survey was Question #7 where the respondents input was requested regarding which criteria they felt was important in assessing and prioritizing sidewalk maintenance and improvements. This input was later used to refine the Priority Rating Matrix.** The remaining questions inquired if the City should change their sidewalk width standard from 4 feet to 5 feet and requested input as to locations where the existing public sidewalks are a problem for pedestrian as well as any other general information they felt might aid in the development of the City's Strategic Sidewalk Plan.

A total of 61 Public Input surveys were completed and returned to City Hall. A summary of the responses to the Public Input survey was then compiled. A complete copy of the Public Input Summary is included in Appendix D of this report. This survey sample represents approximately 8% of the population in the community.

More than 90% of the respondents were age 36 years or older, with 80% percent of the respondents being between the ages of 36 and 70. Approximately 17% of the respondents were from Ward 1, about 48% lived in Ward 2, and just over 33% resided in Ward 3.

37% of the respondents indicated they used a public sidewalk 1 – 4 times per month, almost 30% advised they used public sidewalks 11 – 29 times per month, and 17% indicated they used the public sidewalks more than 30 times a month. 8% of the respondents advised they never use the public sidewalks. After extrapolating this data, it can be estimated that the public sidewalks within the community are used approximately **99,400 times per month on average, or more than 3,300 times a day.**

The Public Input Survey asked the respondents to prioritize the various types of pedestrian destinations. Table 2-1 below summarizes the results regarding the importance of the various types of destinations. The percentage of respondents who considered the following destinations to be a score of 4 or 5 on a scale of 1 – 5 with 5 being of high importance are listed in Table 2-1.

Table 2-1 – Pedestrian Destination Importance

<u>Destination</u>	<u>Moderate / High Importance (4 to 5)</u>
Schools	52% of respondents
Parks	55%
Downtown Business District	85%
Surf Ballroom District	58%
Churches	52%
Sports & Rec Facilities	32%
Shopping & Stores	80%
Restaurants & Bars	60%
Library	67%
Activity (Senior) Center	56%
Attractions	55%

As can be seen from Table 2-1, almost all of the various types of destinations are important to a majority of the respondents. **Of most importance is pedestrian access to the downtown Central Business Districts and shopping / stores in general, with 80% or more of the respondents ranking these destinations of high importance.**

When asked to prioritize their concerns when using public sidewalks, the fact the road might be curvy was of low concern to 63% of the respondents. Instead, traffic volumes, vehicle speed and poorly lit roadways were of high concern to approximately 50% of the respondents. 64% of the respondents felt missing sidewalk segments was a major concern while 68% of the respondents felt snow and ice removal was a key concern. **The biggest concern that 78% of the respondents identified were tripping hazards along the public sidewalks.** On the other hand, missing crosswalks and handicap access ramps were of low concern to a significant majority of the respondents.

With respect to why public sidewalks are important, approximately 60% or more of the respondents indicated being able to walk to shops, attractions and social events was of high importance. Walking or running for exercise was also considered to be important to more than 66% of the respondents. Walking dogs or with children was considered to be of low importance to 52% - 55% of the respondents. Being able to walk to work was NOT important to 81% of the respondents, as was being able to walk to school at 72% of the respondents. Using public sidewalks to walk to church or to visit neighbors and friends was of low importance to 50% of the respondents.

Upon asking for public input as to what was considered to be important when assessing and prioritizing sidewalk maintenance and improvements, an over whelming majority of almost 80% indicated the physical condition of the sidewalk and safety to be of high importance. Another criteria considered to be important by 78% of the respondents is that the benefit should outweigh the cost of the maintenance and/or improvement. Other factors considered to be important by 50% - 59% of the respondents were location of the sidewalk, vehicle traffic volumes, traffic speed, and ease of implementation. 53% of respondents felt connectivity to destinations was of relatively low importance and 66% of respondents considered a lack of continuous standard sidewalk facilities to be of low or medium importance. This input was used to refine the Priority Rating Matrix later on in the report.

When asked if the City should increase the width of the standard public sidewalk from 4 feet to 5 feet, 75% of the respondents indicated "No".

Question #9 of the Public Input Survey asked the respondents to identify locations in the community where the public sidewalks had a problem of some sort. The respondents identified approximately 40 locations throughout the community where problems exist. A complete listing of these areas is included in the Public Input Summary found in Appendix D.

Question #10 asked the respondents to provide any additional information they felt might aid in the development of the City's Sidewalk Strategic Plan. Again, a complete listing of these 40 plus comments can found in the Public Input Summary found in Appendix D. Many of the comments offered were negative or indicated the respondent was opposed to public sidewalks in their area of town or in general throughout the community. Several comments suggested maintaining or fixing the roadways should take precedent over sidewalks.

Some of the positive suggestions or recommendations offered include:

- **Construct additional sidewalks north of Highway 18; Pedestrian access is difficult in this area of town, especially between Fareway west to 16th Street.**
- **Consider heated sidewalks in the downtown area to aid in snow removal efforts.**
- **Remove paver sidewalks downtown and construct stamped colored concrete similar what was done on Buddy Holly.**
- **Construct an above grade pedestrian crosswalk over Highway 18.**

The respondents living along South Shore Drive, South Lakeview Drive and the Fieldstone area appeared to be the most vocal.

PUBLIC INPUT SUMMARY

VEENSTRA & KIMM, INC.

* Consulting Engineering

Stone Creek Office Building
2800 Fourth Street, Suite 9
Mason City, Iowa 50401
Ph: 641-421-8008 Fax: 641-380-0313

Public Input Responses

By: Tim Moreau
Date: 5/8/2014

Project No.: 383136

Project: Sidewalk Strategic Plan Project

Owner: City of Clear Lake

Location: Clear Lake, Iowa

Summary of Responses

1. Which Age Group do You Belong to?

<u>≤20</u>	<u>21-35</u>	<u>36-55</u>	<u>56-70</u>	<u>≥70</u>	<u>Total</u>
0	5	22	26	7	60
0.0%	8.3%	36.7%	43.3%	11.7%	100.0%

2. Which Ward do you live in?

<u>Ward 1</u>	<u>Ward 2</u>	<u>Ward 3</u>	<u>Unknown</u>	<u>Total</u>
10	29	20	1	60
16.7%	48.3%	33.3%	1.7%	100.0%

3. How Often do You Use a Public Sidewalk?

<u>Never</u>	<u>Times per Month</u>				<u>Total</u>
	<u>1-4</u>	<u>5-10</u>	<u>11-29</u>	<u>30+</u>	
5	22.75	5	17.75	10.5	61
8%	37%	8%	29%	17%	100%

4. Prioritize the Pedestrian Destinations that are Important to You

Destination	Low				High	Total
	1	2	3	4	5	
Schools	23 39%	0 0%	5 8%	9 15%	22 37%	59 100%
Parks	14 23%	3 5%	10 16%	10 16%	24 39%	61 100%
Downtown Business District	2 3%	2 3%	5 8%	11 18%	40 67%	60 100%
Surf Ballroom District	8 14%	5 9%	11 19%	13 22%	21 36%	58 100%
Churches	11 19%	9 16%	8 14%	12 21%	18 31%	58 100%
Sports & Recreational Facilities	17 30%	11 19%	11 19%	5 9%	13 23%	57 100%
Shopping & Stores	3 5%	1 2%	8 13%	16 27%	32 53%	60 100%
Restaurants & Bars	8 13%	4 7%	12 20%	14 23%	22 37%	60 100%
Library	9 16%	3 5%	7 12%	10 18%	28 49%	57 100%
Activity Center	11 19%	7 12%	7 12%	8 14%	24 42%	57 100%
Senior Center						
Attractions	9 16%	7 12%	10 18%	17 30%	14 25%	57 100%
Art Center						
Other	0 0%	1 13%	0 0%	1 13%	6 75%	8 100%

5. Prioritize Your Concerns when Using Public Sidewalks.

Concern	Low					High	Total
	1	2	3	4	5		
Road is Curvy	25 46%	9 17%	13 24%	3 6%	4 7%	54 100%	
Road is Poorly Lit	8 14%	6 11%	16 28%	10 18%	17 30%	57 100%	
High Vehicle Traffic Volume	8 14%	7 13%	15 27%	9 16%	17 30%	56 100%	
Vehicle Speed	7 13%	8 15%	13 24%	8 15%	19 35%	55 100%	
Overhead Clearance	21 39%	11 20%	9 17%	11 20%	2 4%	54 100%	
Dogs	22 39%	5 9%	10 18%	10 18%	9 16%	56 100%	
Missing Sidewalk Segments	6 10%	6 10%	9 16%	11 19%	26 45%	58 100%	
Roadway Intersections	9 16%	6 11%	20 36%	11 20%	10 18%	56 100%	
Ponding Water on Sidewalk	8 14%	10 17%	10 17%	13 22%	17 29%	58 100%	
Snow & Ice Removal	7 13%	6 11%	5 9%	14 25%	24 43%	56 100%	
Proximity of Sidewalk to Road	19 34%	7 13%	13 23%	6 11%	11 20%	56 100%	
Tripping Hazards	3 5%	3 5%	7 12%	15 26%	30 52%	58 100%	
Obstacles Next to Sidewalk	14 25%	5 9%	12 21%	13 23%	12 21%	56 100%	
Crosswalk Missing	12 20%	9 21%	11 26%	6 14%	5 12%	43 100%	
Handicap Access & Ramps	10 18%	6 11%	16 29%	12 21%	12 21%	56 100%	
Parked Vehicles on Sidewalk	13 23%	1 2%	12 21%	10 18%	20 36%	56 100%	
Other	1 20%	0 0%	1 20%	1 20%	2 40%	5 100%	

6. Prioritize Why Public Sidewalks are Important to You.

Reason	Low				High	Total
	1	2	3	4	5	
Walk / Run for Exercise	15 24%	1 2%	5 8%	10 16%	31 50%	62 100%
Walk Dog	27 47%	3 5%	7 12%	5 9%	16 28%	58 100%
Walk With Children	26 46%	5 9%	6 11%	8 14%	12 21%	57 100%
Walk to Work	40 70%	6 11%	4 7%	1 2%	6 11%	57 100%
Walk to School	38 67%	3 5%	3 5%	7 12%	6 11%	57 100%
Walk to Attractions	16 28%	2 4%	6 11%	11 19%	22 39%	57 100%
Walk to Shop	14 25%	3 5%	5 9%	14 25%	20 36%	56 100%
Walk to Church	23 43%	4 7%	8 15%	4 7%	15 28%	54 100%
Walk to Dine / Drink	16 29%	2 4%	12 22%	6 11%	19 35%	55 100%
Walk to Social Events	0 0%	16 41%	1 3%	12 31%	10 26%	39 100%
Walk to Visit Neighbors / Friends	24 42%	5 9%	5 9%	8 14%	15 26%	57 100%
Other	1 14%	0 0%	0 0%	0 0%	6 86%	7 100%

7. Prioritize what you feel is important in Assessing and Prioritizing Sidewalk Maintenance and Improvements.

Reason	Low					High	Total
	1	2	3	4	5		
Sidewalk Condition	1 2%	1 2%	11 18%	13 22%	34 57%	60 100%	
Sidewalk Width	18 31%	9 16%	20 34%	2 3%	9 16%	58 100%	
Sidewalk Location	9 15%	5 8%	15 25%	12 20%	18 31%	59 100%	
Vehicle Traffic Volume	9 16%	4 7%	16 28%	11 19%	18 31%	58 100%	
Speed of Traffic	8 14%	5 9%	14 24%	16 28%	15 26%	58 100%	
Connectivity to Destination	8 14%	4 7%	18 32%	10 18%	17 30%	57 100%	
Safety	4 7%	2 3%	7 12%	19 33%	26 45%	58 100%	
Ease of Implementation	6 11%	5 9%	12 21%	5 9%	28 50%	56 100%	
Benefit / Cost Analysis	4 7%	2 4%	6 11%	16 29%	27 49%	55 100%	
Lack of Continuous Standard Sidewalk Facilities	12 22%	6 11%	18 33%	5 9%	13 24%	54 100%	
Other	4 80%	0 0%	0 0%	0 0%	1 20%	5 100%	

8. Should the City increase the standard public sidewalk width from 4' wide to 5' wide?

Yes	13	25%
No	40	75%
Total	53	

9. Focusing on the City's sidewalk network please identify the locations where there are problems for pedestrian. Please note the nature of the problem and the location as accurately as possible (e.g., street address or intersection).

- a. Don't know of any.
- b. *Brick pavers on N. Lakeview Dr. along lake have frost heave problems. The red squares (with raised dots that alert the blind of an intersection) at the corners are not made of quality components - they break down quickly. I have noticed this on North of Hwy 18.*
Linda Anderson
1402 Willow St.
- c. *South Shore Drive: Lake pit stop to State Park (heavy traffic, moderate speed) liking City Park, mobile home park, golf courses, assisted living facility & State Park; this is the south corridor route and carries the most traffic.*
- d. *McDonald's, Arby's, Culvers, Wendy's, Perkins, Pizza Hut, Taco Bell when buses come to the area these pedestrians have no sidewalks to go from one area to another. Crossing Hwy 18 from McDonald's to Kum & Co. These are high traffic, high pedestrian areas.*
Wesley & Keri Fiddelke
1417 North 24th Street
- e. *Shrubs (i.e.: hedge/privacy hedge) encroaches on current four foot sidewalks on South Shore (600 & 700 blocks) leaving less walking room. Trees/shrubs hang over or onto sidewalk area (N & S Shore); (700 block of S 3rd St.) Sidewalks cracked or heaved. Rocks or plants or other decorations in right of way that pose tripping hazard, esp. when dark, (for example, the home next to Callahan's') or the rocks between 7th & 8th Ave S. On the lake side.*
- f. *Crossing US- Hwy 18 at Buddy Holly Place*
1) Dangerous
2) No sidewalk south of the intersection to walk on either side of B.H. Place Street
3) Overpass for pedestrians would be great, either here or on 8th & Hwy 18 intersection
Bob & Sharon Knoop
507 Pine Brooke Dr
- g. *S. Shore Dive from 15th Ave S to State Park is terrible for walking in the winter. Home owners pile their driveway snow on the sidewalk instead of removing it. City Ordinance 136.03 requires the removal of snow and ice. This ordinance needs to be enforced in a strict manner with all residents regardless of home location and months out of year living in Clear Lake. Hire a private company to remove snow from non compliant residents.*
- h. *211 N 8th St Clear Lake, IA 50428 - poor surface with water pooling year round - high traffic area with people avoiding sidewalk and entering street with dangerous traffic. Type of pedestrians = handicap, power wheelchairs, electric scooters, runners, walkers, tourists for garden, and all events that come to Clear Lake.*
- i. *Who cares-joggers DON'T use sidewalks.*
Mike Connor
400 Orchard LN
- j. *North Shore Drive*
- k. *I have not lived here lone enough to know problem areas.*
- l. *I live near the dead end on South Lakeview Drive. I walk a lot into town and back with dogs and without. I do not think it is necessary to pave way for sidewalks from the Y in the road @ South Shore Drive on to S. Lakeview Drive all the way to State Park dead end. It is not as busy as South Shore. If you think there are problems now, I think it will be a cluster. There is no room, also the homes that are on the lakeside, there would be many drive ways gone! It is not that busy!*
- m. *N 16th Street from 7th Ave to the middle. A sidewalk is desperately needed. N 20th in front of high school - sidewalk needed.*
Carol Story
108 S 17th St
- n. *In Ward 2 - South Shore Drive there is no sidewalk access for Apple Valley Assisted Living Pine Tree Park, Green Meadows, Oak Hill Golf Course locations to the Pit Stop Convenience Store and further towards town.*
Gary Bradshaw
2708 S Lakeview Drive

- o. *I believe its better to put sidewalks around South Shore when walking or riding bikes etc. I think since there is already sidewalks on South Shore to the gas station continue on around for our safety to access State Park, golf courses. Also snow piling will and is always a problem on Lakeview Dr with sidewalk the city would have to come and remove snow. There is no place to put it. It would be piled on the sidewalks.*
South Lakeview Dr. Resident
- p. *As I don't use sidewalks with any regularity, I am not one to be invested in the necessity for whether upgrading of existing sidewalks or the construction of new ones. As a resident of South Lakeview Drive (2700 Block) I would much rather see repair of our street pavement, particularly near the curbs where I constantly pick up broken pieces. I have requested repair several times. I want my tax dollars allocated there.*
Cheryl Plagge
2700 S Lakeview Dr
- q. *Do not know of any problems with areas where there currently are not sidewalks.*
- r. *There seems to be sidewalks where necessary in Clear Lake. I see no purpose in putting a sidewalk on South Lakeview Drive. It is not a high traffic area. Please fix the street first. There is where money should be spent.*
- s. *There seems to be plenty of sidewalks where needed in Clear Lake. Why can't they fix all of the streets so you can drive down them, that's what they should be putting their efforts and money to. Drive S. Lakeview Drive and you will see what I am talking about.*
- t. *From Surf to Main, 8th to Lake and N&S Shore Drive. Broken sidewalks, uneven.*
June Park
Fieldstone
- u. *Downtown pavers could also use repair to prevent tripping hazards such as uneven areas. 3ed Ave North walking to the lake for fireworks. S 12th Street & 8th Ave Street lot on corner sidewalk to school*
- v. *Downtown corridor (5 blocks in all directions from park). The town makes its money downtown so the sidewalks around there need to be the highest priority.*
- w. *Main downtown corridor, main street Surf to Art Center, Central Gardens to Lake.*
- x. *Many summer residents don't arrange for someone to shovel their walks in winter.*
- y. *1316 N 6th Street on 14 Ave North side TRIP HAZARD!!
1500 Blake Drive - finish sidewalk*
PJ Fred
1509 Blake Dr
- z. *Intersection of South Lakeview Dr. and South Shore Dr. at gas station. Road should not "Y" here. People should have to (vehicles) stop and turn to go down South Shore Drive. The "Y" encourages traffic down South Lakeview Dr. at the same speed as South Shore Dr. This intersection is similar to one on North Shore Dr. by fish hatchery where girl was killed walking. Continue sidewalk out South Shore Drive, not South Lakeview.*
Bob Larson
2606 S Lakeview Drive
- aa. *Water stands on the sidewalk in the spring N. 10th Street between 2nd & 7th Streets - East side
A bad lip in sidewalk in front of Price's (N 10th) - I have tripped here and also bad sidewalk at 301 N 10th Street.*
Jackie Abbey
306.N 10th Street
- ab. *North 4th Street from 3rd Ave North to 7th Ave North - raised sections; overgrown with grass, dirt (404 N 4th), very bad; overgrown, broken, sunken; high curbs; intersection of 3rd Ave, 5th St; 300 blocks N 5th cracked; 200 block between 2nd & 3rd St broken. I walk 4th & 5th Streets often on way downtown so notice the most. But many other sidewalks are in need of repair in various areas.*
Peggy Calvin
506 N 5th Apt B
- ac. *We don't walk - we drive
In re: S. Lakeview Dr from 20th Ave S to dead end: We agree entirely with the following (expressed by another resident of our neighborhood)*
1. *The sidewalk corridor should continue around South Shore Drive following the main vehicle and bicycle corridors to State Park. This exists now.*
2. *the sidewalk corridor should remain out on South Shore Drive providing access to*

gas station, Pine Tree Park, trailer parks, Oak Hills Golf Course, Arrowhead Gold Course, Apple Valley, and State Park.

3. It makes no sense to run the corridor down a narrow (dead end) road (South Lakeview Drive) that only services residential properties.

4. The sidewalk should be built to a different level as you move away from the downtown area. 3 or 4 foot wide sidewalks close to the curb are plenty adequate way out here on the edge of town.

ad. Remove special designation for south Lakeview Drive. Should not be a priority this far from downtown.

ae. I rarely see anyone using sidewalks.

af. 7th Ave North

Erin Teeter
308 N 13th St

ag. Construct side walks on north side of highway 18 from I-35 to City limit of Ventura.

Brad Barber
406 North Shore

ah. N. shore Dr. - Fish Hatchery to Clark Road
S. Lakeview Dr. - 20th Ave S to State Park
S. Shore Dr. - Winter months from 15th Ave S to 20th Ave S
S. Shore Dr. - 20th Ave S to 27th Ave S
Connecting outer subdivisions to town or sidewalk system
12th Ave S - S Shore Drive to Rec Property

Joe Weigel
205 8th Ave S

ai. Need sidewalk on North Shore (lake side) from Golf Course to Harbourage.

aj. Main Street Sidewalks - Parade route - Many settlement issues.
improper drainage - major deterioration

Eric Vorland

ak. Lions Field from town
7th Ave North - North 8th Street to East Gate Court
12th Ave South from South 8th Street to Rec Complex
South 17th Street Main Ave to 2nd Avenue South

Scott Flory

al. South Shore Drive from 15th Avenue South to State Park is terrible for walking in the winter. Homeowners pile their driveway snow on the sidewalk instead of removing it. City Ordinance 136.03 requires the removal of snow and ice. This ordinance needs to be enforced in a strict manner with all residents regardless of home location and months out of year living in Clear Lake. Hire a private company to remove snow from non compliant residents.

am. 211 N 8th Street - poor surface with water pooling year round- high traffic area with people avoiding sidewalk and entering street with dangerous traffic.

Types of pedestrians - handicap, power wheelchairs, electric scooters, runners, walkers, tourists for garden and all events that come to Clear Lake.

an. 1316 N 6th St on 14th Ave north side - trip hazard!!
1500 Blake Drive - finish sidewalk

PJ Fred
1509 Blake Dr

ao. Look at sidewalk at Marion Park (skating rink) - it needs repair

David McDermitt
809 2nd Ave N

ap. 12th Street S from Main to Clear Creek - raised sections from roots, sections covered with water, terribly degraded sections.

David Klang
405 S 12th ST

10. Please provide any additional information you feel might aid in the development of the City's Strategic Sidewalk Plan: Please note the nature of the problem and the location as accurately as possible (e.g., street address or intersection).

- a. *It doesn't make sense to run a sidewalk down S. Lakeview Drive since it is a dead end street.*
- b. *I am opposed to sidewalks on S. Lakeview Drive! Thanks!*
Bennett Smith
2214 S. Lakeview Dr.
- c. *I am opposed to sidewalks way out here on South Lakeview Drive.*
Darlene Smith
2214 S. Lakeview Dr.
- d. *I'm opposed to sidewalks out her on South Lakeview Drive.*
Shari Smith
2214 S. Lakeview Dr.
- e. *Hwy 18 has no sidewalks - for those of us on the north side of Hwy 18, it makes it difficult to walk east or west. Especially for me between Fareway west to 16th St. West. North Shore - especially west of the golf course really needs sidewalks. This is a high use area and there is only a short section of sidewalk. East of the golf course there are a lot of driveways, but no sidewalks until the DNR Building.*
Linda Anderson
1402 Willow St.
- f. *Same areas (i.e. - residential with relatively low traffic volumes) may not be a high priority (i.e. - South Lakeview Drive). Almost all pedestrian traffic on South Lakeview Drive is localized neighborhood residents, so is most vehicle traffic. South Lakeview Drive should not be designated a corridor route.*
- g. *Fieldstone was originally designed not to have sidewalks and to incorporate them into our area now would be a great expense to some of the locations because of driveway slope, landscaping and mature trees and shrubs. We are not in favor of sidewalk plans in fieldstone.*
Wesley & Keri Fiddelke
1417 North 24th Street
- h. *We appreciate all the ADA sidewalk access points. We would love to see five foot sidewalks as we see so many people walk/jog on the city sidewalks.*
- i. *Consider heated sidewalks in the downtown area. This will greatly aid store owners in snow removal as well as street department in clearing that snow. Remove paver sidewalks and use stamped colored concrete similar to what was done on Buddy Holly.*
- j. *Do nothing except keep the cobblestones flat and level.*
Mike Connor
400 Orchard LN
- k. *Living in the Fieldstone area none of the residence want sidewalks. Our area is residential and is not a high volume area. The majority of families with children take family walks and use children's bikes or scooters. A sidewalk does not allow for this type of family activity. Instead of sidewalks incorporate a lane on the streets like on South Shore. Our streets are large enough.*
- l. *I want to know if sidewalks are put in, in the Fieldstone area for purposes of safety and to walk from point A to point B - such as, our house to the high school - how are we going to get safely across 4 lanes of highway? I suggest we need a crosswalk that is above the highway.*
- m. *The new sidewalks into town on South Shore are very nice – but, were already sidewalks there. Sidewalks do not need to be any wider than 4'.*
- n. *I think it is extremely important to conduct pedestrian traffic counts along an area before deciding to include a new sidewalk. This would be an important cost benefit analysis. Also, since the new sidewalk was put in by our house last year, only about half of the pedestrian traffic uses the sidewalk. The remaining half still walk in the street. I even asked one person why she used the street and she said we have a beautiful sidewalk, but she prefers the street.*
Carol Story
108 s 17th St
- o. *South Lakeview Drive should not be designated a corridor. South Shore Drive from the gas station to Apple Valley & the State Park following the main venue and bicycle corridor to State Park should be the main corridor.*
Gary Bradshaw
2708 S Lakeview Drive
- p. *South Lakeview Dr. should not be designated a main corridor. It makes more sense to follow the bike path on S. Shore to State Park and Golf Course.*

- q. *South Lakeview Drive has not had any repair for over 33 years and of course snow plows dig deeper gauges in the road, especially around our mail boxes. I would much rather have street repair than sidewalks.*

South Lakeview Drive Resident

- r. *If access to State Park is the issue, put sidewalks on South Shore where the traffic is. I am opposed to sidewalks on South Lakeview Drive—a dead end street, low traffic volume, no kids, and very limited street parking for those who would be inclined to walk to the park from their car IF sidewalks were built. This street wasn't designed for more traffic.*

*Cheryl Plagge
2700 S Lakeview Dr*

- s. *We live on S. Lakeview Drive between South Shore Drive and State Park. Before any money is spent on building new sidewalks to no where the City should think about spending money on upgrading the street surfaces first. You can't even drive down South Lakeview Drive without hitting your head on top of the vehicle because it is so rough. Cattle paths are smoother than this street!!*

- t. *I heard they were thinking of putting sidewalks on S. Lakeview Drive before State Park. I see no reason for this as it is just residential with a street that is desperate in need of repair. When RAGBRI came to Clear Lake, many cyclists rode on S. Lakeview between State Park and South Shore Drive. There were about falling over. The street is a disgrace and embarrassing. It sees no pedestrians except in summer. Fix the street first.*

- u. *I have lived on S. Lakeview Drive for 30+ years and everybody gets along great without sidewalks. Streets see several walkers and bicyclist but since it is a dead end street with slow traffic it is never an issue with sharing the street. City needs to concentrate on fixing rough streets before spending any money on putting in more sidewalks to no where!!!*

- v. *Plan is too costly. Money could be spent in better ways. Street repair is more important and will get more use than sidewalks.*

- w. *Bring existing sidewalks up to good condition of repair. Keep downtown sidewalks open and clear for walking and handicap accessibility, not for rocks or plants. North Shore has heavy pedestrian use and could use sidewalks, runner use the street.*

- x. *Roads > sidewalk additions. Many roads which everyone uses need more attention then adding sidewalks. Repair existing sidewalks, fix roads then look to add sidewalks in the future. Repairs made last year by railroad traces by school and road by Yohn Ready Mix were a good start but many others need attention as well.*

- y. *Remote areas do not need sidewalks added. Fix existing sidewalks. Road work repair is need before unnecessary additions. Fieldstone addition does not need sidewalks.*

*Neal Park
Fieldstone*

- z. *This issue was supposedly resolved just a few years ago when the street South Shore Drive was redone. And already it's an issue again?? Not fair!! The blocks on South Shore Drive between 7th and 10th have major problems on the east side of the street. As long as there is a sidewalk on the other side, I see no need to have one on both sides. It's not like the foot traffic is so heavy that people have problems passing one another, etc. There are other areas in town with sidewalks on one side only and the people seem to deal with it just fine – it's no that difficult to cross the street to access a sidewalk. The block on 8th Ave South between South Shore Drive and 3rd St has similar problems. Unless the block can have a continuous sidewalk the full length, I think it's better to have none at all.*

*Eley Schmidt
800 South Shore Drive*

- aa. *I live on South Shore near the intersection of South Shore Drive and South Lakeview Drive. I am against designating South Lakeview Drive as a corridor of any kind. It is a quiet residential area serviced by a narrow road that is extremely congested in the summer time. The intersection near my house, South Lakeview Drive and South Shore Drive is poorly designed. I have nearly been hit there many times on my bike and on foot. You have vehicles going every direction (and trying to get gas) and exiting on to South Lakeview Drive at high rate of speed. The road/intersection design and poor signage encourages tourists to go down South Lakeview Drive because they know the locations they are searching for are along the lake. Many of these tourists are pulling boats and campers. Once they are committed driving onto South Lakeview Drive, they are on a narrow road with cars parked on both sides and when they get to the end of the road they are at a dead end with no place to turn around. I have seen three or four trucks with campers all stuck trying to back - back up South Lakeview Drive from State Park to 26th Street. The reason I mention this is in a sidewalk plan is because this intersection is dangerous and should be changed if any construction takes place. The problem isn't that the road is narrow, the problem is that the intersection should be designed to funnel all traffic out around the lake. Vehicle traffic should have to slow down and turn onto South Lakeview Drive crossing one sidewalk and one bike path. Another suggestion might be to explore a one way on South Lakeview for a bike path and relieve*

congestion. Good signing should route tourist along South Shore Drive to State Park Campground, State Park, Bell Harbor, and all other lake access, that is where people are trying to go. This would greatly reduce unnecessary traffic congestion in this area of town. Designating South Lakeview Drive as a corridor seems like a "back door" approach to solving a problem. I assume the reason it was even considered for the sidewalk plan is to get people to State Park. Funneling people down South Lakeview Drive to State Park puts them at State Parks "Back Door". This approach is wrong, people should be encouraged to enter State Park at the "front door", State Parks Office, bathroom, campgrounds and main entrances are all off of South Shore Drive. Having them enter at a main office gives them a change to get info, meet the ranger and read regulations all of which should be important to those administrating State Park. In addition to this point, continuing the sidewalk corridor out South Shore Drive gives access to Pine Tree Park, Apple Valley, Golf Courses and other businesses, this only makes sense. The bike path goes out that way and if I'm jogging with a friend I could jog along side a friend biking if sidewalk went along bike trail. I am not against, (nor do I believe most of my neighbors), a modest sidewalk down South Lakeview Drive. It should be to the same modest scale as the road. I believe it should continue on the lake side of the road and be 3 feet wide. This should be plenty adequate and it can run a few feet off of the curb. I keep hearing that there is not enough room to put it on the lake side of road. I believe it is!! Modest light touch on the land is the key to acceptance by the public out here we are on the edge of town. The reason we live out here is because we can't want over development! 99.9% of the people in Clear Lake would not walk from town to State Park. They ride their bikes or drive, so don't be silly over developing Clear Lake and spending tax dollars where they are not needed.

Eley Schmidt
800 South Shore Drive

- ab. Sidewalk corridor should continue on South Shore Dr. following vehicle and bicycle corridor. (Not South Lakeshore Dr).

Corridor on South Shore Dr. provides access to gas station, Pine Tree Park, trailer parks, Oak Hills Golf Course, Arrowhead Golf Course, Apple Valley and State Park. Makes no sense to put corridor down narrow (dead end) route (South Lakeview Dr) that only services residential properties. Sidewalk should be built at different levels as you move away from downtown area, 3' to 4' wide sidewalks close to curb are adequate on edge of town.

Bob Larson
2606 S Lakeview Drive

- ac. We live in Fieldstone and do not feel there is a need for sidewalks out here. For 30 years people have landscaped according to the premise that there would not be sidewalks. We do NOT want sidewalks at this point.

16th Ave North

- ad. Our neighborhood (S. Lakeview Dr: 20 Ave S to Dead End; a small quiet neighborhood) has 2 east/west and 2 north/south streets and 1 horseshoe street. It's a fully established (built in 1950's) edge of town area. No sidewalks are needed in this private neighborhood. Any new sidewalks should follow the existing bike lane on S. Shore Drive, thus causing minimal disruption to the peaceful enjoyment of private property. Alternately, if you insist on installing on S. Lakeview Dr., it should continue on the lake side of the street (as it is from 7th Ave to 20th Ave S). This avoids a public safety problem of moving it to the other side at a convenience store (the Pit Stop) entrance/exit. It's less disruptive to peaceful enjoyment of property on lake side as it's mainly garages (not front yards) facing the street; and from Eagles Bay Condos to almost 26th Ave S. the sidewalk would be behind existing rows of garages and well away from S. Lakeview properties (i.e. less disruptive than on the other side would be). Also the only sidewalk on 26th Ave S never gets used.

- ae. I worked on the outside of my house last summer and had 63 people in vehicles stop and ask for directions to locations further around the lake. Many of these people had pulled boats and trailers down to the dead end at State Park and were mad as hell. City needs to find a way to keep misguided traffic off this street. This is what clogs up the street in the summer. Fix this problem and this street is plenty safe for all users.

- af. I don't think the 2000 block of S. Lakeview Dr. should be a main corridor. The sidewalk is on the lake side of the street on South Shore Drive and should continue on South Shore Drive to the State Park driveway by Apple Valley. OR keep it on the lake side (odd numbers) of the 2000 block of S. Lakeview Dr. and keep with the standard of lake side sidewalks around 2 or 3 feet from the curb. Plus it is a dead end road.

Keith Ruby
2304 S Lakeview Dr.

- ag. *Our note as property owners on Fieldstone addition - property never projected for sidewalks and this the true beauty of all the properties in Fieldstone. Do NOT want sidewalks at all, in Fieldstone. Use moneys in town to fix necessary sidewalks in town and let Fieldstone be the way it has been for years, beautiful with NO sidewalks.*

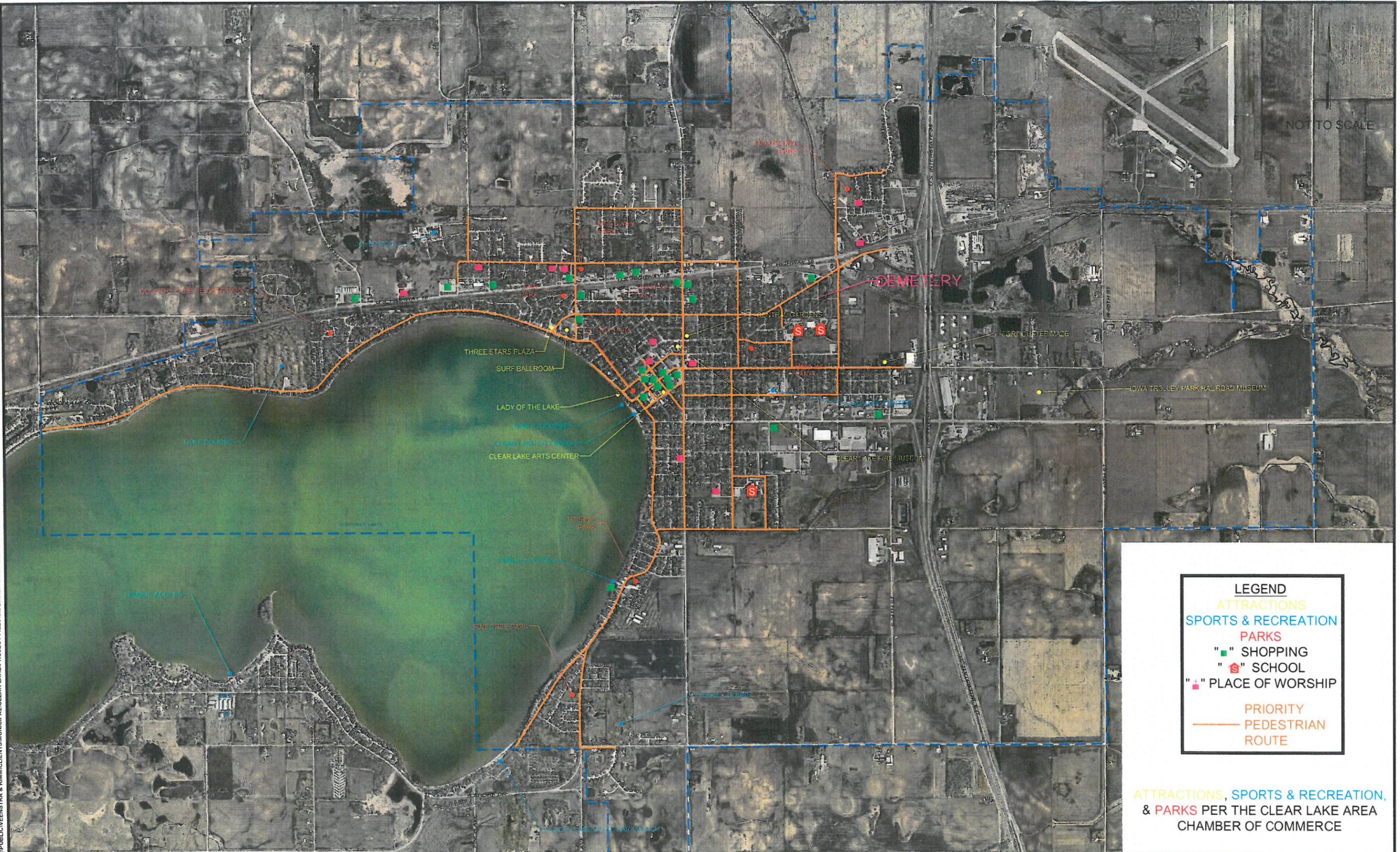
*Kratz
1912 N 24th*

- ah. *No real need. Fixing crumbling roads is more important. Also if sidewalks need to be fixed - fix the uptown where the cobblestone is at. Whomever thought that was a good idea in North Iowa obviously has no clue about frost.*
- ai. *Consider the walking publics safety.
The cost to implement vs. the benefit to all.*
- aj. *Need to keep sidewalks as close to RW as possible for safety and ease of snow removal operations, to keep cost of upgrading future infrastructure upgrades to a minimum in older neighborhoods.*

*Joe Weigel
205 8th Ave S*

- ak. *Consider heated sidewalks in the downtown areas. This will greatly aid store owners in snow removal as well as street department in clearing that snow. Remove paver sidewalks and use stamped colored concrete similar to what was done on Buddy Holly.*
- al. *Require homeowners to maintain standards! If unable financially – offer assistance.*
- am. *If road is wide enough and not much traffic no need for sidewalk.*
- an. *If there is a wide road and low traffic, don't see any need for sidewalk*
- ao. *I don't feel the amount of vehicle traffic in the Fieldstone neighborhood warrants sidewalks. North 24th is a dead end, very little traffic.*
- ap. *On 12th Ave S we have school children and dog walkers and joggers - no sidewalks east of Kingland, no sidewalks on 4th Ave east of 12th Street.*

*David Klang
405 S 12th ST*



LEGEND

- ATTRACTIONS
- SPORTS & RECREATION
- PARKS
- "■" SHOPPING
- "S" SCHOOL
- "⊕" PLACE OF WORSHIP
- PRIORITY PEDESTRIAN ROUTE

ATTRACTIONS, SPORTS & RECREATION, & PARKS PER THE CLEAR LAKE AREA CHAMBER OF COMMERCE

DATE	REVISIONS	SCALE	AS NOTED
		DRAWN	JAS
		CHECKED	JAP
		APPROVED	JAP
		DATE	12/16/13
		ISSUED FOR	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

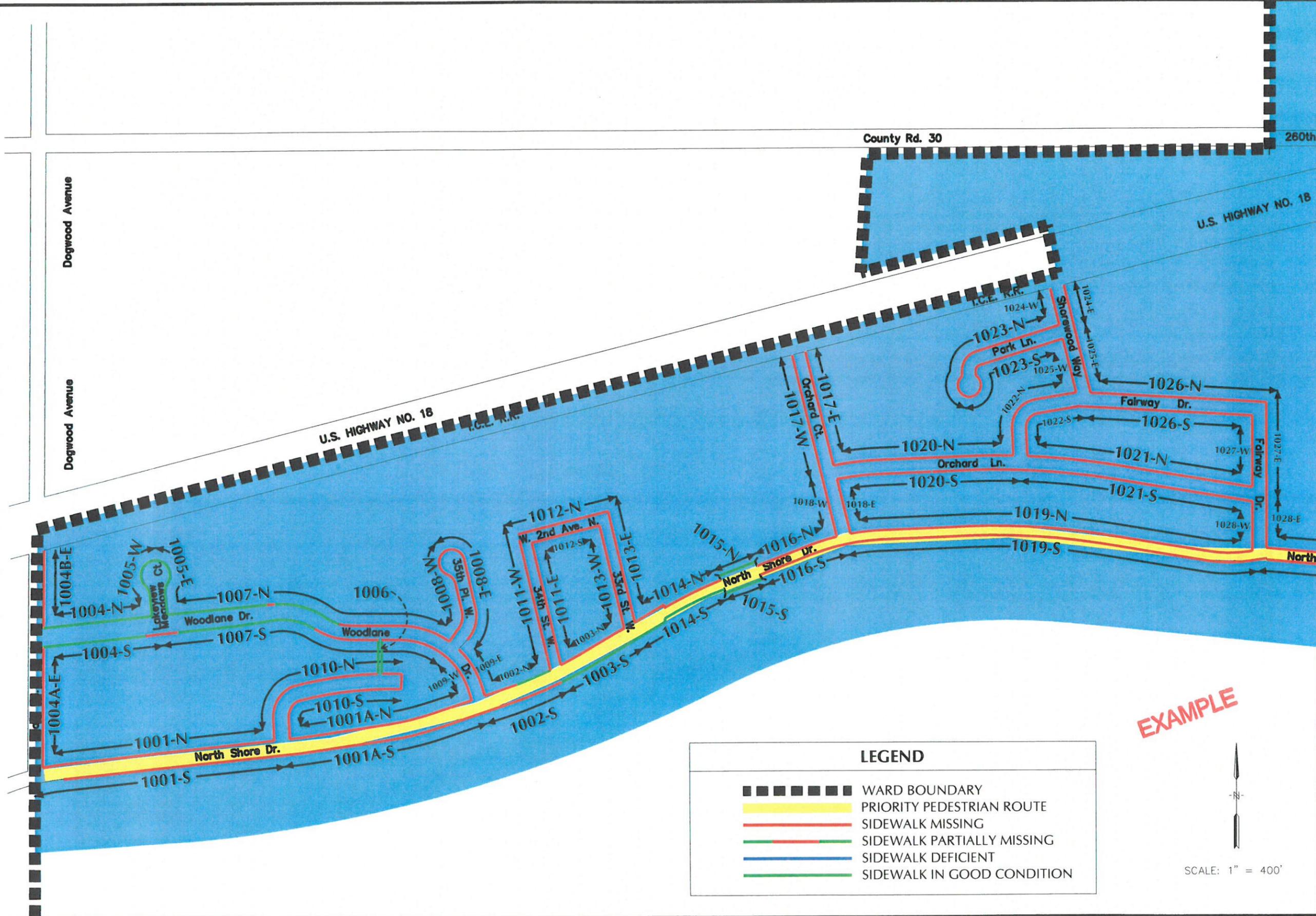


SIDEWALK STRATEGIC PLAN REPORT
CITY OF CLEAR LAKE, IOWA

2800 Fourth Street SW • Suite 9 • Mason City, Iowa 50401-1596
641-421-8008 • 641-380-0313(FAX) • 877-241-8008(WATS)

PRIORITY PEDESTRIAN ROUTES
OVERVIEW

DWG. NO.	4.6
PROJECT	383136



EXAMPLE

LEGEND	
	WARD BOUNDARY
	PRIORITY PEDESTRIAN ROUTE
	SIDWALK MISSING
	SIDWALK PARTIALLY MISSING
	SIDWALK DEFICIENT
	SIDWALK IN GOOD CONDITION

North
SCALE: 1" = 400'

DATE	REVISIONS	SCALE
		DRAWN
		CHECKED
		APPROVED
		DATE
		ISSUED FOR

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.



SIDWALK STRATEGIC PLAN REPORT
CITY OF CLEAR LAKE, IOWA
2800 Fourth Street SW • Suite 9 • Mason City, Iowa 50401-1596
641-421-8008 • 641-380-0313(FAX) • 877-241-8008(WATS)

WARD 1 - INVENTORY MAP

DWG. NO.
5-1-1
PROJECT 383136

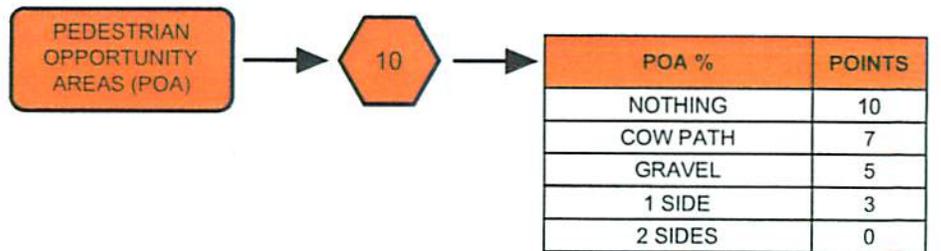
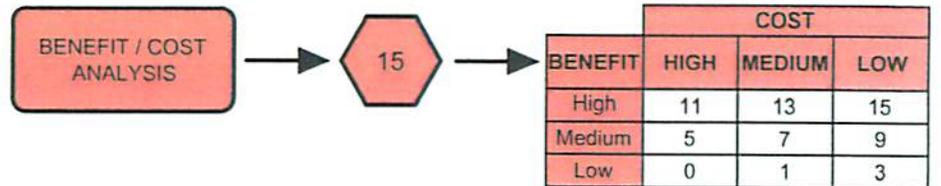
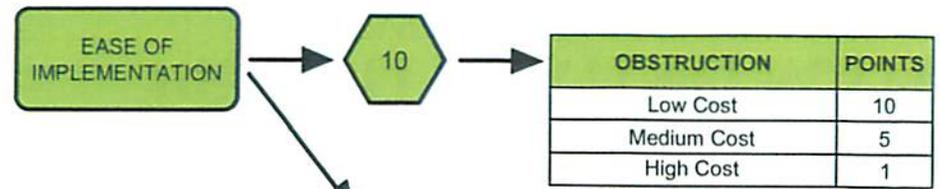
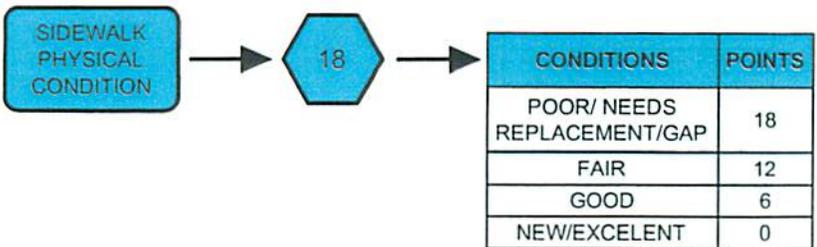
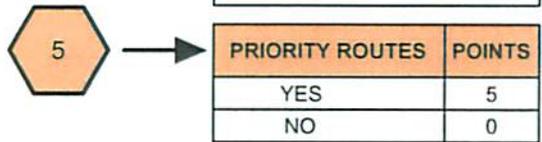
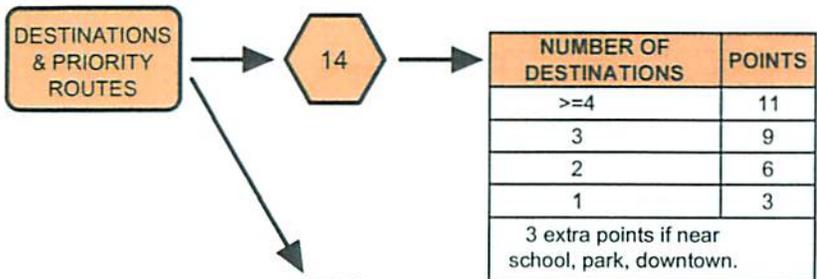
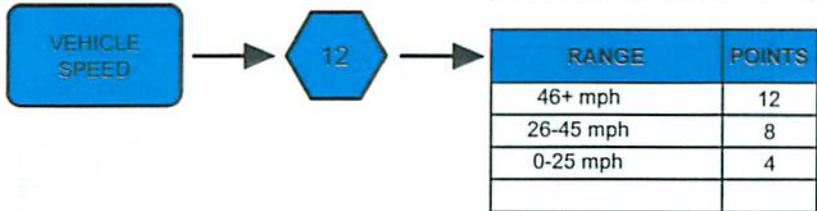
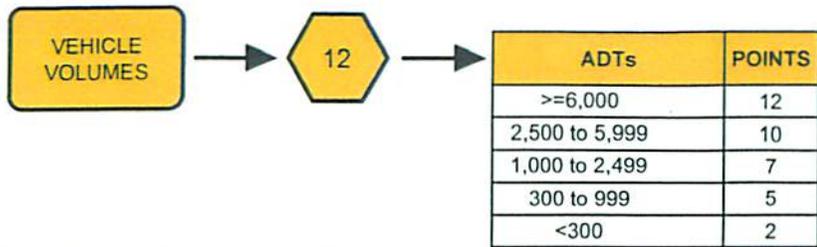
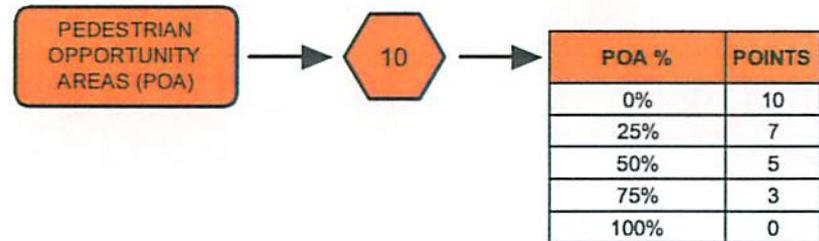
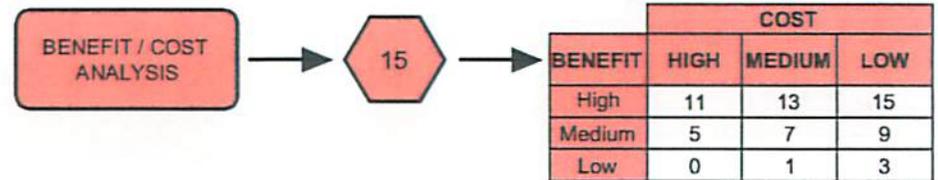
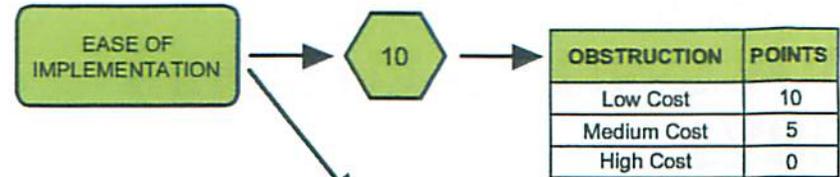
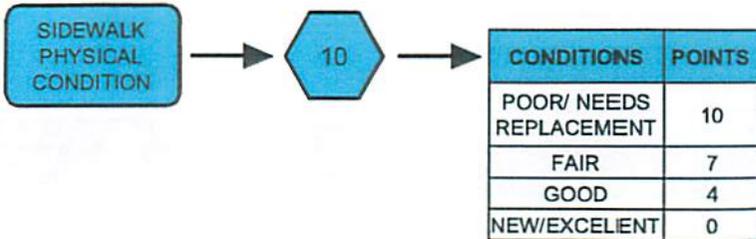
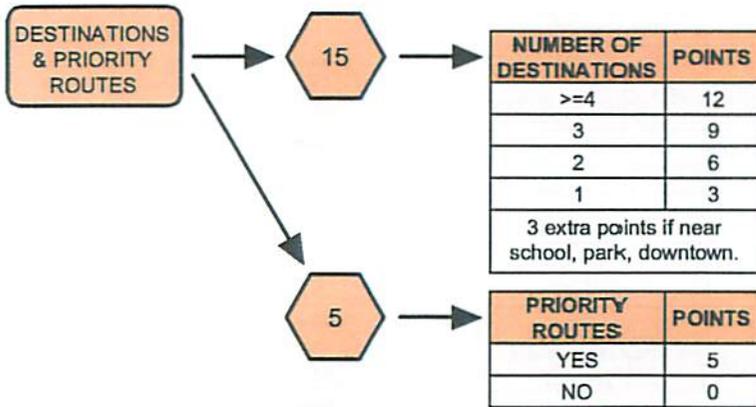
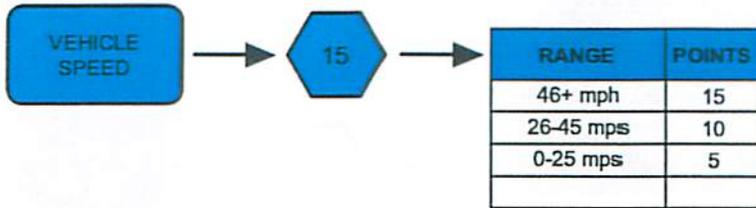
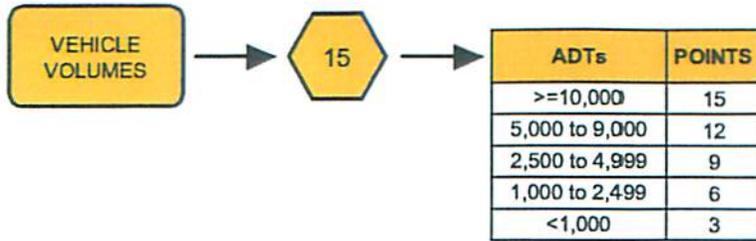


TABLE 3-4
PRIORITY RATING MATRIX
 SIDEWALK STRATEGIC PLAN PROJECT
 CITY OF CLEAR LAKE, IOWA



DRAFT

PRIORITY RATING MATRIX

SIDEWALK STRATEGIC PLAN PROJECT
CITY OF CLEAR LAKE, IOWA

Prioritization

Segment Number	Street	Beginning Street	End Street	Posted Speed Limit Matrix Score	Traffic Volume Matrix Score	Sidewalk Segment Condition Matrix Score	Ease of Implementation / Cost Matrix Score	Space for New Sidewalk Matrix Score	Pedestrian Opportunity Areas Matrix Score	Priority Route Matrix Score	Number of Destinations Matrix Score	Benefit / Cost Analysis Matrix Score	Segment Number	Total Priority Rating Score	Ranking
2270-E	South Shore Drive	South 3rd Street	South Lake View Drive	4	7	18	10	4	10	5	6	13	2270-E	77	1
2270-W	South Shore Drive	South 3rd Street	South Lake View Drive	4	7	18	10	4	10	5	6	13	2270-W	77	2
2278-E	South Shore Drive	25th Ave South	South 3rd Street	4	7	18	10	4	10	5	6	13	2278-E	77	3
2278-W	South Shore Drive	25th Ave South	South 3rd Street	4	7	18	10	4	10	5	6	13	2278-W	77	4
2279-E	South Shore Drive	Pine tree CT	25th Ave South	4	7	18	10	4	10	5	6	13	2279-E	77	5
2279-W	South Shore Drive	Pine Tree CT	25th Ave South	4	7	18	10	4	10	5	6	13	2279-W	77	6
2280-E	South Shore Drive	Pine Tree CT	Pine Tree CT	4	7	18	10	4	10	5	6	13	2280-E	77	7
2280-W	South Shore Drive	Pine Tree CT	Pine Tree CT	4	7	18	10	4	10	5	6	13	2280-W	77	8
2281A-E	South Shore Drive	27th Ave South	26th Ave South	4	7	18	10	4	10	5	6	13	2281A-E	77	9
2281A-W	South Shore Drive	27th Ave South	26th Ave South	4	7	18	10	4	10	5	6	13	2281A-W	77	10
2281-E	South Shore Drive	26th Ave South	Pine Tree CT	4	7	18	10	4	10	5	6	13	2281-E	77	11
2281-W	South Shore Drive	26th Ave South	Pine Tree CT	4	7	18	10	4	10	5	6	13	2281-W	77	12
3200-E	N. 20th Street	122	Bridge	4	2	18	10	4	10	5	9	15	3200-E	77	13
3200-W	N. 20th Street	122	Bridge	4	2	18	10	4	10	5	9	15	3200-W	77	14
3201-W	N. 20th Street	Bridge	14th Ave. North	4	2	18	10	4	10	5	9	15	3201-W	77	15
1002-N	North Shore DR	Woodlane DR	34th ST W	4	7	18	10	4	10	5	3	13	1002-N	74	16
2212-N	12th Ave. South	S. 12th Street	S. 14th Street	4	2	18	10	4	10	5	6	13	2212-N	72	17
3201-E	N. 20th Street	Bridge	14th Ave. North	4	2	18	10	4	10	5	6	13	3201-E	72	18
3202-E	N. 20th Street	14th Ave. North	16th Ave. North	4	2	18	10	4	10	5	6	13	3202-E	72	19
3202-W	N. 20th Street	14th Ave. North	16th Ave. North	4	2	18	10	4	10	5	6	13	3202-W	72	20
1019-N	North Shore DR	Orchard CT	Fairway DR	4	7	18	10	4	7	5	3	13	1019-N	71	21
2074-NW	Main Ave.	South Shore Drive	N. 3rd Street	4	7	18	10	2	0	5	14	11	2074-NW	71	22
2074-SE	Main Ave.	South Shore Drive	N. 3rd Street	4	7	18	10	2	0	5	14	11	2074-SE	71	23
2075-NW	Main Ave.	N. 3rd Street	N. 4th Street	4	7	18	10	2	0	5	14	11	2075-NW	71	24
2075-SE	Main Ave.	N. 3rd Street	N. 4th Street	4	7	18	10	2	0	5	14	11	2075-SE	71	25
2076-NW	Main Ave.	N. 4th Street	N. 5th Street	4	7	18	10	2	0	5	14	11	2076-NW	71	26
2076-SE	Main Ave.	N. 4th Street	N. 5th Street	4	7	18	10	2	0	5	14	11	2076-SE	71	27
2077-NW	Main Ave.	N. 5th Street	Main Ave.	4	7	18	10	2	0	5	14	11	2077-NW	71	28
2077-SE	Main Ave.	N. 5th Street	Main Ave.	4	7	18	10	2	0	5	14	11	2077-SE	71	29
2078-N	Main Ave.	Main Ave.	N. 8th Street	4	7	18	10	2	0	5	14	11	2078-N	71	30
2078-S	Main Ave.	Main Ave.	N. 8th Street	4	7	18	10	2	0	5	14	11	2078-S	71	31
1088-E	Buddy Holly	8th Ave N	Wesley Dr	4	7	18	10	4	3	5	6	13	1088-E	70	32
1151-W	N 8th Street W	Hwy 18	Maple Lane	4	7	18	10	4	10	0	6	11	1151-W	70	33
1151-E	N 8th Street W	Hwy 18	Maple Lane	4	7	18	10	4	10	0	6	11	1151-E	70	34
1134-E	N 9th Street W	Maple Lane	W 10th Ave N	4	5	18	10	4	3	5	6	13	1134-E	68	35
1135-S	W 10th Ave	N 9th Street W	Village Road	4	5	18	10	4	3	5	6	13	1135-S	68	36
1143-S	W 10th Ave N	N 8th Street W	N 7th Street W	4	5	18	10	4	3	5	6	13	1143-S	68	37
1148-S	W 10th Ave N	Pine brook dr	Nash Ct	4	5	18	10	4	3	5	6	13	1148-S	68	38
1003-N	North Shore DR	34th ST W	33rd ST W	4	7	18	10	4	3	5	3	13	1003-N	67	39
2245-SE	South Shore Drive	15th Ave. South	14th Place South	4	7	18	10	4	3	5	3	13	2245-SE	67	40
2247-SE	South Shore Drive	15th Place South	15th Ave. South	4	7	18	10	4	3	5	3	13	2247-SE	67	41
2249-SE	South Shore Drive	S. Lake View Drive	15th Place South	4	7	18	10	4	3	5	3	13	2249-SE	67	42
2250-SE	South Shore Drive	16th Ave. South	S. Lake View Drive	4	7	18	10	4	3	5	3	13	2250-SE	67	43
2252-SE	South Shore Drive	18th Ave. South	17th Ave. South	4	7	18	10	4	3	5	3	13	2252-SE	67	44
1043-SE	19th Street W	W. 5th Ave N	5th Ave N	4	2	18	10	4	10	0	6	11	1043-SE	65	45
1046-W	18th Street W	Northshore	W. 5th Ave N	4	2	18	10	4	10	0	6	11	1046-W	65	46

Prioritization

Segment Number	Street	Beginning Street	End Street	Posted Speed Limit Matrix Score	Traffic Volume Matrix Score	Sidewalk Segment Condition Matrix Score	Ease of Implementation / Cost Matrix Score	Space for New Sidewalk Matrix Score	Pedestrian Opportunity Areas Matrix Score	Priority Route Matrix Score	Number of Destinations Matrix Score	Benefit / Cost Analysis Matrix Score	Segment Number	Total Priority Rating Score	Ranking
1046-E	18th Street W	Northshore	W. 5th Ave N	4	2	18	10	4	10	0	6	11	1046-E	65	47
1048-W	18th Street W	W. 5th Ave N	W. 7th Ave N	4	2	18	10	4	10	0	6	11	1048-W	65	48
1150-N	Maple Lane	N 9th Street W	N 8th Street W	4	2	18	10	4	10	0	6	11	1150-N	65	49
1150-S	Maple Lane	N 9th Street W	N 8th Street W	4	2	18	10	4	10	0	6	11	1150-S	65	50
1152-W	N 8th Street W	Maple Lane	W 10th Ave N	4	2	18	10	4	10	0	6	11	1152-W	65	51
1152-E	N 8th Street W	Maple Lane	W 10th Ave N	4	2	18	10	4	10	0	6	11	1152-E	65	52
3212-E	N. 24th Street	14th Place North	15th Ave. North	4	2	18	10	4	10	0	6	11	3212-E	65	53
3212-W	N. 24th Street	14th Place North	15th Ave. North	4	2	18	10	4	10	0	6	11	3212-W	65	54
3213-E	N. 24th Street	15th Ave. North	16th Ave. North	4	2	18	10	4	10	0	6	11	3213-E	65	55
3213-W	N. 24th Street	15th Ave. North	16th Ave. North	4	2	18	10	4	10	0	6	11	3213-W	65	56
3216-N	16th Ave. North	N. 20th Street	Southfield Place	4	2	18	10	4	10	0	6	11	3216-N	65	57
3216-S	16th Ave. North	N. 20th Street	Southfield Place	4	2	18	10	4	10	0	6	11	3216-S	65	58
3217-N	16th Ave. North	Southfield Place	N. 23rd Street	4	2	18	10	4	10	0	6	11	3217-N	65	59
3217-S	16th Ave. North	Southfield Place	N. 23rd Street	4	2	18	10	4	10	0	6	11	3217-S	65	60
3218-N	16th Ave. North	N. 23rd Street	N. 24th Street	4	2	18	10	4	10	0	6	11	3218-N	65	61
3218-S	16th Ave. North	N. 23rd Street	N. 24th Street	4	2	18	10	4	10	0	6	11	3218-S	65	62
3226-N	Plaza Drive	14th Ave. North	N. 24th Street	4	2	18	10	4	10	0	6	11	3226-N	65	63
3226-S	Plaza Drive	14th Ave. North	N. 24th Street	4	2	18	10	4	10	0	6	11	3226-S	65	64
1089-W	Buddy Holly	Wesley Dr	Hwy 18	4	7	18	5	4	10	5	6	5	1089-W	64	65
1089-E	Buddy Holly	Wesley Dr	Hwy 18	4	7	18	5	4	10	5	6	5	1089-E	64	66
2212-S	12th Ave. South	S. 12th Street	S. 14th Street	4	2	18	10	2	10	5	6	7	2212-S	64	67
2271-E	South Lake View Drive	South Lake View CT	20th Ave. South	4	2	18	10	2	10	5	6	7	2271-E	64	68
2275-E	South Lake View Drive	South Lake View CT	25th Ave South	4	2	18	10	2	10	5	6	7	2275-E	64	69
2275-W	South Lake View Drive	South Lake View CT	25th Ave South	4	2	18	10	2	10	5	6	7	2275-W	64	70
2282-E	South Lake View Drive	South Lake View CT	26th Ave South	4	2	18	10	2	10	5	6	7	2282-E	64	71
2282-W	South Lake View Drive	South Lake View CT	26th Ave South	4	2	18	10	2	10	5	6	7	2282-W	64	72
2283-E	South Lake View Drive	27th Ave South	26th Ave South	4	2	18	10	2	10	5	6	7	2283-E	64	73
2283-W	South Lake View Drive	27th Ave South	26th Ave South	4	2	18	10	2	10	5	6	7	2283-W	64	74
1001-N	North Shore DR	Clark RD	Norway	4	7	18	10	4	10	0	3	7	1001-N	63	75
3224-N	14th Ave. North	Plaza Drive	N. 24th Street	4	2	18	10	2	10	0	9	7	3224-N	62	76
3224-S	14th Ave. North	Plaza Drive	N. 24th Street	4	2	18	10	2	10	0	9	7	3224-S	62	77
1016-N	North Shore DR	Bridge	Orchard CT	4	7	18	10	2	7	5	3	5	1016-N	61	78
1030-NW	North Shore Drive	19th street w	18th street w	4	7	18	5	4	10	5	3	3	1030-NW	59	79
1030-SE	North Shore Drive	19th street w	18th street w	4	7	18	5	4	10	5	3	3	1030-SE	59	80
1031-NW	North Shore Drive	18th street w	17th street w	4	7	18	5	4	10	5	3	3	1031-NW	59	81
1031-SE	North Shore Drive	18th street w	17th street w	4	7	18	5	4	10	5	3	3	1031-SE	59	82
1034-NW	North Shore Drive	W. 6th Ave N	W. 7th Ave N	4	7	18	5	4	10	5	3	3	1034-NW	59	83
1133-W	N 9th Street W	Hwy 18	Maple Lane	4	2	18	5	4	10	5	6	5	1133-W	59	84
1133-E	N 9th Street W	Hwy 18	Maple Lane	4	2	18	5	4	10	5	6	5	1133-E	59	85
1007-N	Woodlane DR	Lakeview Meadow CT	35th PL W	4	2	18	10	4	10	0	3	7	1007-N	58	86
1007-S	Woodlane DR	Lakeview Meadow CT	35th PL W	4	2	18	10	4	10	0	3	7	1007-S	58	87
1008-W	35th PL W	Woodlane DR	culdesac	4	2	18	10	4	10	0	3	7	1008-W	58	88
1008-E	35th PL W	Woodlane DR	culdesac	4	2	18	10	4	10	0	3	7	1008-E	58	89
1009-W	Woodlane DR	North Shore DR	35th PL W	4	2	18	10	4	10	0	3	7	1009-W	58	90
1009-E	Woodlane DR	North Shore DR	35th PL W	4	2	18	10	4	10	0	3	7	1009-E	58	91
1010-N	Norway	North Shore DR	culdesac	4	2	18	10	4	10	0	3	7	1010-N	58	92