

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
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BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION	P&REC	625.00
ECICOG	COMPREHENSIVE PLAN	P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
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TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

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CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
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MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
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P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
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SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
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STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
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6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

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Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

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given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION	P&REC	625.00
ECICOG	COMPREHENSIVE PLAN	P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION	P&REC	625.00
ECICOG	COMPREHENSIVE PLAN	P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION	P&REC	625.00
ECICOG	COMPREHENSIVE PLAN	P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator

MINUTES  
MOUNT VERNON CITY COUNCIL  
AUGUST 18, 2014

The Mount Vernon City Council met August 18, 2014 at Mount Vernon City Hall Council Chambers with the following members present: Roudabush, Taylor, Thompson, Niemi and Hampton.

1. Call to Order. At 6:30 p.m. Mayor James Moore called the meeting to order.
2. Approval of Agenda. Mayor Moore announced one change to the agenda; Agenda items #9 and 6 will switch places. Niemi motioned to approve the amended agenda, seconded by Hampton. Carried all.
3. Consent Agenda. Motion to approve the Consent Agenda made by Hampton, seconded by Taylor. Carried all.

a. Approval of minutes of August 4, 2014.

b. Claims for approval.

AIRGAS INC	SUPPLIES	PW	155.67
AIRLOGIC	L.S. ALARM SERVICE	SEW	1,440.00
ALGER, RICK	SWIM LESSONS REFUND	POOL	57.00
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	4,823.59
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	3,671.62
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	3,123.27
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	1,156.92
ALLIANT IES UTILITIES	ENERGY USAGE	POOL	1,135.96
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	940.69
ALLIANT IES UTILITIES	ENERGY USAGE	RUT	403.68
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	354.49
ALLIANT IES UTILITIES	ENERGY USAGE	FD	302.62
ALLIANT IES UTILITIES	ENERGY USAGE	P&A	102.04
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	101.96
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	86.72
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	61.98
ALLIANT IES UTILITIES	ENERGY USAGE	EMA	54.99
ALLIANT IES UTILITIES	ENERGY USAGE	KMVL	43.15
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	40.93
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	37.54
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	29.48
ALLIANT IES UTILITIES	ENERGY USAGE	SEW	25.6
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	23.5
ALLIANT IES UTILITIES	ENERGY USAGE	P&REC	18.87
ALLIANT IES UTILITIES	ENERGY USAGE	ST LIGHTS	18.3
ALLIANT IES UTILITIES	ENERGY USAGE	CEM	16.39
ALLIANT IES UTILITIES	ENERGY USAGE	WAT	9.67
ALTORFER INC	EQUIPMENT MAINT	SEW	49.36
ARAMARK	RUGS	FD	250.44
BALICHEK, RITA	CLEANING SVC	P&A, SEW	130
BALICHEK, RITA	CLEANING SVC	P&A	105
BENHART, SHERRIE	CLEANING SVC	PD	45
BUD'S AUTO & TRUCK REPAIR	VEHICLE MAINT	WAT, SEW	646.52
CARQUEST OF LISBON	VEHICLE MAINT	FD	12.96
CASEY, SCOTT	DEPOSIT REFUND	WAT	66.89

CENTURY LINK	PHONE CHARGES	P&A	470.55
CENTURY LINK	PHONE CHARGES	SEW	348.85
CENTURY LINK	PHONE CHARGES	PD	130.63
CENTURY LINK	PHONE CHARGES	FD	118.71
CENTURY LINK	PHONE CHARGES	POOL	67.94
CENTURY LINK	PHONE CHARGES	WAT	64.28
CENTURY LINK	PHONE CHARGES	RUT	60.28
CENTURY LINK	PHONE CHARGES	PD	51.46
DURACLEAN	CLEAN ELLIOTT CONCESSION COMPREHENSIVE PLAN	P&REC	625.00
ECICOG		P&Z	1,001.00
ELLIOTT'S UPTOWN FITNESS CENTER	RENT	P&REC	175.00
GALLS INC	UNIFORMS	PD	176.44
GROUP SERVICES INC	INSURANCE	ALL DEPTS	25,527.12
HAWKEYE READY MIX	SIDEWALK @ WWTP	SEW	442.46
I WIRELESS	CELL PHONE	P&REC, P&A	94.78
IOWA ONE CALL	LOCATES	WAT,SEW	44.10
IOWA SOLUTIONS INC	COMPUTER MAINT	ALL DEPTS	1,725.00
IOWA SOLUTIONS INC	COMPUTER MAINT	P&A	720
IPERS	IPERS	ALL DEPTS	59.83
JOHN DEERE LANDSCAPES	EAB TREATMENT	RUT	3,952.00
JOHN DEERE LANDSCAPES	EAB BOTTLE	RUT	47.50
JOHN DEERE LANDSCAPES	EAB SUPPLIES	RUT	4,266.93
KIRKWOOD COMMUNITY COLLEGE	EDUCATION TRAINING	WAT, SEW	450
KONICA MINOLTA	MAINT PLAN-COPIES	ALL DEPTS	480.76
LANGES SINCLAIR SERVICE	FUEL	FD	145.64
LIBERTY IRON WORKS	BIKE RACKS	GRANT- P&REC	2,850.00
LINN COUNTY PUBLIC HEALTH	ANNUAL INSPECTION	POOL	270.00
LINN COUNTY RECORDER	URP AMENDMENT 4	ECON DEV	117
LINN CTY FIREFIGHTERS ASSOC	BOOK	FD	45.5
MOUNT VERNON ACE HARDWARE	VEHICLE REPAIRS	FD	91.97
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	141
MUTUAL WHEEL COMPANY	VEHICLE MAINT	FD	37.8
OFFICE OF VEHICLE SERVICES	VEHICLE INSPECTIONS	PD	10.00
P&K MIDWEST INC	EQUIP MAINT	RUT	63.74
PITNEY BOWES	POSTAGE METER RENTAL	ALL DEPTS	141
ROTO-ROOTER	CLEAN CULVERT	ST WAT	240
RUSSELL, KIRSTEN	DEPOSIT REFUND	WAT	32.75
SCHIMBERG COMPANY	DRINKING FOUNTAINS	P&REC	112.01
SCHIMBERG COMPANY	PIPE SIZING TOOL	WAT	101.11
SCHIMBERG COMPANY	DRINKING FOUNTAIN	DOG PARK	50.90
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	4,530.00
SIMMONS PERRINE MOYER	LEGAL FEES	P&A	855
STAPLES ADVANTAGE	SUPPLIES	ALL DEPTS	131.85
STATE HYGIENIC LAB	TESTING	POOL,SEW	2,057.00
SUREFIRE LLC	SUPPLIES	PD	53.37
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	505.00
THE THORESEN PROJECT	RECORDS MGMT SYSTEM	CEM	1,890.00
TREASURER STATE OF IOWA	SALES TAX		5,894.00
TREASURER, IA STATE UNIVERSITY	FF2-FD	FD	50
TYLER TECHNOLOGIES	SOFTWARE SUPPORT	P&A	93.75
UNITYPOINT CLINIC	MEMBERSHIP DUES	PW	37
US CELLULAR	CELL PHONE	PD	116.17
WALKER AG EQUIPMENT	EQUIPMENT MAINT	P&REC	1,620.78
WELLMARK B/C BLUE SHIELD	3RD PARTY EOBS	ALL DEPTS	180
WENDLING QUARRIES	ROAD STONE	WAT	70.62

WEX BANK	FUEL	ALL DEPTS	2,278.94
WEX BANK	FUEL	PW	1,991.56
ZOLL MEDICAL CORPORATION	SUPPLIES	POOL	105.28
		TOTAL	87,554.16

4. Open forum: each citizen limited to 5 minutes per discussion item.
  
5. Receipt of bids: \$2,700,000 General Obligation Capital Loan Notes, Series 2014 followed by discussion and possible action on Resolution #8-18-2014A: A Resolution directing the sale of \$2,700,000 General Obligation Capital Loan Notes, Series 2014. Larry Burger, Speer Financial, participating via phone, explained that seven bids were received today for the \$2,700,000.00 General Obligation Capital Loan Note, Series 2014. UMB Bank of Kansas City Missouri along with Hills Bank & Trust, Mount Vernon submitted the low bid for a purchase price of \$2,783,700.00., and a True Interest Rate of 2.4074%. Mr. Burger continued saying typically discounts are offered but what's been happening in the market recently is the underwriters are bidding the bonds with a higher interest rate to attract buyers but then payback the difference in this bond, a premium of \$83,700.00. to the City. It is Speer Financials recommendation the note be awarded to that bidder. Explaining the debt service schedule, Mr. Burger pointed out that principle payments do not start until 2016 allowing other bonds to retire. To protect the City a call provision was added in year 2022 so if the market is better than today the bond can be paid off or refinanced. Any bond over \$2 million is rated by Standard & Poor's Ratings Services. A telephone interview on August 5, 2014 between S&P and City Administrator Mike Beimer resulted in the City's current rating of A+ upgraded to an AA- rating (the top rating is AAA). Niemi motioned to approve Resolution #8-18-2014A, a resolution authorizing the sale of \$2,700,000.00 in General Obligation Capital Loan Notes, Series 2014 for a price of \$2,783,700.00 to UMB Bank of Kansas City, Missouri for a true interest rate of 2.4074%, seconded by Hampton. Roll call. Carried all.
  
6. Parks and Recreation Director Report. Park projects are being completed. Park and Rec Board will soon bring to Council for consideration a request for a pond management company to help manage the quarry. Park signs will soon be purchased for Bryant, Nature and Underhill Skate Park. They will be consistent with the existing signs at Davis, Elliott, and Memorial Parks. Registration for flag football and soccer are underway. Adult softball concluded with the Stonebrook Swingers taking the championship. Colder temps have had an impact on pool attendance; details will be in the September report. Twenty two youth participated in the Smart sitter babysitting education class.
  - a. Progress report on Elliott Athletic Complex concession stand renovation; discussion and possible action on additional costs involved to comply with Linn County Health Code to enable food preparation. Siders gave Council an update on the Elliott Concession Stand project explaining that dollars could be saved on labor costs if City staff was utilized. The block wall has been installed so there should not be any more issues with black mold; all interior walls are block. The plumbing and electrical work will be completed this week. Linn County Health Department said that we can no longer use the ten gallon water heater, it has to be a minimum fifty gallon heater. The total estimated cost to get Elliott concession back to a usable state is \$16,500.00 (block walls, electrical and plumbing). Siders provided Council with two different options for discussion. Both options included the cost of sinks, shelving, screens and cabinets but

the extras on first option included a hood/vent, two wall fans, and an electric grill for \$15,600.00. The other excluded those items listed but added a popcorn popper, a hot dog roller, and nacho warmer for a cost of \$8,100.00. Council decided they liked the 2<sup>nd</sup>/cheaper option at this time.

7. Police Report. Officer Moel attended a recertification course to maintain his Clandestine Lab certification. Winder updated council on the July crashes, police car update, Cornell students are returning, and he will be holding Reserve Officer Training. S.T.E.P. Enforcement has been the month of August and specifically August 25<sup>th</sup> through September 7<sup>th</sup>. Officer Gehrke will be teaching another R.A.D. class. Complete report on file at city hall.
8. Discussion and possible action on Resolution #8-18-2014B: A Resolution authorizing agreement establishing mutual aid law enforcement services between Cedar County, the City of Tipton, the City of West Branch, the City of Clarence, the City of Mechanicsville, the City of Durant, the City of Lisbon, the City of Mount Vernon, the 7<sup>th</sup> Judicial District Department of Correctional Services, the Seventh Judicial District, Juvenile Court Services, and authorizing local officials to perform thereunder. Winder gave an overview of the agreement. Tipton now has a K-9 unit and has asked if Mount Vernon would like to be a part of this agreement. Tipton would be a backup after Linn County. Motion made by Niemi to approve, seconded by Thompson. Roll call. Carried all.
9. City Engineer Report and update on public works projects.
  - a. Discussion and possible action on costs involving either keeping existing temporary stop lights or costs involving installation of alternate semi-permanent stop lights and estimated timetable for complete installation of permanent stop lights and costs involved.

Boggs gave a brief update on the 7<sup>th</sup> Street project: A preconstruction meeting will be held Wednesday morning, contractor to schedule tree removal next week, city take down street tree that it can, Alliant moving power per the markings, and the contractor to start on the water main first. At the conclusion of his update, Boggs asked for questions/comments.

Resident Roch Player questioned why 8” rather than 7” concrete, thus providing a more attractive route for trucks. Boggs explained that basically this is the only direct route from Springville Road to Hwy 1 on north side, other than First Street, which is difficult to get through because of the parking. Player continued that with kids in the neighborhood, being the Historic Ash Park District, any encouragement of truck traffic in the area would be detrimental to the character of the neighborhood. He questioned the design criteria that was used, specifically the design radii at the intersection of Sixth Avenue and Seventh Street, and the intent to widen it out, asking for clarification on the design vehicle. Boggs explained that this is used in new subdivisions, and 10’ was not adequate. Player, responded that this not a new subdivision but an existing historic district. He also asked about the construction schedule, and if it was due to be done before winter, as this is a designated snow route. Boggs explained per contract the completion date is the end of October. Player, understood that bids were in June, but has concern that two months of the construction have been lost, and whether there are liquidated damages, and per Boggs there are liquidated damages built into the contract (\$200.00 per day). Boggs further explained as the bids were late, and contractors are busy, a late completion date was

given. When asked by Player if there were recommendations from Historic Preservation Commission, Boggs replied no. Player then expressed concern that houses have to be reviewed, why not roads? Player asked to submit a list of questions for response from Boggs, and with the loss of some of the landscaping which is part of the character of the area, what plantings have been planned? Boggs response was that the topsoil restored with grass planted, without trees. Player questioned the design criteria used. Boggs explained he used 4<sup>th</sup> Street SW as a model, based on council discussions on trees, and that 7<sup>th</sup> is the same type of street as 4<sup>th</sup>, providing a direct route, and that it would need to be 8'' pavement and proper width for a collector street. He looked at Hwy 1, which is 24-25', and it handles plenty of traffic. Keeping it at 24' will keep as many trees as possible, leaving 8' thick for truck traffic. Player questioned if most of the trees on the south side were removed for the installation of the water line, and trees on north due to intersection returns. Boggs responded that of the two on north, the one for intersection, is a soft maple in bad shape. The walnut tree is being removed as the contractor can't get the paver by it. Taylor thanked Player for his comments about this being a historic district and so treating it the same as the south side is not appropriate, and is an important point that had not been thought of previously. Resident Richard Lewis, expressed support for Player's questions on the project, and asked for data on truck traffic on 7<sup>th</sup> Street, and if not data, if this was based on assumptions. Boggs replied that he did not have data, only that it is a direct connection between Springville Road and Hwy 1. Lewis further asked council not to act in haste to widen on assumptions. Currently there is no sidewalk to Davis Park and to the pool, and council needs to consider this if there is increased truck traffic. Resident Duane Yock questioned if the decision on Fourth Street SW was based on a large influx of buses at certain times versus trucks and its use as a model for 7<sup>th</sup> Street. He doesn't see large truck traffic in the 7<sup>th</sup> Street area. Boggs repeated again this is the only direct connection between Springville Road and Hwy 1 and recommended keeping the 24' width, saving as many trees as possible. Yock further expressed concern as there are 3 daycares in the area, the pool, the ballpark, Davis Park, Cornell, Elliott Complex, and to encourage truck traffic presents safety issues. Boggs explained that he had been receiving complaints on trucks uptown. Yock requested a bike path and a 5000 pound limit on the street, due to concern for damage to houses from heavy truck traffic. With the completion date less than 60 days away, it doesn't seem possible. Don Hormann commented that the corner of 6<sup>th</sup> Ave and 7<sup>th</sup> St sees lots of truck traffic by Gordon Lumber, and Hawkeye Ready Mix uses it 3-4 times per day, as well as the garbage trucks. The trees on 7<sup>th</sup> Street need care due to truck damage. He questioned how far the no parking would be going and Boggs replied that it hasn't been determined. Hormann also asked with the widening of intersections, would the widening of alleys be considered? Per Boggs, aprons will be put back but not widened. Hormann also commented on the tremendous amount of kids that use the road as they run out of sidewalk, and asked that the city do something about the sidewalk issue. Resident Emily Vig loves the pothole by her house as it slows down traffic for the children, and would like another stop sign on 7<sup>th</sup>. Resident Guy Booth, who is also a member of the Historic Preservation Commission, was disappointed the project slipped through the cracks and did not get reviewed, after just going through this on 8<sup>th</sup> Ave. He admonished council that they have the duty for the two documents that control and preserve what we have, the current comprehensive plan and the Historic Preservation Commission ordinance, not Springville Ready Mix or anyone else and read portions of these documents to council. Ash Park is on the National Register of Historic Places. Historically, the city signed an agreement, is a CLG, to preserve what we have, and feels

this concept has not paid attention to what is in the documents, and needs to review where it should be. Resident Robert Caldwell expressed several concerns: the concept that 7<sup>th</sup> Street is a truck route is inconceivable to people in the neighborhood, and if a street must be used, use 8<sup>th</sup>. He agreed with previous comments that there are lots of kids. The walnut needing to be moved was on the old Ash farm, in front of the carriage house. Many of these trees shade homes, keeping utility bills down. The City believes trees in the parking have tremendous value, so that homeowners have the responsibility to maintain. Now they don't have value. Caldwell stated further that having a truck route right through family neighborhood of historic homes shows indifference and contempt. Big intersections going up against historic homes changes the neighborhood, and that the City demonstrated indifference to historic neighborhoods after having the dialog on 8<sup>th</sup> Avenue. He requested the City have more sincere interest in preservation of its assets as opposed to an active indifference, which is disappointing. Taylor, after listening to comments, expressed the opinion shame on us. She had thought the citizens meeting would occur earlier and had asked a month ago why the meeting had not taken place. Her comments were it was not too late and can be fixed. She reviewed the trees marked with an X, and in her opinion some don't seem to be in the way. In planning this project, the city didn't do a good job, would like council to reconsider thinking how this is handled, and it was not in council's best interest not to consult the Historic Preservation Commission and the need of a sidewalk. Thompson asked when the meeting was held, and how and who was notified. Taylor questioned again why it wasn't held before the project got this far along, and that council was asked to vote without appropriate information. Hormann and Moore discussed the issue of not having a start date, and Boggs explained they normally don't put start dates in contracts, just completion dates. Resident Karen Hilliker expressed concern with truck traffic in the northern part of Mt. Vernon to Hwy 1, and questioned why they didn't use Hwy 151. Boggs replied whether it was a truck route or not would not change the design of the street, other than the pavement thickness. Roudabush stated it is not going to be marked as a truck route. Resident Kelly Yock asked why on street parking was being eliminated, and Boggs explained as a collector street, (because it connects two arterials), you need to have two lanes of traffic. However, council has not formally eliminated parking. Player asked if placing the water line below the roadway footprint had been considered. Boggs said it was discussed, but was not the preferred area. Player asked if it could be put closer to the curb and if the radii was measured inside or outside, and if this placement could possibly save more trees. Boggs indicated it was back of curb. Hormann asked that council take a step back and review the entire project and proceed forward in the spring. Motion made by Taylor for council to put the project on hold and review the entire procedure. Motion died for lack of a second. Moore stated the City has a signed contract and needs to follow through. There were further discussions on the details of the contract. A resident from the audience stated he felt this was a design flaw that Historic Preservation was not consulted. He couldn't put a fence in without consulting with the Commission, and now the City is changing the landscape of the entire neighborhood without consulting them, as they are also a government entity. Hormann felt the changing of the radius of intersections was a good thing and would not change the neighborhood. Taylor expressed concern that city council should defer to Historic Preservation, and how these changes would affect houses on the corner. Had the neighborhood meeting been held earlier council would have been alerted to resident concerns. Conversations could be held with the contractor on recommended changes. Roudabush reminded council that both parties have to agree to negotiate the contract.

Moore asked for the Historic Preservation Commission to meet with council. Booth asked that the city pay attention to current Historic Preservation ordinance and Comprehensive Plan. People are making assumptions that the contractor couldn't get it done, and that contractor wouldn't be willing to make changes. Moore stated the pre-construction meeting will be held this Wednesday at 9:30, and would like to have Historic Preservation present at the meeting. A resident asked if the meeting was open to the public. Boggs stated that pre-construction meetings are not designed as a public meeting, however people could observe, but the dialog will be between the city and the contractor. Boggs further outlined the meeting as a time when the start date and completion date are discussed. The project can still be taken to Historic Preservation and a public meeting, and changes can be made as it goes forward. Any street project is important to the neighborhood. Winder explained that there is a 20 ton embargo on Springville Road. Thompson expressed concern that there are a lot of children in the neighborhood, and assured residents that council can talk about more stop signs, and change the character of the route to make it less attractive to trucks, and by looking at separate issues to slow people down once repairs are made. Roudabush brought up the topic of who is obligated to put sidewalk in, the city or the homeowner. Boggs stated council wanted to start the sidewalk project, so he left it out of street design. Installing new sidewalks could also disturb trees. Roudabush felt this would be a good time to put in sidewalks with this project at homeowners expense. Taylor commented that as part of the project, the homeowner could be assessed, and it may be more cost effective for the homeowner. Boggs stated the city could also have some participation. Taylor commented this is no different than in other neighborhoods. Player asked if context sensitive designs principles could be used. Even though it is not the desired location, water main could be put in under road, and add less radius design to the project. Taylor asked for Player to attend and discuss his comments with Historic Preservation. Thompson thanked all who participated in the meeting and provided valuable information. Taylor asked for update on Wednesday's meeting be placed on the website.

Boggs responded to Moore's question on the problems with the stoplights. The batteries had drained down and been repaired. Boggs updated council on the Intersection Hwy 1 and First: submitted check plans to IDOT. Hoping to get redlined copy back by next week, once approved, hold a public hearing on plans and specs, hopefully by the next council meeting. State code requires a public bid opening process. Boggs hoped to purchase material ahead of time to speed up the process but this is not allowed. Lead time is an issue. Lights will not be installed until next spring. There are two options, keep the roll outs or install new temporary signals. IDOT would not approve temporary signals until a plan was in place for permanent replacements. He had received two bids on temporary lights, both in \$24K range. Council further discussed the two options presented. Taylor asked for Beimer's input. Beimer stated that conversations with Anderson Bogart and Dan were under the assumption that the IDOT will allow the temporary signals. Chief Winder had recommended to Beimer to purchase the roll outs at this point as they could be used for other jobs. Beimer recommended proceeding with IDOT, get redline approved, and give back the roll outs, if council could live with the wooden posts and heads. The cost to remove them could be rolled into installation cost of the new lighting. Moore reminded council this was not a budgeted item. Beimer explained that part of the cost is in the urban renewal plan. The City should get some of the costs of the lights from ICAP insurance claim pending on three, and possibly four of the lights.

Money is allocated in TIF for the area. The difference will come from either RUT, General, or LOST. Either way, it needs to be done. Boggs stated he had received approval from IDOT to put in temporary poles. Boggs had received two bids, Hawkeye, \$24,283, Esco, \$24,775, with Hawkeye being able to put in immediately and Esco installation in one month. Motion made by Niemi to go forward with the temporary lights as approved by IDOT and return roll out lights and award contract to lowest bid, Hawkeye Electric at a cost of \$24,283. Hampton, second. Roll call. Carried all. Niemi stated he had received some complaints on the gravel in the intersection and asked that it be covered before winter. Taylor asked that all design features with the lights and street signs go before Historic Preservation and the Sign Committee.

Boggs outlined the HMA Resurfacing, and he will be contracting out a survey firm to do the topography, he will finish the design. He is working with District 6 office of the IDOT on the pedestrian crossing at Hwy 1 and Pal Road, but hasn't applied for anything yet as he is still seeing what is needed. There is a proposed Hwy 30 trail at Hills Bank being paid for largely in part by Hills Bank. He has done the field work and design, and will be going to the IDOT with the plans for approval. The contractor has asked that the city do the staking. Taylor asked for an update on the Highway 30 Corridor punch list. Boggs explained they were in the process of dressing up the right of way, filling in ruts, fixing the catch basin near the Masonic Lodge building, rodent proofing the lights, and the city has scheduled what needs to be completed with the culvert extension. Taylor expressed that hopefully IDOT will be taking it over soon. Boggs is having discussions with IDOT on whether the damaged sign belongs there. Moore indicated the IDOT may have something to replace it with. Taylor requested an update from Boggs on the Cornell football field, and track that was closed due to water damage and liability. Boggs stated during the June storm, storm sewer surged across the football field and damaged the track and the football field. It has been televised, and tiles are coming into the storm sewer as part of football field reconstruction, and the railroad right of way gets clogged. The tile used is not a material used now, and he is hoping to do the repair from the inside out to minimize damage to the football field. He is still in discussion with Joel Miller from Cornell on responsibility. Boggs recommended realigning the storm sewer and Cornell being responsible for what is under the field for them to maintain.

10. Old Business. Taylor has asked that the Chalk the Walk banner be removed. Moore asked for an update on the plumber for the concession stand at Elliott. 211 ash trees have been treated and five trees will need to be removed.

11. New Business. None.

As there was no further business to attend to the meeting adjourned, the time being 8:50 p.m., August 18, 2014.

Respectfully submitted,  
Sue Ripke  
City Clerk

Reviewed and approved,

Michael R. Beimer  
City Administrator